

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY,

DURING THE SESSION

OF

1867-8,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN FOUR VOLUMES.

VOL. III.

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1868.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.
SESSION 1867-8.

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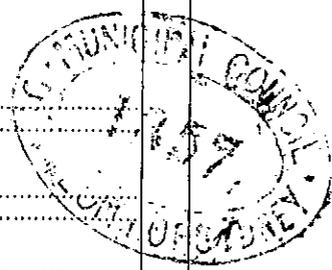
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1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TRUST MONEYS DEPOSIT ACCOUNT.

(FROM 1 APRIL, 1866, TO 31 MARCH, 1867.)

Ordered by the Legislative Assembly to be Printed, 3 July, 1867.

THE Treasurer of New South Wales in account with the Trust Moneys Deposit Account, under the Act 20 Victoria, No. 11, from 1st April, 1866, to the 31st March, 1867.

Dr.

Cr.

RECEIPTS.	AMOUNT.	PAYMENTS.	AMOUNT.
	£ s. d.		£ s. d.
To Balance on the 31st March, 1866	42,784 10 3	By Master in Equity	28,190 7 9
„ Master in Equity	30,790 3 11	„ Curator of Intestate Estates	4,823 17 11
„ Curator of Intestate Estates	7,347 16 5	„ Prothonotary, Supreme Court	1,801 2 7
„ Prothonotary, Supreme Court	1,443 12 0	„ J. P. Mackenzie, Official Assignee	25,045 9 1
„ J. P. Mackenzie, Official Assignee.....	28,559 14 4	„ R. H. Sempill do.	9,649 7 8
„ R. H. Sempill do.	12,735 14 7	„ F. T. Humphery do.	11,929 9 0
„ F. T. Humphery do.	16,933 14 4	„ R. H. Sempill and L. J. Spyer, Trade Assignees	1 5 6
„ R. H. Sempill and A. H. Baass, Trade Assignees	252 15 0	„ R. H. Sempill and A. H. Baass do. ..	132 4 3
		„ R. H. Sempill and Jas. Vickery do. ..	35 4 9
		„ Balance on 31st March, 1867	59,239 12 4
TOTAL	140,848 0 10	TOTAL.....	140,848 0 10

The Treasury, New South Wales,
20th June, 1867.

JAMES THOMSON,
Accountant.

G. EAGAR.

NEW SOUTH WALES.

ABSTRACTS

OF THE

PUBLIC ACCOUNTS

OF THE

Colony of New South Wales,

FOR THE YEAR

1866.

PREPARED IN THE TREASURY.

Ordered by the Legislative Assembly to be Printed,

11 JULY, 1867.

SYDNEY:

THOMAS RICHARDS, GOVERNMENT PRINTER, PHILLIP-STREET.

1867.

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Molasses—Duty on	13	Quarter Sessions	25, 32
Money Orders—Commission on	13	Queen's Plate	33
Money Order Department	20, 25, 36		
Money Order Account—Post Office	60	R	
Municipal Council, Sydney—in aid of City Funds	31	Railways—General Establishment, &c.	21, 27, 35
Municipal Institutions	28, 37	Railway Tolls and Miscellaneous Receipts	14
Museum—Australian—Endowment of	30, 37	Railway Works provided for by loans	39, 40
Museum—Australian—Curator	23, 30	Rates under the Chinese Immigrants Regulation and Restriction Act of 1861	15
N		Real Property Act—Assurance Fund	60
National Schools	30	Real Property Act—Commissioners' Fees	60
Naval Brigade	22, 29	Receipts and Disbursements—Loans—Statement of	40
Navigation—Harbours and Rivers	19, 21, 27, 35	Receipts—Consolidated Revenue Fund—Statement of	13
Navigation of the River Hunter—Improving the	41	Receipts in aid of the Consolidated Revenue	16
Newcastle Tonnage Dues	14, 65	Receipts—Mint	13
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O		Refund of Duties—Drawbacks and	37
Observatory	23, 30	Refineries and Distilleries	25, 32
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Offices for Land Departments—Rent of	26, 34	Remittances—Immigration—Receipts	60
Oriental Bank Corporation, London—Debentures sold by the	40	Rents exclusive of Land	14
Orphan Schools	20, 23, 30	Rent of Offices for Land Departments	26, 34
P		Repayments to the credit of Votes	15, 73
Paupers in Colonial Hospitals—For the support of	24, 31	Revenue and Receipts returned	37
Parliamentary Library	22, 29	Revenue Suspense Account	60
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Pensions and Retired Allowances—Supplement to Schedule B	22, 29	Roads—General and Field Establishments	28, 36
Pensions to Judges	22, 29	Roads, Streets, and Bridges	18, 21, 27, 28, 34, 36
Petty Sessions	19, 22, 32	Roman Catholic Church—Clergy and School Lands	45
Pilotage Receipts	14	Roman Catholic Church—Schedule C	22, 29
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Police Services	18, 19, 20, 22, 23, 29	Royal Mint—Sydney Branch of the	25, 32, 37
Police Reward Fund Account	54	Runs—Appraisalment of	26, 34
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Postmaster General	36	S	
Postage of Public Departments	18, 19, 20, 26, 33	Scab in Sheep Fund, 27 Viet., No. 6	37, 62
Post Office and Postal Services	19, 20, 25, 36	Scab in Sheep—Prevention of	27, 34
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Poundage	53, 60	Schedule C	22, 29
Preliminary Harbour Surveys	27, 35	Schedule of Repayments in the year 1866, to the credit of Votes	15, 73
Preliminary Expenses of Municipal Institutions	37	School of Arts—Aid to	30
Presbyterian Church—Clergy and School Lands	46	Schools:—	
Presbyterian Church—Schedule C	22, 29	Denominational	23, 30
Prevention of Scab in Sheep	27, 34	Denominational—Clergy and School Lands	46
Principal Secretary's Department	18, 19, 20, 23, 24, 29	Grammar School, Sydney—Endowment of the	36
Printing, Bookbinding, and Postage Stamps Department	25, 32	National	30
		National—Church and School Lands	46
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		Roman Catholic Orphan School	20, 23, 30

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Sea and River Pilots	26, 33	Telegraphic Messages—Public	26, 33
Secretary's Department—Chief	23, 24, 30	Telegraphs—Electric	28, 36
Secretary for Finance and Trade—Treasurer and	18, 19, 20, 25, 32	Telegraph Lines—Electric	39
Secretary for Lands' Department.. .. .	18, 19, 21, 26, 34	Telegraph Receipts—Electric	14
Secretary for Public Works' Department	18, 19, 21, 27, 35	Telegraph Stations	26, 33
Securities of Contractors	60	Tonnage Dues, Newcastle	14, 65
Sessions—Quarter	25, 32	Tonnage Dues, Wollongong	14, 66
Sheriff	25, 32	Tonnage Dues, Kiama	14, 67
Shipping Masters	26, 32	Treasurer and Secretary for Finance and Trade.. .. .	18, 19, 20, 25, 32
Special Appropriations	28, 37	Treasurer—Supplement to Salary provided under	
Special Receipts' Account.. .. .	60	Schedule A	29
Spirits distilled in the Colony—Duty on	13	Treasury Department	18, 19, 20, 25, 32
Stamps	14	Treasury Bills—Proceeds.. .. .	16
Stamp Duties Department.. .. .	25, 32	Accrued Interest on	15
Statement of Debentures sold by the Oriental Bank Corporation, London	64	Interest on	20, 28, 37
Statement of Public Debt, 31 December, 1866	70	Trust Moneys—Account of	61
Steam Cranes, Newcastle	27, 35	U	
Steam Dredges	27, 35	University of Sydney—Endowment of the	37
Steam Navigation and Pilot Boards	26, 33	Unforeseen Expenses	26, 33
Steam Postal Communication with Great Britain	25, 36	V	
Stores and Stationery	20, 25, 32	Vaccine Establishments	23, 30
Streets, Roads, and Bridges	18, 21, 27, 28, 34, 56	Volunteers	22, 29
Sugar—Refined—and Molasses—Duty on	13	W	
Sundry Deposits	60	Wesleyan Methodist Church—Clergy and School Lands	46
Superannuated Officers and others—Pensions to	22, 29	Wesleyan Methodist Church—Schedule C	22, 29
Superannuation Fund—Civil Service	50	Wollongong Tonnage Dues	14, 66
Superannuation Fund—Police	58	Wollongong Harbour Improvements	39
Supplements to Schedules A and B	22, 29	Works and Buildings—Public	18, 19, 21, 27, 35
Supreme and Circuit Courts	25, 32	Works and Buildings—Public—provided for by	
Support of Paupers in Colonial Hospitals	24, 31	Loans	39, 41
Surveys—Preliminary Harbour	27, 35		
Survey of Lands	19, 21, 26, 34		
Survey of Coast	26, 33		
Survey, &c., of the Darling and Murrumbidgee Rivers	21		
Sydney Branch of the Royal Mint	25, 32, 37		
Sydney Infirmary and Dispensary	31		
Sydney University—Endowment of	37		
Sydney Grammar School—Endowment of	37		

11

GENERAL ACCOUNT CURRENT

OF THE

REVENUE AND RECEIPTS

OF THE

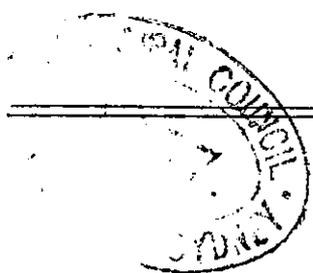
COLONY OF NEW SOUTH WALES,

AND OF THEIR

EXPENDITURE,

IN THE YEAR

1866.



GENERAL ACCOUNT CURRENT OF THE REVENUE AND RECEIPTS OF THE COLONY

Dr.

PAGE.	RECEIPTS.	AMOUNT.	TOTAL.
	To BALANCES AT THE CREDIT OF THE FOLLOWING ACCOUNTS, on the 31st December, 1865, viz. :—		
46	Clergy and School Lands' Revenue... ..	22,015 1 11	
50	Civil Service Superannuation Fund... ..	10,618 9 5	
54	Police Reward Fund	9,471 8 5	
58	Police Superannuation Fund	18,056 9 5	
60	Special Receipts' Account	70,803 5 1	
61	Trust Moneys' Deposit Account	35,581 11 10	*166,546 6 1
	To RECEIPTS IN 1866, as per the following Statements, viz. :—		
16	Consolidated Revenue Fund, Statement No. 1 ..	2,807,423 13 7	
40	Loans' Account, Statement No. 3	419,719 12 1	
46	Clergy and School Lands' Revenue... ..	9,710 0 10	
50	Civil Service Superannuation Fund... ..	10,927 3 1	
54	Police Reward Fund	1,985 15 11	
58	Police Superannuation Fund	3,412 16 7	
60	Special Receipts' Account	97,820 14 11	
61	Trust Moneys' Deposit Account	83,083 6 6	3,434,083 3 6
58	To POLICE SUPERANNUATION FUND— For portion of the Balance at the Credit of the Police Reward Fund, transferred to this Fund, under clause 31 of the Act 25 Victoria, No. 16		7,500 0 0
42	To BALANCE AT THE DEBIT OF THE 'LOANS' ACCOUNT, on the 31st December, 1866		809,531 9 11
	TOTAL	£	4,417,660 19 6

* Includes Government Securities to the amount of £47,100, belonging to the following Funds, viz. :—

Clergy and School Lands' Revenue—Debentures	£12,400
Civil Service Superannuation Fund—Treasury Bills	8,000
Police Reward Fund—Debentures... ..	1,700
Police Superannuation Fund—Debentures	25,000
	<u>£47,100</u>

The Treasury, New South Wales,
14th June, 1867.JAMES THOMSON,
Accountant.

OF NEW SOUTH WALES, AND OF THEIR EXPENDITURE, IN THE YEAR 1866.

Cr.

PAGE.	DISBURSEMENTS.	AMOUNT.	TOTAL.
	BY BALANCES AT THE DEBIT OF THE FOLLOWING ACCOUNTS on 31st December, 1865, viz. :—		
12 62	Consolidated Revenue Fund ... £80,809 8 11 <i>Less</i> —Balance at the credit of the Scab in Sheep Fund ... 7,509 19 5		
43	Loans' Account	73,299 9 6 342,094 2 2	415,393 11 8
	BY PAYMENTS IN THE YEAR 1866, UNDER THE FOLLOWING ACCOUNTS, viz. :—		
17	Consolidated Revenue Fund, Statement No. 2 ...	2,100,820 9 0	
43	Loans' Account, Statement No. 3	887,156 19 10	
47	Clergy and School Lands' Revenue Account ...	8,233 6 4	
51	Civil Service Superannuation Fund	9,480 14 8	
55	Police Reward Fund	1,034 15 4	
59	Police Superannuation Fund	5,844 16 1	
60	Special Receipts' Account	110,097 10 1	
61	Trust Moneys' Deposit Account	76,160 13 3	3,198,829 4 7
55	BY POLICE REWARD FUND— For Portion of the Balance at the Credit of this Fund transferred to the Police Superannuation Fund under clause 31 of the Act 25 Victoria, No. 16 ... ..	.....	7,500 0 0
	BY BALANCES AT THE CREDIT OF THE FOLLOWING ACCOUNTS, on 31st December, 1866, viz. :—		
12	Consolidated Revenue Fund... ..	633,303 15 1	
47	Clergy and School Lands' Revenue Account ...	23,491 16 5	
51	Civil Service Superannuation Fund... ..	12,064 17 10	
55	Police Reward Fund	2,922 9 0	
59	Police Superannuation Fund	23,124 9 11	
60	Special Receipts' Account	58,526 9 11	
61	Trust Moneys' Deposit Account	42,504 5 1	† 795,938 3 3
	TOTAL	£	4,417,660 19 6

† Includes Government Securities to the amount of £49,100 belonging to the following Funds, viz. :—
 Clergy and School Lands' Revenue—Debentures... .. £12,400
 Civil Service Superannuation Fund—Treasury Bills 10,000
 Police Reward Fund—Debentures 1,700
 Police Superannuation Fund—Debentures... .. 25,000
 £49,100

GEOFFREY EAGAR,
Treasurer.

CONSOLIDATED REVENUE FUND ACCOUNT CURRENT, FOR THE YEAR 1866.

Dr.

Cr.

RECEIPTS.		AMOUNT.	DISBURSEMENTS.		AMOUNT.
REVENUE ACCOUNT.			REVENUE ACCOUNT.		
To Receipts in the Year 1866, as per Statement No. 1...	...	2,807,423 13 7	By Balance at the Debit of the Consolidated Revenue Fund on 31st December, 1865	£80,809 8 11	
			Less—Balance at Credit of the Scab in Sheep Fund	7,509 19 5	73,299 9 6
			By Payments in the Year 1866, as per Statement No. 2, viz. :—		
			For Services of the Year 1860	£ 100 0 0	
			For Services of the Year 1861	3 1 4	
			For Services of the Year 1862	3,832 9 10	
			For Services of the Year 1863	2,581 5 1	
			For Services of the Year 1864	17,129 8 4	
			For Services of the Year 1865	194,944 18 10	
			For Services of the Year 1866	1,670,030 3 6	
				1,888,621 6 11	
			Other Payments	212,199 2 1	2,100,820 9 0
			By Balance at the Credit of the Consolidated Revenue Account, on 31st December, 1866	...	633,303 15 1
TOTAL, REVENUE ACCOUNT	...	£ 2,807,423 13 7	TOTAL, REVENUE ACCOUNT	...	£ 2,807,423 13 7
LOANS' ACCOUNT.			LOANS' ACCOUNT.		
To Receipts in the Year 1866, as per Statement No. 3	...	419,719 12 1	By Balance at the Debit of the Loans' Account, on 31st December, 1865	...	342,094 2 2
To Balance at the Debit of the Loans' Account, on the 31st December, 1866	...	809,531 9 11	By Payments in the Year 1866, as per Statement No. 3	...	887,156 19 10
TOTAL, LOANS' ACCOUNT	...	£ 1,229,251 2 0	TOTAL, LOANS' ACCOUNT	...	£ 1,229,251 2 0
TOTAL, CONSOLIDATED REVENUE FUND	...	£ 4,036,674 15 7	TOTAL, CONSOLIDATED REVENUE FUND	...	£ 4,036,674 15 7

12

The Treasury, New South Wales,
14th June, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

No. 1.

STATEMENT OF RECEIPTS IN THE YEAR 1866, ON ACCOUNT OF
THE CONSOLIDATED REVENUE FUND.

Ledger Folio.	HEAD OF REVENUE.	AMOUNT.	TOTAL.
	CUSTOMS.		
20	Spirits	£ 325,788 19 5	£
"	Wine	25,514 2 7	s. d.
"	Ale and Beer	25,428 9 11	£
21	Tobacco	55,634 4 8	s. d.
"	Tea	43,637 14 11	£
"	Sugar and Molasses... ..	53,270 9 4	s. d.
"	Coffee and Chicory	6,873 0 8	£
"	Opium	9,755 13 9	s. d.
1025	Malt	1,225 3 6	£
"	Hops	851 7 4	s. d.
"	Rice	5,596 7 3	£
"	Dried Fruit	14,121 9 10	s. d.
21	Package Charge	45,468 17 0	£
20	Ad Valorem	156,350 6 1	s. d.
25	Murray River Customs	59,173 18 7	£
41	DUTY ON REFINED SUGAR AND MOLASSES		828,710 4 10
46	DUTY ON SPIRITS DISTILLED IN THE COLONY		12,830 0 0
	GOLD REVENUE.		
	Duty on Gold:—		
61	Collected at the Custom House	1,676 1 11	
"	Collected at the Mint	16,804 3 5	
		18,480 5 4	
77	Fees for Escort and Conveyance of Gold... ..	8,930 12 11	
83	MINT RECEIPTS		27,410 18 3
	LAND REVENUE.		25,011 0 10
198	Land Sales:—		
"	Auction Sales, &c.	116,511 3 0	
"	Selections	19,964 15 10	
"	Conditional Purchases... ..	89,663 6 2	
"	Balances of Conditional Land Purchases	226,139 5 0	
"	Interest on Land Sales to Conditional Purchasers	22,994 6 6	
"	Interest on Land Sales to Conditional Purchasers	12,456 10 9	
199	Rent and Assessment on Pastoral Runs	272,844 0 0	
"	Fees on Transfers of Runs	968 15 0	
"	Quit Rents	161 1 10	
"	Licenses to cut Timber, &c., on Crown Lands	2,586 18 0	
"	Mineral Leases	1,162 17 7	
"	Leases of Auriferous Lands	909 16 4	
"	Miners' Rights	6,165 0 0	
"	Business Licenses	678 10 0	
"	Miscellaneous	71 10 0	
182	ASSESSMENT ON SHEEP UNDER SCAB ACT		547,138 11 0
377	POSTAGE		11,968 4 8
385	COMMISSION ON MONEY ORDERS		77,067 13 9
	LICENSES.		1,993 18 6
460	To Wholesale Spirit Dealers	5,210 0 0	
"	To Auctioneers	1,927 15 3	
"	To Bonded Storekeepers	5,083 16 7	
461	To retail Fermented and Spirituous Liquors	62,822 5 8	
"	Billiard and Bagatelle Licenses to Publicans	2,421 8 4	
"	To Distillers and Rectifiers... ..	55 19 8	
"	To Hawkers and Pedlers	685 11 4	
"	To Pawnbrokers	310 0 0	
"	Colonial Wine, Cider, and Perry	121 0 0	
"	All other Licenses	232 9 8	
			78,870 6 6
	Carried forward	£	1,633,054 11 3

STATEMENT OF RECEIPTS, &c.—*continued.*

Ledger Folio.	HEAD OF REVENUE.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward ... ..	.....	1,633,054 11 3
	FEES OF OFFICE.		
620	On Commissions to Public Officers	21 0 0	
"	On Certificates of Naturalization	150 6 0	
"	On the Preparation and Enrolment of Title-deeds	3,387 10 0	
"	Registrar General	3,818 17 7	
"	Prothonotary of Supreme Court	2,490 9 6	
"	Master in Equity	966 13 6	
"	Curator of Intestate Estates	552 14 10	
"	Insolvent Court	1,980 1 4	
621	Sheriff	688 8 5	
"	District Courts	5,408 9 7	
"	Courts of Petty Sessions	2,729 16 9	
"	Water Police Court and Shipping Masters	2,962 6 11	
"	Steam Navigation Board	351 0 0	
"	Fees under Gold Fields Act	89 14 0	
"	Slaughtering Fees, Glebe Island Abattoirs	1,319 18 9	
"	Other Fees	72 0 6	
			26,989 7 8
352	FEES ON INSPECTION OF CATTLE ... ..	.....	53 1 0
	FINES AND FORFEITURES.		
664	Sheriff	623 15 6	
"	Courts of Petty Sessions	3,288 2 4	
"	Water Police Court... ..	505 19 3	
"	For the Unauthorized Occupation of Crown Lands	531 0 2	
"	Crown's share of Seizures by the Departments of Customs		
"	and Distilleries... ..	90 7 3	
"	Confiscated and Unclaimed Property	182 13 11	
"	Other Fines	17 1 8	
			5,239 0 1
	RENTS—EXCLUSIVE OF LAND.		
690	Tolls and Ferries	25,734 7 7	
"	Wharfs	4,363 13 0	
"	Military Canteen	39 0 0	
"	Government Buildings and Premises	506 18 4	
"	Glebe Island Bridge	143 16 1	
"	Glebe Island Abattoirs	1,018 14 8	
			31,806 9 8
714	STAMPS ... ..	.....	65,870 15 5
	RAILWAYS.		
734	Railway Tolls	174,663 18 7	
"	Railway Miscellaneous Receipts:—		
"	Sale of Property	1,162 1 5	
"	Advertising in Carriages	312 0 0	
"	Proceeds of Sale of Unclaimed Goods	48 9 0	
"	Rents	26 5 5	
"	Hire of Machinery	22 10 0	
"	Other Items	10 16 2	
		1,582 2 0	
			176,246 0 7
748	ELECTRIC TELEGRAPH RECEIPTS ... ..	.....	33,914 5 11
	PILOTAGE.		
782	Port Jackson	9,145 4 10	
782-3	Out-ports	6,156 10 4	
			15,301 15 2
801	HARBOUR DUES ... ..	.....	1,990 14 10
808	FEES ON CERTIFICATES OF COMPETENCY TO MASTERS OF		
	VESSELS ... ..	.....	520 0 0
	TONNAGE DUES.		
817	Newcastle	5,176 5 6	
"	Wollongong	168 2 0	
"	Kiama	61 8 6	
			5,405 16 0
	Carried forward	£	1,996,391 17 7

STATEMENT OF RECEIPTS, &c.—continued.

Ledger Folio.	HEAD OF REVENUE.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward		1,996,391 17 7
827	RATES UNDER THE CHINESE IMMIGRANTS' REGULATION AND RESTRICTION ACT OF 1861		10 0 0
831	INTEREST ON CITY DEBENTURES		10,000 0 0
	MISCELLANEOUS RECEIPTS.		
892	Sale of Government Property	1,688 17 10	
"	For the support of Patients in the Lunatic Asylums	671 12 4	
"	Collections by the Government Printer	2,976 15 5	
"	Payment by the Commissariat towards the support of British Prisoners and Lunatics	2,709 18 7	
893	Store Rent of Gunpowder	1,685 0 1	
"	For Work performed by Prisoners in Gaol	1,152 9 2	
"	Fees for docking Vessels, Fitz Roy Dock... ..	2,941 19 5	
"	Fees on presenting Private Bills to Parliament	325 0 0	
"	Fees on Letters of Registration	480 0 0	
"	Interest on Bank Deposits	1,348 14 5	
"	Repayment of the Cost of Excise Supervision of the Brisbane Bonded Sugar Refinery	1,000 0 0	
979	Repayment, by the Purchasers of Treasury Bills, of the Interest accrued thereon, at the date of Purchase	159 17 9	
984	Repayment, by the Purchasers of Government Debentures, of the Interest accrued thereon at the date of purchase	134 1 4	
893	Unclaimed Balances of Intestate Estates... ..	1,424 16 4	
"	Unclaimed Balances of Insolvent Estates... ..	501 19 2	
"	Proceeds of Sale of Overtime Goods held in Queen's Warehouse	121 5 10	
"	Amount transferred from the Church and School Estates Fund, being the cost of Survey of Church and School Lands since 1861	1,682 2 6	
"	For advertising Intestate Estates in the <i>London Gazette</i>	20 0 0	
"	For hire of the Steam Dredge "Hercules"	96 0 0	
"	Amount of Defendant's Taxed Costs <i>re</i> Queen <i>v.</i> Josephson	52 2 11	
"	Do. do. do. <i>re</i> Queen <i>v.</i> Blatchford	43 5 6	
"	Rent of Goods in Queen's Warehouse, Sydney	158 18 8	
"	Rent of Goods in Queen's Warehouse, Albury	196 8 5	
"	Value of Gold Coin forwarded to the Royal Mint, London, from the Sydney Branch, for Assay, from 1860 to 1864	1,971 10 0	
"	Repayment of Expenses incurred by the Deputy Master of the Mint in providing Gold Specimens for the Australian Museum	245 2 9	
"	Rent of Coal-bearing Land leased by the Australian Agricultural Company, from 1st January to 31st December, 1866	300 0 0	
"	Amount received for services of Tide-waiters employed in vessels after the time allowed by law	151 9 0	
926	Advances to Public Officers, and others, refunded	1,444 11 2	
955	Advances on account of other Governments, repaid	239 4 6	
1001	Repayments to the credit of Votes	*5,644 14 8	
893	Other Miscellaneous Receipts	159 8 3	
			31,677 6 0
	Carried forward	£	2,038,079 3 7

* For particulars of this sum, see Schedule page 73.

STATEMENT OF RECEIPTS, &c.—*continued.*

Ledger Folio.	HEAD OF REVENUE.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward ... ..	.....	2,038,079 3 7
969	RECEIPTS IN AID OF THE CONSOLIDATED REVENUE FUND. Proceeds of Treasury Bills issued under 27 Vic., No. 8, and applied in payment of Services of 1863 and previous years, negotiated in the Colony, viz:— £74,000 at par	74,000 0 0	
988	Proceeds of Debentures issued under 29 Vic., No. 4, on account of the Deficit of 1864 and previous years, negotiated through the Agency of the Oriental Bank Corporation, London, viz:— £541,900 @ 90 per cent. = £487,710 0 0 1,700 @ 92½ " = 1,572 10 0 800 @ 92½ " = 742 0 0 5,600 @ 95 " = 5,320 0 0	495,344 10 0	
990-1	Temporary Loans— From the Mutual Provident Society, Sydney 100,000 0 0, From the Savings' Bank of New South Wales 100,000 0 0	200,000 0 0	769,344 10 0
	TOTAL	£	2,807,423 13 7

The Treasury, New South Wales,
27th May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY BAGAR,
Treasurer.

No. 2.

CONSOLIDATED REVENUE FUND.

ABSTRACT OF DISBURSEMENTS IN THE YEAR 1866, AS DETAILED IN THE ANNEXED STATEMENT.

GENERAL HEAD OF SERVICE.	SERVICES OF THE YEAR							TOTAL.
	1860.	1861.	1862.	1863.	1864.	1865.	1866.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
I.—SCHEDULES TO IMPERIAL ACT 18 & 19 VICTORIÆ, CAP. 54	4 16 9	.....	4,540 0 0	51,752 3 11	56,297 0 8
SUPPLEMENTS TO SCHEDULES A AND B	582 14 6	5,938 5 9	6,521 0 3
II.—EXECUTIVE AND LEGISLATIVE..	676 1 1	17,133 8 4	17,809 9 5
III.—CHIEF SECRETARY	2 10 0	186 19 2	150 14 9	3,145 4 8	41,262 7 1	403,484 11 11	448,182 7 7
IV.—ADMINISTRATION OF JUSTICE	7 18 0	45 7 6	2,640 13 11	93,013 19 5	95,707 18 10
V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE	0 11 4	0 9 4	17 1 5	3,368 17 8	61,983 0 11	202,811 14 10	268,181 15 6
VI.—SECRETARY FOR LANDS.. .. .	100 0 0	.....	3,245 1 4	1,620 7 6	2,176 5 10	35,373 5 1	150,002 15 8	192,517 15 5
VII.—SECRETARY FOR PUBLIC WORKS	450 0 0	750 6 8	8,393 12 8	40,654 3 1	276,248 17 1	326,526 19 6
VIII.—THE POSTMASTER GENERAL	55,270 6 8	85,270 6 8
IX.—SPECIAL APPROPRIATIONS	7,232 13 2	384,373 19 11	391,606 13 1
TOTAL, CHARGES AGAINST APPROPRIATIONS	100 0 0	3 1 4	3,832 9 10	2,581 5 1	17,129 8 4	194,944 18 10	1,670,030 3 6	1,888,621 6 11
X.—OTHER PAYMENTS OUT OF THE CONSOLIDATED REVENUE FUND	212,199 2 1
GRAND TOTAL	£ 2,100,820 9 0

The Treasury, New South Wales,
14th June, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

No. 2.

STATEMENT OF DISBURSEMENTS, IN THE YEAR 1866, OUT OF THE
CONSOLIDATED REVENUE FUND.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
SERVICES OF THE YEAR 1860.					
<i>No. VI.—Secretary for Lands.</i>					
495	GOLD FIELDS		100 0 0		100 0 0
	Total for the Year 1860 £		100 0 0		100 0 0
SERVICES OF THE YEAR 1861.					
<i>No. III.—Chief Secretary.</i>					
728	POLICE		2 10 0		2 10 0
<i>No. V.—Treasurer and Secretary for Finance and Trade.</i>					
644	POSTAGE OF THE PUBLIC SERVICE			0 11 4	0 11 4
	Total for the Year 1861 £		2 10 0	0 11 4	3 1 4
SERVICES OF THE YEAR 1862.					
<i>No. III.—Chief Secretary.</i>					
715	POLICE		41 2 2		41 2 2
705	GRANTS IN AID OF PUBLIC INSTITUTIONS— In aid of the erection of a Mechanics' Institute, Tamworth, an equal amount having been raised by private contri- butions			95 17 0	95 17 0
<i>No. V.—Treasurer and Secretary for Finance and Trade.</i>					
648	POSTAGE OF THE PUBLIC SERVICE			0 9 4	0 9 4
<i>No. VI.—Secretary for Lands.</i>					
ROADS AND BRIDGES.					
433	Minor Bridges and Roads not classified			120 0 0	} 3,178 8 0
691	Bridge over the Macquarie River at Dubbo			3,058 8 0	
MISCELLANEOUS.					
720	General Cemetery, Haslem's Creek			66 13 4	66 13 4
<i>No. VII.—Secretary for Public Works.</i>					
PUBLIC WORKS AND BUILDINGS.					
408	Gaols, Court Houses, and Lockups			450 0 0	450 0 0
	Total for the Year 1862 £		41 2 2	3,791 7 8	3,832 9 10

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1863.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	No. I.—Schedules to Imperial Act 18 and 19 Victoria, cap. 54.				
	SCHEDULE B.				
571	Pensions to Superannuated Officers .. .. .	.....	.....	4 16 9	4 16 9
	No. III.—Chief Secretary.				
592	POLICE—EXECUTIVE .. .. .	.....	52 14 4	.....	52 14 4
595	PETTY SESSIONS. Clerks and Clerks of Petty Sessions	78 7 4	.....	.....	78 7 4
608	GAOL, SYDNEY	19 13 1	.....	.....	19 13 1
	No. IV.—Administration of Justice.				
670	CORONERS' INQUESTS .. .. .	.....	7 18 0	.....	7 18 0
	No. V.—Treasurer and Secretary for Finance and Trade.				
660	TREASURY .. .. .	.....	1 6 6	.....	1 6 6
408	POST OFFICE	15 0 0	.....	.....	15 0 0
517	POSTAGE OF THE PUBLIC SERVICE .. .. .	.....	.....	0 14 11	0 14 11
	No. VI.—Secretary for Lands.				
655	SURVEY OF LANDS .. .. .	.....	625 15 0	.....	625 15 0
481	COMMISSION TO LAND AGENTS AND OTHERS; AND ADVERTISING FOR THE PUBLIC SERVICE GENERALLY .. .. .	.....	.....	24 2 0	24 2 0
653	ASSISTED IMMIGRATION .. .. .	.....	.....	970 10 6	970 10 6
	No. VII.—Secretary for Public Works.				
252	HARBOURS AND RIVER NAVIGATION. Punt for the River Darling at Fort Burke .. .. .	.....	.....	780 6 8	780 6 8
	Total for the Year 1863	£ 113 0 5	687 13 10	1,780 10 10	2,531 5 1

STATEMENT OF DISBURSEMENTS, &c.—*continued.*

Leger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
SERVICES OF THE YEAR 1864.					
No. EE.—Chief Secretary.					
604	POLICE		18 2 6		18 2 6
190	GAOL, BERRIMA		3 5 4		3 5 4
302	GAOLS, COUNTRY DISTRICTS		0 19 9		0 19 9
310	PENAL ESTABLISHMENT, COCKATOO ISLAND		5 12 11		5 12 11
332	LUNATIC ASYLUM, PARRAMATTA			2,500 0 0	2,500 0 0
378-386	ROMAN CATHOLIC ORPHAN SCHOOL		48 10 9	117 19 6	166 10 3
GRANTS IN AID OF PUBLIC INSTITUTIONS. In aid of the undermentioned Institutions, equal sums having been raised by private contributions, viz. :—					
405	Richmond School of Arts			100 0 0	} 219 12 0
406	Wollongong School of Arts			119 12 0	
CHARITABLE ALLOWANCES. In aid of the undermentioned Institutions, equal sums having been raised by private contributions :—					
461	Erection of an Hospital at Grafton			150 0 0	} 208 7 11
448	Hospital, Queanbeyan			58 7 11	
480	MISCELLANEOUS. Expenses of Returning Officers of Electoral Districts			22 14 0	22 14 0
	TOTAL, CHIEF SECRETARY	£	76 11 3	3,068 13 5	3,145 4 8
No. EV.—Administration of Justice.					
521	DISTRICT COURTS		32 17 6		32 17 6
723	CORONERS' INQUESTS		12 10 0		12 10 0
	TOTAL, ADMINISTRATION OF JUSTICE	£	45 7 6		45 7 6
No. V.—Treasurer and Secretary for Finance and Trade.					
649	TREASURY		3 19 6		3 19 6
552-555	POST OFFICE	44 15 0	1 0 6		45 15 6
602	CONVEYANCE OF MAILS			150 4 9	150 4 9
650	MONEY ORDER DEPARTMENT		319 5 8		319 5 8
COLONIAL STOREKEEPER.					
612	Conveyance of Stores			2 19 0	} 3 14 0
576	Stores and Stationery for the Public Service generally			0 15 0	
HARBOURS, LIGHT HOUSES, AND PILOT DEPARTMENT.					
Australian Coast Light Houses—					
122	Wilson's Promontory			0 0 4	} 849 13 3
123	Kent's Group			299 12 11	
124	King's Island			350 0 0	
596	Erection of four Beacons for carrying Leading Lights, Port of Newcastle			200 0 0	
MISCELLANEOUS.					
156	Postage of the various Public Departments			884 15 8	} 1,996 5 0
213	Interest on Advance on Treasury Bills by the Bank of New South Wales			1,111 9 4	
	TOTAL, TREASURER AND SECRETARY FOR FINANCE AND TRADE	£	44 15 0	2,999 17 0	3,368 17 8
	Carried forward	£	44 15 0	6,068 10 5	6,559 9 10

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	44 15 0	446 4 5	6,063 10 5	6,559 9 10
SERVICES OF THE YEAR 1864—continued.					
No. VI.—Secretary for Lands.					
628	SURVEY OF LANDS		1,707 15 5		1,707 15 5
268	COMMISSION TO LAND AGENTS AND OTHERS, AND FOR ADVERTISING FOR THE PUBLIC SERVICE GENERALLY			68 10 1	68 10 1
584-606	GOLD FIELDS	22 0 0	1 3 0		23 3 0
322-632	BOTANIC GARDENS		65 13 2		65 13 2
ROADS OTHER THAN MAIN ROADS.					
679	Subordinate Roads—Southern Districts			188 19 8	} 311 4 2
714	Minor Bridges and Roads not classified			30 0 0	
237	Expense of Fencing Public Roads where proclaimed through enclosed lands			3 15 0	
725	Completion of the Road from Randwick to the junction of the Long Bay and Botany Roads.. .. .			43 9 6	
88	Punt and Boat, Bomaderry Ferry			45 0 0	
	TOTAL, SECRETARY FOR LANDS	£ 22 0 0	1,774 11 7	379 14 3	2,176 5 10
No. VII.—Secretary for Public Works.					
RAILWAYS.					
531	Existing Lines—Working Expenses			493 11 1	493 11 1
HARBOURS AND RIVER NAVIGATION.					
Public Works.					
709	Survey and Improvement of the Murrumbidgee and Darling Rivers			1,658 0 0	} 1,708 0 0
134	Wharf, Casino			50 0 0	
550	COLONIAL ARCHITECT.. .. .		1 0 0		1 0 0
PUBLIC WORKS AND BUILDINGS.					
644	Ordinary Repairs, Alterations, and Additions to Public Buildings generally.. .. .			47 7 3	} 5,512 11 1
607	Furniture and Fittings for Public Offices generally.. .. .			20 0 0	
598	Materials and Implements for employment of Prisoners in Gaol			6 6 3	
729	Gaols, Court Houses, and Lock-ups			3,484 1 4	
708	Erection of Residence for Signal Master, South Head			737 6 9	
182	Erection of Residence for Master of the Benevolent Asylum, Liverpool			282 9 6	
702	Alterations, Benevolent Asylum, Liverpool			800 0 0	
121	Fencing Cemetery, Inverell			50 0 0	
699	Fencing the old Cemetery, Forbes			35 0 0	
700	Fencing the new Cemetery, Forbes			50 0 0	
ROADS AND BRIDGES.					
610	General Establishment		2 0 6		2 0 6
201	Road from John-street to Railway Bridge, Singleton			666 10 0	666 10 0
400	FITZ ROY DOCK		10 0 0		10 0 0
	TOTAL, SECRETARY FOR PUBLIC WORKS.. .. .	£	13 0 6	8,380 12 2	8,393 12 8
	Total for the Year 1864	£ 66 15 0	2,238 16 6	14,828 16 10	17,129 8 4

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
SERVICES OF THE YEAR 1865.					
Pa. I.—Schedules to Imperial Act 18 and 19 Victoria, cap. 54.					
6	SCHEDULE A.			348 16 8	348 16 8
SCHEDULE B.					
12	Pensions to retired Judges			529 7 6	} 1,905 19 4
18	Pensions to retired Political Officers			458 6 8	
38	Pensions to Superannuated Officers, and others			918 5 2	
SCHEDULE C.					
Church of England—					
41	Diocese of Sydney	771	4 9		
44	Diocese of Goulburn	100	0 0		
46	Diocese of Newcastle	316	13 4		
49	Wesleyan Methodist Church			1,187 18 1	} 2,285 4 0
52	Roman Catholic Church			393 2 7	
				704 3 4	
	TOTAL, SCHEDULES A, B, AND C	£		4,540 0 0	4,540 0 0
SUPPLEMENTS TO SCHEDULES A AND B.					
SCHEDULE A.					
10	Puisne Judges			38 17 9	} 59 14 5
	Colonial Treasurer			20 16 8	
SCHEDULE B.					
36	Pensions to Superannuated Officers, and others			523 0 1	523 0 1
	TOTAL, SUPPLEMENTS TO SCHEDULES A AND B	£		582 14 6	582 14 6
Pa. II.—Executive and Legislative.					
57-61	HIS EXCELLENCY THE GOVERNOR	1	1 0	58 13 8	59 14 8
65	EXECUTIVE COUNCIL	1	13 4		1 13 4
71-3	LEGISLATIVE COUNCIL	10	15 0	3 19 0	14 14 0
77-80	LEGISLATIVE ASSEMBLY	14	6 8	48 14 6	63 1 2
83-5	LEGISLATIVE COUNCIL AND ASSEMBLY	14	13 2	3 19 6	18 12 8
89-103	PARLIAMENTARY LIBRARY	3	0 0	515 5 3	518 5 3
	TOTAL, EXECUTIVE AND LEGISLATIVE	£	45 9 2	630 11 11	676 1 1
Pa. III.—Chief Secretary.					
101-2	CHIEF SECRETARY	14	6 8	8 0 0	22 6 8
MILITARY ALLOWANCE.					
105	Infantry			734 8 10	} 2,196 19 9
109	Artillery			1,462 10 11	
198	VOLUNTEERS			586 18 2	586 18 2
119	NAVAL BRIGADE			593 2 0	593 2 0
POLICE—EXECUTIVE.					
123	Inspector General	14	0 0		} 9,605 3 3
197	Constabulary	19	16 1		
130	Detectives	9	4 0		
132	Police Surgeon	16	13 4		
235	Contingencies			9,545 9 10	
PETTY SESSIONS.					
174	Police Magistrates	1,248	0 0		} 2,998 3 6
180	Clerks, and Clerks of Petty Sessions	1,181	19 7		
193	Contingencies			568 3 11	
192	GOLD AND ESCORT			1,919 0 4	1,919 0 4
	Carried forward	£	2,503 19 8	10,121 13 9	5,296 0 3
	Carried forward	£	45 9 2	630 11 11	5,122 14 6
					6,798 15 7

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
SERVICES OF THE YEAR 1865—continued.					
	Brought forward	45 9 2	630 11 11	5,122 14 6	5,798 15 7
No. III.—Chief Secretary—continued.					
	Brought forward	2,503 19 8	10,121 13 9	5,296 0 3	17,921 13 8
GAOL AND PENAL ESTABLISHMENTS—					
203-20	Gaol, Sydney	4 6 8	331 9 5	.....	335 16 1
211-8	Parramatta	2 10 5	279 19 8	.....	282 9 8
228-8	Bathurst	1 6 9	191 1 9	.....	192 8 6
231-4	Maitland	121 13 1	385 0 6	.....	506 13 7
239-43	Goulburn	1 6 7	82 0 9	.....	83 7 4
247-52	Berrima	1 8 3	61 13 0	.....	63 1 3
257-62	Albury	51 19 4	86 12 0	.....	138 11 4
265-68	Braidwood	74 15 4	73 11 6	.....	148 6 10
273-8	Mudgee	0 8 0	31 15 3	.....	32 3 3
283-5	Grafton	35 3 0	15 16 3	.....	50 19 3
289-308	Wollongong	56 2 8	57 9 6	.....	113 12 2
295-8	Armidale	41 17 10	57 0 0	.....	98 17 10
301-5	Wagga Wagga	41 17 10	47 19 11	.....	89 17 9
311-3	Eden	10 1 6	38 4 6	.....	48 6 0
317-21	Yass	68 9 8	65 6 0	.....	133 15 8
329-45	Windsor	11 14 10	23 16 6	.....	35 11 4
335-9	Deniliquin	51 12 10	98 14 8	.....	150 7 6
342	Gundagai	10 1 6	.....	.....	10 1 6
344	Tamworth	20 3 0	.....	.....	20 3 0
348	Orange	20 3 0	.....	.....	20 3 0
352	Tenterfield	11 14 10	.....	.....	11 14 10
356	Wellington	10 1 6	.....	.....	10 1 6
358-60	Port Macquarie	218 7 11	239 1 8	.....	457 9 7
374&379	Gaols, Country Districts	91 1 4	352 12 0	.....	443 13 4
380	Gaols generally .. .. .	.....	122 15 8	.....	122 15 8
383-9	Penal Establishment, Cockatoo Island	2 14 0	213 11 4	.....	215 5 4
393	Visiting Justice, Sydney Gaol and Penal Establishment	14 10 4	.....	.....	14 10 4
LUNATIC ASYLUMS—					
397	Allowance to Medical Board .. .. .	.....	.....	37 10 0	37 10 0
403-7	Farban Creek	4 14 0	636 17 7	.....	641 11 7
411-5	Parramatta	4 6 0	620 9 0	.....	624 15 0
417	MEDICAL BOARD	11 0 0	.....	.....	11 0 0
424	VACCINE INSTITUTION	341 14 10	.....	.....	341 14 10
433-41	AUDITOR GENERAL	12 9 8	90 18 4	.....	103 8 0
440-9	REGISTRAR GENERAL	24 8 8	920 0 6	.....	944 9 2
453-9	OBSERVATORY	45 19 10	128 16 3	.....	174 16 1
461	MUSEUM—SALARY OF CURATOR	83 6 8	.....	.....	83 6 8
462-4	COLONIAL AGENT	250 0 0	200 0 0	.....	450 0 0
469	DENOMINATIONAL SCHOOLS .. .. .	.....	.....	2,916 13 4	2,916 13 4
473-7	PROTESTANT ORPHAN SCHOOL	1 5 1	239 8 5	.....	240 13 6
481-6	ROMAN CATHOLIC ORPHAN SCHOOL	89 2 10	1,318 7 0	.....	1,407 9 10
490	ASYLUMS FOR INFIRM AND DESTITUTE .. .. .	.....	.....	911 19 7	911 19 7
GRANTS IN AID OF PUBLIC INSTITUTIONS—					
491	In aid of the Sydney Mechanics' School of Arts .. .. .	.....	.....	200 0 0	274 15 3
498	In aid of the Yass Mechanics' Institute, until a building be erected, an equal amount having been raised by private contributions .. .. .	.....	.....	74 15 3	
	Carried forward	£ 4,347 19 3	17,132 2 3	9,436 18 5	30,916 19 11
	Carried forward	£ 45 9 2	630 11 11	5,122 14 6	5,798 15 7

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1865—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	45 9 2	630 11 11	5,122 14 6	5,798 15 7
	Ps. III.—Chief Secretary—continued.				
	Brought forward	4,347 19 3	17,132 2 3	9,436 18 5	30,916 19 11
	CHARITABLE ALLOWANCES.				
494	For the support of Paupers in the Colonial Hospitals			1,848 18 2	
496a	For the support of Women and Children in the Benevolent Asylum, Sydney			786 10 0	
500	In aid of the Asylum for Destitute Children at Randwick, on condition of £2,000 being raised by Private Contributions, further sum			2,000 0 0	
	In aid of the undermentioned Institutions, equal sums having been raised by Private Contributions:—				
496	The Benevolent Society, Sydney			280 0 0	
520	The Benevolent Society, Parramatta			293 16 0	
521	The Benevolent Society, Singleton and Patrick's Plains			300 0 0	
522	The Benevolent Society, Tamworth			150 0 0	
523	The Hospital and Benevolent Society, Penrith			109 2 4	
530	The erection of the Deniliquin Hospital			337 2 6	
531	The erection of the Hospital at Newcastle			500 0 0	
532	The erection of a Benevolent Asylum and Hospital at Cooma			297 13 6	
537	The Albert Memorial Hospital, Wollongong			200 0 0	9,184 3 9
506	The Hospital at Armidale			54 8 5	
519	Bathurst			147 7 11	
514	Carcoar			200 0 0	
518	Goulburn			78 5 10	
525	Grafton			150 0 0	
510	Kiandra			16 15 6	
516	Maitland			121 1 3	
511	Murrumbidgee			81 8 8	
513	Muswellbrook			72 12 0	
502	Newcastle			144 19 0	
504	Port Macquarie			10 12 9	
533	Queanbeyan			40 2 6	
507	Sofala			87 15 6	
503	Wagga Wagga			300 0 0	
527	Wellington			150 0 0	
505	Yass			163 3 0	
524	Young			212 8 11	
501	Windsor			50 0 0	
	MISCELLANEOUS.				
728	Expenses attending the preparation of the Electoral Lists			85 3 5	
561	Expenses of the Returning Officers of the Electoral Districts			43 1 0	
536	Newspapers and Almanacs			5 0 0	
568	Burial of Destitute Persons in cases where Inquests have not been held			61 11 6	
542	Maintenance of Deserted Children, Paupers taken charge of for protection, expenses of transmission, &c.			21 0 0	1,161 3 5
545	Fees for examining Lunatics			7 17 6	
540	Rewards for apprehension of Offenders			755 0 0	
538	Costs of certain actions brought against the Police Magistrate of Albury, in his magisterial capacity			155 0 0	
564	Gratuity to Mrs. Sheehan, on her retirement from the office of Warder, Maitland Gaol			27 10 0	
	TOTAL, CHIEF SECRETARY	£ 4,347 19 3	17,132 2 3	19,782 5 7	41,262 7 1
	Carried forward	£ 4,393 8 5	17,762 14 2	24,905 0 1	47,061 2 8

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1865—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	4,393 8 5	17,762 14 2	24,905 0 1	47,061 2 8
	No. IV.—Administration of Justice.				
583-6	LAW OFFICERS OF THE CROWN	12 6 6	3 5 6	.....	15 11 0
591-8	SUPREME AND CIRCUIT COURTS	45 9 4	214 14 6	.....	260 3 10
601-6	SHERIFF	12 8 4	8 14 0	.....	21 2 10
611	INSOLVENT COURT	7 6 8	.....	.....	7 6 8
	DISTRICT COURTS—				
615	Metropolitan and Coast	12 18 4	.....	.....	} 885 1 4
626	Southern	160 0 0	.....	.....
634	South-western	151 13 4	.....	.....
642	Western	80 0 0	.....	.....
650	Northern	167 1 8	.....	.....
658	Hunter River	165 16 8	.....	.....
669	Contingencies generally .. .. .	.....	147 11 4	.....
673-80	QUARTER SESSIONS	11 4 0	11 1 2	.....	22 5 2
683-717	CORONERS INQUESTS	29 10 3	894 1 9	.....	923 12 0
	MISCELLANEOUS—				
733	Compensation to Mr. W. W. Billyard, for loss of office as late Crown Solicitor, on a re-arrangement of the Law Officers' Department in 1859 .. .. .	.....	.....	505 11 1	505 11 1
	TOTAL, ADMINISTRATION OF JUSTICE.. .. .	£ 855 14 1	1,279 8 9	505 11 1	2,640 13 11
	No. V.—Treasurer and Secretary for Finance and Trade.				
761-3	TREASURY	91 13 4	72 9 6	.....	164 2 10
1106-19	STAMP DUTIES	5 13 4	964 13 0	.....	970 6 4
767-75	CUSTOMS	100 2 4	243 13 9	.....	343 16 1
785	COLONIAL DISTILLERIES AND REFINERIES	8 1 8	.....	.....	8 1 8
794-9	SYDNEY BRANCH OF THE ROYAL MINT	161 3 1	53 2 9	.....	214 5 10
798	GOLD RECEIVERS	102 0 0	.....	.....	102 0 0
804-14-1026	POST OFFICE	2,626 5 7	506 9 4	.....	3,132 14 11
842	CONVEYANCE OF MAILS .. .. .	.....	.....	13,646 17 9	13,646 17 9
847	STEAM POSTAL COMMUNICATION WITH GREAT BRITAIN, <i>via</i> SUEZ .. .. .	.....	.....	18,136 15 3	18,136 15 3
852-6	MONEY ORDER DEPARTMENT	4 6 8	275 6 8	.....	279 13 4
	STORES AND STATIONERY.				
862	Departmental Expenses	1 3 4	.....	.....	1 3 4
878	Conveyance of Stores .. .. .	.....	.....	170 13 11	} 2,240 16 5
906	Packing and other Expenses .. .. .	.....	.....	2 6 0	
1077	Stores and Stationery for the Public Service generally .. .. .	.....	.....	1,623 15 1	
1206	Fuel and Light for Departments within the District of Sydney .. .. .	.....	.....	444 1 5	
	PRINTING, BOOKBINDING, AND POSTAGE STAMP DEPARTMENT.				
896-908	Printing and Bookbinding	12 12 8	202 4 10	.....	} 218 10 10
901	Printing Postage Stamps .. .. .	.....	2 10 0	.....
905	Printing Railway Tickets	1 3 4	.....	.....
	Carried forward	£ 3,114 5 4	2,320 9 10	34,024 9 5	39,459 4 7
	Carried forward	£ 5,249 2 6	19,042 2 11	25,410 11 2	49,701 16 7

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.				
		Salaries.	Contingencies.						
SERVICES OF THE YEAR 1865—continued.		£	s. d.	£	s. d.	£	s. d.	£	s. d.
	Brought forward	5,249	2 6	19,042	2 11	25,410	11 2	49,701	16 7
No. V.—Treasurer and Secretary for Finance and Trade—continued.									
	Brought forward	3,114	5 4	2,320	9 10	34,024	9 5	39,459	4 7
GUNPOWDER MAGAZINES.									
917	Goat Island	0	10 0	.....	.....	.....	.....	32	4 1
920	Spectacle Island	0	18 4	31	0 9	.....	.....	.....	.....
923	HEALTH OFFICERS, AND EMIGRATION OFFICER, PORT JACKSON	58	15 0	.....	.....	.....	.....	58	15 0
929-31	QUARANTINE	0	10 0	1	12 6	.....	.....	2	2 6
935-6	SHIPPING MASTERS	3	1 8	3	0 0	.....	.....	6	1 8
942-8	GLEBE ISLAND ABATTOIR	1	6 8	107	19 7	.....	.....	109	6 3
HARBOURS, LIGHT-HOUSES, AND PILOT DEPARTMENT.									
944	Superintendent	2	3 4	.....	.....	.....	.....	.....	.....
948	Steam Navigation and Pilot Boards	73	5 4	.....	.....	.....	.....	.....	.....
952	Harbour Masters	25	1 8	.....	.....	.....	.....	.....	.....
956	Colonial Light-houses	38	10 0	.....	.....	.....	.....	.....	.....
Australian Coast Light-houses—									
959	Gabo Island .. .. .	.....	.....	.....	.....	332	18 10	.....	.....
961	Wilson's Promontory .. .. .	.....	.....	.....	.....	214	7 7	.....	.....
971	Sea and River Pilots	301	5 8	.....	.....	.....	.....	.....	.....
981	Boatmen	309	5 9	.....	.....	.....	.....	.....	.....
985	Telegraph Stations	1	16 3	.....	.....	.....	.....	.....	.....
989	Contingencies .. .. .	.....	.....	176	13 0	.....	.....	.....	.....
MISCELLANEOUS.									
1019	Postage of the various Public Departments .. .. .	.....	.....	.....	.....	1,920	2 6	.....	.....
1038	Transmission of Telegraphic Messages .. .. .	.....	.....	.....	.....	1,695	0 10	.....	.....
1116	Interest on Public Accounts overdrawn at the Banks where such are kept, viz:—	.....	.....	.....	.....	.....	.....	.....	.....
	Oriental Bank Corporation, London .. .. .	.....	.....	.....	.....	6,081	12 3	.....	.....
	London Branch of the Bank of New South Wales .. .. .	.....	.....	.....	.....	4,071	10 11	.....	.....
1059	Expense of carrying on the Coast Surveys .. .. .	.....	.....	.....	.....	313	13 1	.....	.....
1057	Duty Stamps for the Public Service generally .. .. .	.....	.....	.....	.....	1	17 5	.....	.....
1124	Interest on advance on Treasury Bills by the Bank of New South Wales .. .. .	.....	.....	.....	.....	6,495	15 10	.....	.....
Payments out of the Vote for Unforeseen Expenses—									
Commission, Advertising, Postage, and other Charges in England, connected with the Government Agencies .. .. .		.....	.....	.....	.....	137	8 11	.....	.....
Freight and Insurance on Debentures forwarded to the Oriental Bank Corporation, London, for sale .. .. .		.....	.....	.....	.....	32	1 0	.....	.....
Expense of translating General Regulations and Appendices of the Exhibition, to be held in Paris in 1867 .. .. .		.....	.....	.....	.....	30	16 6	.....	.....
Fees paid to Shorthand-writer for Services connected with the Inquiry into the loss of the Steamer "Agnes Irving" .. .. .		.....	.....	.....	.....	20	2 0	.....	.....
Miscellaneous Items .. .. .		.....	.....	.....	.....	39	18 2	.....	.....
TOTAL, TREASURER AND SECRETARY FOR FINANCE AND TRADE £		3,930	10 0	2,640	15 8	55,411	15 3	61,983	0 11
No. VI.—Secretary for Lands.									
1137-8	DEPARTMENT OF LANDS	11	13 4	4	0 0	.....	.....	15	13 4
1145-57	SURVEY OF LANDS	1,602	3 7	7,451	3 3	.....	.....	9,053	6 10
1159	RENT OF ADDITIONAL OFFICES FOR LAND DEPARTMENTS .. .. .	.....	.....	.....	.....	75	0 0	75	0 0
1183	COMMISSION TO LAND AGENTS AND OTHERS, AND FOR ADVERTISING FOR THE PUBLIC SERVICE GENERALLY.. .. .	.....	.....	.....	.....	2,458	6 4	2,458	6 4
120-16	OCCUPATION OF LANDS	29	19 0	333	9 5	.....	.....	363	8 5
1442	APPRAISEMENT OF RUNS .. .. .	.....	.....	.....	.....	1,114	11 7	1,114	11 7
1221-4	IMMIGRATION DEPARTMENT	4	12 0	101	12 11	.....	.....	106	4 11
	Carried forward	1,648	7 11	7,890	5 7	3,647	17 11	13,186	11 5
	Carried forward	9,179	12 6	21,632	18 7	80,822	6 5	111,684	17 6

STATEMENT OF DISBURSEMENTS, &c.—continued.

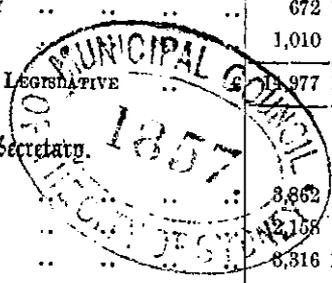
Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.					
		Salaries.	Contingencies.							
	SERVICES OF THE YEAR 1865—continued.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
	Brought forward	9,179	12 6	21,682	18 7	80,822	6 5	111,684	17 6	
	No. VII.—Secretary for Lands—continued.									
	Brought forward	1,648	7 11	7,890	5 7	3,647	17 11	13,186	11 5	
1246-61	GOLD FIELDS	888	4 11	614	2 10	.....		1,502	7 9
1270	MANAGEMENT OF ALPACAS	54	3 4	.....		.....		54	3 4
1814	PREVENTION OF SCAB IN SHEEP	1,087	17 6	6	9 2	.....		1,094	6 8
1294-6	INSPECTION OF CATTLE	39	11 8	0	16 7	.....		40	8 3
1302	COAL FIELDS	75	0 0	57	18 9	.....		132	18 9
1310-16	BOTANIC GARDENS	2	10 0	134	16 4	.....		137	6 4
1324-2-9	GOVERNMENT DOMAINS AND HYDE PARK	0	10 0	981	9 10	.....		981	19 10
	ROADS, STREETS, AND BRIDGES.									
	Construction and Maintenance of Subordinate Roads—									
	Sydney or Metropolitan .. .. .	.....		.....		987	0 0		
7	Northern .. .. .	.....		.....		6,454	14 9		
14	Southern .. .. .	.....		.....		3,517	0 0		
44	Western .. .. .	.....		.....		3,104	10 0		
1-73	Minor Bridges and Roads not classified .. .. .	.....		.....		1,618	17 3		
104	Alignment Posts for Towns .. .. .	.....		.....		115	10 0		
118	Fencing Public Roads where proclaimed through Crown									
123	Lands .. .. .	.....		.....		380	13 6	17,695	0 6
130	Formation of Streets through Crown Lands in City of Sydney					1,203	0 0			
133	Fencing General Cemetery at Armidale .. .. .	.....		.....		40	0 0		
148	Rent of the Windsor Ferry, for the Half-year ending 31st									
	December, 1865, refunded to the Trustees .. .. .	.....		.....		172	10 0		
149	Rent of the Toll-bar on the Mudbank and Cook's River									
	Road, from 1st July, 1864, to 31st December, 1865, re-									
	fundred to the Trustees .. .. .	.....		.....		101	5 0		
1333	ABORIGINES .. .. .	.....		.....		108	15 0	108	15 0
	MISCELLANEOUS.									
1336	Erection of new Pounds .. .. .	.....		.....		30	0 0		
1338	Compensation to Mrs. Elizabeth Castle, for damages sustained,									
	owing to the improper issue of a Grant from the Crown									
	of Land on the Hunter, afterwards purchased by									
	her late husband .. .. .	.....		.....		300	0 0	439	7 3
1304	LAW Expenses incurred by the Trustees of the Road from									
	Raymond Terrace to Hexham, in defending an action									
	brought against them by a contractor .. .. .	.....		.....		60	17 3		
1334	Compensation to Messrs. Glass and Corrigan, for Sheep									
	destroyed under the Scab Act of 1861 .. .. .	.....		.....		48	10 0		
	TOTAL, SECRETARY FOR LANDS	£	3,796	5 4	9,685	19 1	21,891	0 8	35,373	5 1
	No. VIII.—Secretary for Public Works.									
1357-9	DEPARTMENT OF PUBLIC WORKS	7	0 0	165	16 0	.....		172	16 0
	RAILWAYS.									
1365-6	General Establishment	8	10 8	3	3 3	.....			
1372	Valuation of Land	2	0 0	.....		.....	
1373-6	Works in Progress	13	6 8	0	2 11	.....		3,335	7 10
1388	Existing Lines—Working Expenses .. .. .	.....		.....		3,308	4 4		
	HARBOURS AND RIVER NAVIGATION.									
1395-8	Engineer's Department	8	11 8	15	17 8	.....		24	9 4
1404-36	Steam Dredge "Hunter"	1	0 0	217	3 0	.....		218	3 0
1409-36	Steam Dredge "Hercules"	0	16 8	147	14 4	.....		148	11 0
1415-41	Steam Dredge "Pluto"	0	16 8	146	0 8	.....		146	17 4
1422-8	Steam Dredge "Vulcan"	166	3 4	282	4 2	.....		438	7 6
1459	Steam Cranes, Newcastle .. .. .	.....		191	10 8	.....		191	10 8
	Public Works—									
188	Preliminary Harbour Surveys .. .. .	.....		.....		30	7 7		
193	Landing Silt from Dredge, and forming Ground .. .. .	.....		.....		33	14 11		
199	Incidental Expenses to Wharfs, Bridges, &c. .. .. .	.....		.....		515	4 7	579	12 1
203	Repairs and Improvements to Cook's River Dam .. .. .	.....		.....		0	5 0		
	Carried forward	£	198	5 8	1,169	12 8	3,887	16 5	5,255	14 9
	Carried forward	£	12,975	17 10	31,363	17 8	102,713	7 1	147,058	2 7

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.	
		Salaries.	Contingencies.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
SERVICES OF THE YEAR 1865—continued.						
	Brought forward	12,975 17 10	31,368 17 8	102,713 7 1	147,058 2 7	
No. VII.—Secretary for Public Works—continued.						
	Brought forward	198 5 8	1,169 12 8	3,887 16 5	5,255 14 9	
1431-63	COLONIAL ARCHITECT	16 6 8	71 5 9	87 12 5	
1460	FORTIFICATIONS	0 16 8	0 16 8	
PUBLIC WORKS AND BUILDINGS.						
236	Ordinary Repairs, Alterations, and Additions to Public Buildings generally	3,269 10 2	} 16,767 3 3	
258	Furniture and Fittings for Public Offices generally .. .. .	.....	.....	813 11 3
268	Repairs to Military Barracks and Buildings .. .. .	.....	.....	514 19 4
273	Lighting Lamps, sweeping Chimneys, &c., Victoria Barracks .. .. .	.....	.....	22 9 6
276	Lighting Government Lamps in Streets of Sydney .. .. .	.....	.....	152 5 0
279	Furniture, and repair of same, Government House .. .. .	.....	.....	177 0 0
296	Materials and Implements for employment of Prisoners in Gaol .. .. .	.....	.....	819 4 3
342	Additions, Sydney Gaol .. .. .	.....	.....	1,046 14 7
308	Police Buildings .. .. .	.....	.....	1,190 13 2
324	Gaols, Court Houses, and Lock-ups .. .. .	.....	.....	3,708 10 0
334	Coffins for Paupers .. .. .	.....	.....	22 6 0
336	Repairs, Lunatic Asylum, Parramatta .. .. .	.....	.....	1,300 0 0
357	Repairs, Alterations, &c., to Lunatic Asylum, Tarban .. .. .	.....	.....	2,141 18 3
346	Alterations and Repairs, Protestant Orphan School, Parramatta .. .. .	.....	.....	986 6 0
861	Furniture, Fittings, &c., for the Powder Magazine Buildings and Offices, Spectacle Island .. .. .	.....	.....	265 15 0
360	Additions to Post Office, Armidale .. .. .	.....	.....	40 0 0
362	Additions, Maitland Gaol .. .. .	.....	.....	105 0 0
363	Additions, Powder Magazine, Goat Island .. .. .	.....	.....	191 0 0
ROADS AND BRIDGES.						
1445-50-4	General Establishment	6 11 8	212 16 3	219 7 11	
CONSTRUCTION AND MAINTENANCE OF MAIN ROADS.						
395	Northern Road	603 11 6	} 2,835 13 7	
406	Southern Road .. .. .	.....	.....	1,047 12 8
416	Western Road .. .. .	.....	.....	1,184 9 5
OTHER ROADS AND BRIDGES.						
422	Clyde Road	220 4 5	} 13,333 5 3	
436	Mudgee Road .. .. .	.....	.....	261 13 3
Minor Roads—						
453	Northern Districts .. .. .	.....	.....	4,061 5 3
474	Southern Districts .. .. .	.....	.....	5,625 6 1
489	Western Districts .. .. .	.....	.....	1,711 14 7
508	Contingent Works on Minor Bridges, Roads, &c. .. .. .	.....	.....	232 14 7
519	Repairs to Bridges .. .. .	.....	.....	272 7 10
523	Constructing and repairing Toll-bars .. .. .	.....	.....	76 9 3
546	Bridge over the Talbragar, at its junction with the Macquarie .. .. .	.....	.....	667 0 0
554	Approach to Railway Station, West Maitland .. .. .	.....	.....	167 0 0
565	Foot Bridge over the Page, at Murrurundi .. .. .	.....	.....	37 10 0
1458-65	ELECTRIC TELEGRAPHS	918 0 8	921 8 9	1,839 9 5	
1481-9	FITZ ROY DOCK	8 19 11	305 19 11	314 19 10	
	TOTAL, SECRETARY FOR PUBLIC WORKS	£ 1,149 1 3	2,681 3 4	36,823 18 6	40,654 3 1	
Ac. VIII.—Special Appropriations.						
1114	INTEREST ON DEBENTURES	3,433 7 5	3,433 7 5	
1118	INTEREST ON TREASURY BILLS	3,678 1 10	3,678 1 10	
576-8	ENDOWMENT OF THE AFFILIATED COLLEGES	83 6 8	83 6 8	
580	ENDOWMENT OF MUNICIPAL INSTITUTIONS	37 17 3	37 17 3	
	TOTAL, SPECIAL APPROPRIATIONS.. .. .	£	7,232 13 2	7,232 13 2	
	Total for the Year 1865.. .. .	£ 14,124 19 1	34,050 1 0	146,769 18 9	194,944 18 10	

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
SERVICES OF THE YEAR 1866.					
No. I.—Schedules to Imperial Act 18 and 19 Victoria, cap. 54.					
6	SCHEDULE A			18,785 4 4	18,785 4 4
	SCHEDULE B.				
13	Pensions to retired Judges			2,100 0 0	} 3,404 4 7
17	Pensions to retired Political Officers			4,498 18 6	
26	Pensions to Superannuated Officers and others			2,805 6 1	
	SCHEDULE C.				
	Church of England—				
39	Diocese of Sydney	£8,206 7 3			
45	Diocese of Newcastle	3,483 6 8			
43	Diocese of Goulburn.. .. .	1,100 0 0			
47	Presbyterian Church			12,789 13 11	} 23,562 15 0
48	Wesleyan Methodist Church			2,852 0 0	
51	Roman Catholic Church.. .. .			1,179 7 9	
	TOTAL, SCHEDULES A, B, AND C	£		51,752 3 11	51,752 3 11
SUPPLEMENTS TO SCHEDULES A AND B.					
	SCHEDULE A.				
11	Chief Justice, 20 Vic., No. 6			600 0 0	} 3,850 0 0
	Five Judges, 20 Vic., No. 5, and 28 Vic., No. 7			3,000 0 0	
	Colonial Treasurer, 20 Vic., No. 18			250 0 0	
	SCHEDULE B.				
35	Pensions to Superannuated Officers and others			2,088 5 9	2,088 5 9
	TOTAL, SUPPLEMENTS TO SCHEDULES A AND B	£		5,938 5 9	5,938 5 9
No. II.—Executive and Legislative.					
56-61	HIS EXCELLENCY THE GOVERNOR	787 14 8	455 15 8		1,243 10 4
64-66	EXECUTIVE COUNCIL	610 0 0	103 2 10		713 2 10
70-2	LEGISLATIVE COUNCIL	5,407 4 4	215 12 10		5,622 17 2
76-8	LEGISLATIVE ASSEMBLY	6,490 0 0	918 10 7		7,408 10 7
82-4	LEGISLATIVE COUNCIL AND ASSEMBLY	672 19 11	319 11 3		992 11 2
88-96	PARLIAMENTARY LIBRARY	1,010 0 0	142 16 3		1,152 16 3
	TOTAL, EXECUTIVE AND LEGISLATIVE	£14,977 18 11	2,155 9 5		17,133 8 4
No. III.—Chief Secretary.					
104-17	CHIEF SECRETARY	3,862 9 5	38 0 2		3,900 9 7
108-13	VOLUNTEERS	2,215 6 2	3,524 17 10		5,683 4 0
115-19	NAVAL BRIGADE	8,316 15 5	34 1 0		3,850 16 5
	POLICE.				
122	Inspector General.. .. .	2,425 0 0			} 146,125 18 3
127	Constabulary	107,429 8 1			
132	Detectives	2,213 1 0			
131	Police Surgeon	183 6 8			
168	Contingencies		33,875 2 6		
206-7	GOLD AND ESCORT			5,771 1 1	5,771 1 1
	GAOL AND PENAL ESTABLISHMENTS.				
216-22	Gaol, Sydney	7,444 0 4	3,547 0 9		10,991 1 1
225-32	Parramatta	4,778 19 6	2,208 10 4		6,987 9 10
236-40	Bathurst	1,570 12 3	2,325 12 8		3,896 4 11
244-7	Maitland	1,682 18 4	1,061 9 8		2,644 8 0
250-4	Goulburn	1,676 17 4	1,095 14 9		2,772 12 1
258-63	Berrima	2,624 8 5	848 9 1		3,472 17 6
266-9	Albury	568 2 11	590 14 2		1,158 17 1
272-4	Braidwood	535 3 2	354 3 3		889 6 5
278-81	Mudgee	681 11 6	567 5 11		1,248 17 5
286-8	Grafton	337 17 10	80 7 11		418 5 9
292-5	Wollongong	626 14 0	474 16 2		1,101 10 2
300-2	Armidale	453 19 8	169 13 0		623 12 8
306-9	Wagga Wagga	453 19 8	357 11 9		811 11 5
	Carried forward	£144,923 11 8	51,153 10 11	5,771 1 1	201,848 3 8
	Carried forward	£14,977 18 11	2,155 9 5	57,690 9 8	74,823 18 0



STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	SERVICES OF THE YEAR 1866—continued.				
	Brought forward	14,977 18 11	2,155 9 5	57,690 9 8	74,823 18 0
	No. H.H.—Chief Secretary—continued.				
	Brought forward	144,923 11 8	51,153 10 11	5,771 1 1	201,848 3 8
	GAOLS AND PENAL ESTABLISHMENTS—continued.				
313	Gaol, Eden	108 11 0	.....	.....	108 11 0
320-3	Yass.. .. .	608 7 4	599 5 10	.....	1,207 13 2
327	Windsor	126 17 8	.....	.....	126 17 8
332-5	Deniliquin	574 5 2	749 19 4	.....	1,324 4 6
340-4	Port Macquarie	1,675 0 10	1,367 15 0	.....	3,042 15 10
347	Gundagai	108 11 0	.....	.....	108 11 0
349	Tamworth	137 16 0	.....	.....	137 16 0
351	Orange	137 16 0	.....	.....	137 16 0
352	Tenterfield	85 4 0	.....	.....	85 4 0
355	Wellington	108 11 0	.....	.....	108 11 0
358-70	Gaols, Country Districts.. .. .	207 10 0	1,468 17 0	.....	1,676 7 0
	Gaols generally—				
378	Extra Warders .. .. .	.....	.....	1,176 13 0	.....
381	Trade Overseer, Sydney Gaol .. .. .	.....	.....	200 0 0	.....
384	Trades Foremen .. .. .	.....	.....	53 5 0	.....
386	Books for Prisoners .. .. .	.....	.....	29 15 4	.....
390	Conveyance of Prisoners by Police to Gaols other than the place of sentence .. .. .	.....	.....	446 18 4	.....
393	Conveyance of Prisoners under Escort other than Police .. .. .	.....	.....	75 11 6	.....
394	Gratuities to Prisoners .. .. .	.....	.....	275 0 0	.....
401	Materials, &c., for employment of Prisoners in Gaols .. .. .	.....	.....	1,009 9 8	.....
410-14	Penal Establishment, Cockatoo Island.. .. .	5,560 4 10	2,061 15 6	.....	7,622 0 4
420	Visiting Justice, Sydney Gaol and Penal Establishment	183 6 8	.....	.....	183 6 8
	LUNATIC ASYLUMS.				
422	Allowance to Medical Board .. .. .	.....	.....	288 6 8	288 6 8
428-32	Tarban Creek	4,151 12 10	6,534 11 7	.....	10,686 4 5
436-40	Parramatta.. .. .	4,120 10 6	6,537 14 10	.....	10,658 5 4
442	MEDICAL BOARD .. .. .	.....	.....	38 0 0	38 0 0
445-50	VACCINE INSTITUTION	235 0 0	434 6 6	.....	669 6 6
456-8	AUDITOR GENERAL	4,067 0 0	122 16 4	.....	4,189 16 4
462-8	REGISTRAR GENERAL.. .. .	7,617 3 6	3,234 5 0	.....	10,851 8 6
474-82	OBSERVATORY	1,058 10 0	382 14 7	.....	1,441 4 7
486	MUSEUM—CURATOR	291 13 4	.....	.....	291 13 4
489-90	COLONIAL AGENT	1,000 0 0	300 0 0	.....	1,300 0 0
493	NATIONAL SCHOOLS .. .. .	.....	.....	40,000 0 0	40,000 0 0
496	DENOMINATIONAL SCHOOLS .. .. .	.....	.....	36,666 13 4	36,666 13 4
500-3	PROTESTANT ORPHAN SCHOOL	1,004 9 5	1,910 5 8	.....	2,914 15 1
508-12	ROMAN CATHOLIC ORPHAN SCHOOL	1,018 2 10	2,584 14 9	.....	3,602 17 7
517	ASYLUMS FOR THE INFIRM AND DESTITUTE .. .. .	.....	.....	10,913 1 9	10,913 1 9
	GRANTS IN AID OF PUBLIC INSTITUTIONS.				
518	Australian Museum Endowment .. .. .	.....	.....	200 0 0	.....
519	Sydney Mechanics' School of Arts .. .. .	.....	.....	200 0 0	.....
	In aid of the following Institutions, equal sums having been raised by Private Contributions, viz.:—				
536	School of Arts, Armidale .. .. .	.....	.....	68 2 0	.....
521	Bathurst .. .. .	.....	.....	66 10 0	.....
537	Bellambi and Bulli .. .. .	.....	.....	61 11 6	.....
545	Camden .. .. .	.....	.....	100 0 0	.....
524	Goulburn .. .. .	.....	.....	200 0 0	.....
525	Mudgee .. .. .	.....	.....	200 0 0	.....
529	Richmond .. .. .	.....	.....	145 13 4	.....
530	St. Leonards .. .. .	.....	.....	111 14 10	.....
545	Stroud.. .. .	.....	.....	25 0 0	.....
601	Waratah .. .. .	.....	.....	21 0 4	.....
531	Windsor .. .. .	.....	.....	62 10 0	.....
532	West Maitland .. .. .	.....	.....	191 12 0	.....
533	Wollongong .. .. .	.....	.....	142 5 7	.....
538	Branxton Mechanics' Institute .. .. .	.....	.....	100 0 0	.....
542	Tamworth Mechanics' Institute .. .. .	.....	.....	100 0 0	.....
543	Wagga Wagga Mechanics' Institute .. .. .	.....	.....	100 0 0	.....
	In aid of the erection of buildings for the following Institutions, equal sums having been raised by Private Contributions, viz.:—				
548	Singleton Mechanics' Institute .. .. .	.....	.....	500 0 0	.....
599	Camden School of Arts .. .. .	.....	.....	100 0 0	.....
	Carried forward	£ 179,109 15 7	79,442 12 10	99,629 15 3	358,182 3 8
	Carried forward	£ 14,977 18 11	2,155 9 5	57,690 9 8	74,823 18 0

STATEMENT OF DISBURSEMENTS, &c.—continued.

Lodger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
SERVICES OF THE YEAR 1866—continued.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	14,977 18 11	2,155 9 5	57,690 9 8	74,823 18 0
	No. III.—Chief Secretary—continued.				
	Brought forward	179,109 15 7	79,442 12 10	99,629 15 3	358,182 3 8
	CHARITABLE ALLOWANCES.				
550	For the support of Paupers in the Colonial Hospitals			1,918 6 0	} 16,764 11 8
553	For the support of Women and Children in the Benevolent Asylum, Sydney			3,596 0 0	
557	For the support of Infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children, Randwick			2,193 5 10	
559	In aid of the Asylum for Destitute Children at Randwick, on condition of £2,000 being raised by Private Contributions			3,333 6 8	
560	Towards outfit for the Maitland Hospital			200 0 0	
603	Towards outfit for the Newcastle Hospital			200 0 0	
	In aid of the undermentioned Institutions, equal sums having been raised by Private Contributions, viz. :—				
552	Sydney Infirmary and Dispensary			1,000 0 0	
597	The Deaf and Dumb Institution			250 0 0	
595	The Albury Hospital and Benevolent Society			293 19 1	
596	The Narrabri Benevolent Asylum and Hospital			200 0 0	
565	The Hospital, Armidale and New England			105 13 9	
588	Adelong			143 0 6	
581	Bathurst			327 7 6	
567	Braidwood			200 0 0	
591	Bourke			275 0 0	
593	Deniliquin			333 3 8	
580	Goulburn			224 18 6	
577	Gundagai			200 0 0	
569	Kiandra			22 12 6	
578	Maitland			435 15 10	
574	Mudgee			200 0 0	
572	Muswellbrook			143 16 4	
579	Parramatta			112 19 8	
563	Port Macquarie			14 18 0	
590	Tenterfield			92 0 9	
561	Windsor			150 0 0	
594	Erection of an Hospital at Orange			598 7 1	
1214-7	IMMIGRATION	1,511 16 8	183 10 3	1,695 6 11
	MISCELLANEOUS.				
604	Municipal Council, Sydney, in aid of the City Funds			10,000 0 0	} 26,842 9 8
617	Expenses attending the preparation of the Electoral Lists			5,368 0 2	
622	Expenses of the Returning Officers of the Electoral Districts			505 17 0	
624	Newspapers and Almanacs			15 1 6	
629	Burial of Destitute Persons in cases where Inquests have not been held			187 17 0	
630	Maintenance of Deserted Children, paupers taken charge of for protection, expenses of transmission, &c.			33 10 7	
636	Fees for examining Lunatics			88 3 6	
641	Rewards for apprehension of Offenders			780 0 0	
600	Expenses incurred by the Board appointed to inquire into the late Explosion in Bridge-street			56 10 6	
602	Compensation to Mrs. Caroline Chisholm, for services to this Colony			250 0 0	
836	Cost of Seed Wheat supplied to distressed Wheat Farmers			3,417 15 9	
643	To defray the cost of the passages to this Colony of four Ladies who are to be engaged in England as Nurses for the Sydney Infirmary			350 0 0	
605	Towards defraying the Expense of the collection and transmission of articles, the produce and manufacture of the Colony, to the Universal Exhibition to be held in Paris in 1867			3,500 0 0	
661	For purchasing specimens of Gold, at prices not exceeding their intrinsic value, for transmission to the Universal Exhibition to be held in Paris in 1867, which are to be sold at its close, and the proceeds paid into the Treasury			1,000 0 0	
638	Towards defraying the expense of the collection and transmission of articles, the produce and manufacture of the Colony, to the Intercolonial Exhibition to be held in Melbourne			500 0 0	
660	Towards the publication of Bentham's Work on the Flora of Australia, further sum			100 0 0	
667	Actuary to investigate state of Superannuation Fund			50 0 0	
668	Special services of the Police and others in searching for Bushrangers			639 13 8	
	TOTAL, CHIEF SECRETARY	£ 180,621 12 3	79,626 3 1	143,236 16 7	403,454 11 11
	Carried forward	£ 195,599 11 2	81,781 12 6	200,927 6 3	478,308 9 11

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
SERVICES OF THE YEAR 1866—continued.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	195,599 11 2	81,781 12 6	200,927 6 3	478,308 9 11
No. IV.—Administration of Justice.					
672-6	LAW OFFICERS OF THE CROWN	4,055 0 0	1,197 17 1	.....	5,252 17 1
680-8	SUPREME AND CIRCUIT COURTS	5,564 4 8	5,049 0 2	.....	11,213 4 10
692-7	SHERIFF	4,204 19 2	2,763 16 10	.....	6,968 16 0
700	INSOLVENT COURT	2,455 0 0	.....	.....	2,455 0 0
DISTRICT COURTS—					
704	Metropolitan and Coast	5,727 1 8	.....	.....	} 16,109 6 0
725	Southern	2,091 12 9	.....	.....
734	South-western	1,684 8 2	.....	.....
746	Western	1,843 6 8	.....	.....
761	Northern	1,805 4 2	.....	.....
772	Contingencies generally .. .. .	.....	2,957 12 7	.....
778-83	QUARTER SESSIONS	3,964 10 0	9,165 15 6	.....	13,130 5 6
183-90	PETTY SESSIONS	81,552 9 6	2,089 1 10	.....	33,641 11 4
786-812	CORONERS' INQUESTS	453 13 1	2,092 2 7	.....	2,545 15 8
820	COURT OF CLAIMS .. .. .	.....	.....	74 14 0	74 14 0
MISCELLANEOUS.					
	Law Expenses—Berry v. Graham, further sum .. .. .	.....	.....	535 11 6	} 1,622 9 0
	Law Expenses—Sherbin <i>ats.</i> Buckle, for false arrest .. .. .	.....	.....	100 0 0	
824	To cover Expenses in England in connection with the application to the Privy Council in the case of the Queen v. Bertrand .. .. .	.....	.....	250 0 0	
	To meet Expenses of Appeal to the Privy Council in the case of the Queen <i>ats.</i> Campbell .. .. .	.....	.....	200 0 0	
825	Plunkett's Australian Magistrate, by Wilkinson, for the use of the several Benches of Magistrates throughout the Colony .. .. .	.....	.....	286 17 6	
826	Gratuity (in part) to the Widow of the late Sir Francis Forbes, formerly Chief Justice (Resolution of Assembly) .. .. .	.....	.....	250 0 0	
	TOTAL, ADMINISTRATION OF JUSTICE	£ 65,401 9 10	25,915 6 7	1,697 3 0	93,013 19 5
No. V.—Treasurer and Secretary for Finance and Trade.					
840-94	TREASURY	7,347 16 5	251 7 11	.....	7,599 4 4
850-2	STAMP DUTIES	1,408 6 8	31 4 0	.....	1,439 10 8
856-9	CUSTOMS	23,991 8 7	3,883 5 7	.....	27,874 14 2
864-7	COLONIAL DISTILLERIES AND REFINERIES	2,645 0 0	114 0 3	.....	2,759 0 3
869-72	SYDNEY BRANCH OF THE ROYAL MINT	3,836 5 6	2,076 10 6	.....	5,912 16 0
875	GOLD RECEIVERS	175 0 0	.....	.....	175 0 0
PRINTING, BOOKBINDING, AND POSTAGE STAMP DEPARTMENT.					
879-85	Printing and Bookbinding	16,378 0 8	260 13 0	.....	} 17,958 1 6
888-91	Printing Postage Stamps	630 0 0	2 0 0	.....
892	Printing Duty Stamps	337 7 10	.....	.....
897	Printing Railway Tickets	350 0 0	.....	.....
STORES AND STATIONERY.					
902	Departmental Expenses	509 10 0	.....	.....	} 49,239 7 9
904	Colonial Military Stores	193 11 6	.....	.....
912	Conveyance of Stores .. .. .	.....	.....	572 13 9	
921	Packing and other Expenses .. .. .	.....	.....	120 17 0	
952	Stores and Stationery for the Public Service generally .. .. .	.....	.....	45,614 17 5	
991	Fuel and Light for Departments within the District of Sydney .. .. .	.....	.....	2,227 18 1	
GUNPOWDER MAGAZINES.					
1000-3	Goat Island	306 0 9	148 8 10	.....	454 9 7
1007-99	Spectacle Island	199 6 8	275 7 4	.....	474 14 0
1010	HEALTH AND EMIGRATION OFFICERS	646 5 0	.....	.....	646 5 0
1013-16	QUARANTINE	275 0 0	315 3 11	.....	590 3 11
1020-1	SHIPPING MASTERS	1,250 0 0	11 16 6	.....	1,261 16 6
1023-7	GLEBE ISLAND ABATTOIR	550 0 0	191 7 1	.....	741 7 1
	Carried forward	£ 61,028 19 7	7,561 4 11	48,536 6 3	117,126 10 9
	Carried forward	£ 261,001 1 0	107,696 19 1	202,624 9 3	571,322 9 4

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1866—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	261,001 1 0	107,696 19 1	202,624 9 3	571,322 9 4
	No. V.—Treasurer and Secretary for Finance and Trade—continued.				
	Brought forward	61,028 19 7	7,661 4 11	48,536 6 3	117,126 10 9
	HARBOURS, LIGHT-HOUSES, AND PILOT DEPARTMENT.				
1030	Superintendent	650 0 0	} 20,509 13 10
1033	Steam Navigation and Pilot Boards	910 19 0	.....	.....
1036	Harbour Masters	1,504 10 0	.....	.....
1041	Colonial Light-houses	2,496 0 0	.....	.....
	Australian Coast Light-houses—				
1042	Gabo Island .. ..	.....	.....	0 10 0
1044	Wilson's Promontory .. ..	.....	.....	0 10 5
1053	Sea and River Pilots	7,811 10 0	.....	.....
1059	Boatmen	5,778 10 3	.....	.....
1063	Telegraph Stations	544 0 0	.....	.....
1069	Fixing Buoys at Tathra .. ..	.....	.....	64 0 0
1066	Contingencies .. ..	.....	749 4 2	.....
	MISCELLANEOUS.				
1084	Postage of the various Public Departments	3,509 6 5	} 65,175 10 3
1111	Advertising for the Public Service generally .. ..	.....	.....	2,373 19 8
1113	Transmission of Telegraphic Messages .. ..	.....	.....	4,694 15 2
	Interest on Public Accounts overdrawn at the Banks where such are kept, viz.:—				
1116	Oriental Bank Corporation, London .. ..	.....	.....	33,216 17 7
	London Branch of the Bank of New South Wales .. ..	.....	.....	2,043 19 1
	Bank of New South Wales, Sydney .. ..	.....	.....	2,946 17 0
1595	Interest on a temporary Deposit by the Savings' Bank of New South Wales .. ..	.....	.....	706 10 0
1145	Interest on Advance on Treasury Bills by the Bank of New South Wales .. ..	.....	.....	4,714 11 0
1118	Cost of the Queen's Plate which was run for at Randwick .. ..	.....	.....	200 0 0
1119	Cost of Provisions left on Booby Island for the relief of Shipwrecked Persons .. ..	.....	.....	25 17 4
1128	Expense of carrying on the Coast Surveys .. ..	.....	.....	1,151 0 11
1133	Duty Stamps for the Public Service generally .. ..	.....	.....	441 4 5
1140-1	Premium on Bills of Exchange .. ..	.....	.....	3,781 18 4
1143	Commission on payments in England by the Government Financial Agents .. ..	.....	.....	3,689 2 3
1146	Compensation to Messrs. T. H. Mate & Co., for loss sustained by the refusal of the Government of South Australia to allow their Goods to come under Bond to Albury .. ..	.....	.....	32 6 0
1149	Expenses of the Commission appointed to inquire into the condition of the Harbour of Port Jackson .. ..	.....	.....	283 0 0
1588	Expenses of the Board appointed to inquire into the Management of the Lifeboat at Newcastle .. ..	.....	.....	94 13 0
1148	Expenses of the Commission appointed to inquire into the cause of the loss of the Steam-ship "Cawarra" .. ..	.....	.....	56 15 0
1147	Expenses of the Commission of Inquiry into the Customs Department .. ..	.....	.....	261 2 1
	Payments out of the Vote for Unforeseen Expenses—				
	Commission, Advertising, Postage, and other Charges in England, connected with the Government Agencies .. ..	.....	.....	287 3 3
	Salaries of Extra Clerks in the Treasury, and Gratuities for extra services during pressure of business .. ..	.....	.....	189 15 2
	Salary of a temporary Clerk in the Supreme Court, during the absence, on sick leave, of the 3rd Clerk .. ..	.....	.....	37 10 0
	Travelling Expenses of the Honorable the Colonial Treasurer to Melbourne with reference to the question of Border Customs .. ..	.....	.....	50 0 0
1127	Pension to W. W. Darke, late Assistant Surveyor, from 1st July to 31st December, 1864, the balance on the Pension Account for that year having been written off .. ..	.....	.....	76 10 5
	Hire of the steamer "Grafton," to search the Coast from Sydney to the Clarence River for Wrecks or Shipwrecked Persons .. ..	.....	.....	100 0 0
	Counsel's Fees, &c., in the case of the Queen <i>ats.</i> McIntyre and another .. ..	.....	.....	100 0 0
	Plaintiff's costs in the case of the Collector of Customs <i>ats.</i> Tucker .. ..	.....	.....	38 13 1
	Expense of Telegram to London, <i>via</i> Indian and European Wire .. ..	.....	.....	40 18 4
	Miscellaneous Items .. ..	.....	.....	81 4 9
	TOTAL, TREASURER AND SECRETARY FOR FINANCE AND TRADE £	80,724 8 10	8,310 9 1	113,776 16 11	202,811 14 10
	Carried forward	£ 341,725 9 10	116,007 8 2	316,401 6 2	774,134 4 2

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1866—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	341,725 9 10	116,007 8 2	316,401 6 2	774,134 4 2
	No. 11.—Secretary for Lands.				
1201	DEPARTMENT OF LANDS	5,253 18 0	21 0 6	.....	5,274 18 6
1168-75	SURVEY OF LANDS	35,158 14 7	23,162 13 10	.....	58,321 8 5
1180	RENT OF ADDITIONAL OFFICES FOR LAND DEPARTMENTS .. .. .	.....	.....	225 0 0	225 0 0
1169	COMMISSION TO LAND AGENTS, APPRAISERS, AND OTHERS .. .. .	.....	.....	4,169 1 4	4,169 1 4
1205-8	OCCUPATION OF LANDS	10,562 15 8	1,594 6 6	.....	12,157 2 2
1590	APPRAISEMENT OF RUNS .. .. .	.....	.....	3,361 8 0	3,361 8 0
1227-44	GOLD FIELDS	4,875 7 10	1,376 4 9	.....	6,251 12 7
1257	MANAGEMENT OF ALPACAS	325 0 0	32 0 0	.....	357 0 0
1269-86	PREVENTION OF SCAB IN SHEEP	7,382 1 8	682 13 6	.....	8,064 15 2
1239-93	INSPECTION OF CATTLE.. .. .	235 8 4	5 10 10	.....	240 19 2
1298-9	COAL FIELDS	875 0 0	201 5 9	.....	1,076 5 9
1304-8	BOTANIC GARDENS	864 19 9	1,875 9 8	.....	2,740 9 5
1320	GOVERNMENT DOMAINS AND HYDE PARK	258 0 0	2,334 15 11	.....	2,592 15 11
	ROADS, STREETS, AND BRIDGES.				
	Construction and Maintenance of Subordinate Roads:—				
1656	Sydney or Metropolitan .. .. .	.....	.....	2,664 10 0	} 38,473 1 1
1666	Northern .. .. .	.....	.....	8,618 16 10	
1727	Southern .. .. .	.....	.....	8,175 10 0	
1696	Western .. .. .	.....	.....	9,551 10 0	
1759	Minor Bridges and Roads not classified .. .. .	.....	.....	3,791 1 7	
1784	Alignment Posts for Towns .. .. .	.....	.....	200 0 0	
1793	Fencing Public Roads where proclaimed through enclosed lands .. .. .	.....	.....	2,443 0 10	
1794	Formation of Streets through Crown Lands in City of Sydney .. .. .	.....	.....	110 10 0	
1802	Bridge at Tumble Down, on road from Maitland to Clarence Town and Dungog .. .. .	.....	.....	130 0 0	
1804	Construction of a new Toll-house at Windsor Ferry.. .. .	.....	.....	120 0 0	
1806	Formation of Road from Mudjee Road into the Valley of the Wolgon .. .. .	.....	.....	166 13 4	
1808	Compensation for Land required for opening Road to Mulgrave Railway Station .. .. .	.....	.....	60 0 0	
1811	Punt over Dawson Creek, on Road from Cundletown to Tarce .. .. .	.....	.....	850 0 0	
1812	Fencing Road from Sutton Forest to the Old Argyle Road, where it passes through enclosed lands .. .. .	.....	.....	24 10 0	
1813	Fencing Road from Illawarra Road to the New Canterbury Road, where it passes through enclosed lands .. .. .	.....	.....	10 0 0	
1814	Fencing Road from Raymond Terrace towards Seaham and Clarence Town, where it passes through enclosed lands .. .. .	.....	.....	237 0 0	
1816	Bridge over Gol Gol Creek .. .. .	.....	.....	250 0 0	
1817	Repair and formation of Road from Nowra to Terara .. .. .	.....	.....	269 0 0	
1824	Repair of Road from Campbelltown to Narellan .. .. .	.....	.....	190 0 0	
1818	Extension of Riley-street to Palmer-street, Ornamental Railing, &c. .. .. .	.....	.....	1,110 18 6	
	HASLEM'S CREEK GENERAL CEMETERY.				
1325	Salary of Overseer; clearing Roads and repairing Fences	104 0 0	11 13 3	.....	} 3,966 11 3
1537	Wages of the Unemployed of Sydney, whilst engaged in clearing the Cemetery .. .. .	.....	.....	3,850 15 0	
1327	ABORIGINES .. .. .	.....	.....	112 12 2	112 12 2
	MISCELLANEOUS.				
1332	Erection of Public Pounds .. .. .	.....	.....	110 0 0	} 2,617 14 9
1341	Bonus to Producers of Cotton .. .. .	.....	.....	354 15 9	
1342	Compensation for losses incurred by failure of Appeal Court, Western Gold Fields .. .. .	.....	.....	834 0 0	
1343	Compensation to John Cummins, for issue to him of an erroneous Title to Land .. .. .	.....	.....	60 0 0	
1345	Fencing Cemetery at Taree and Walloo Walloo .. .. .	.....	.....	47 0 0	
1346	Refund to the Hawkesbury Benevolent Society, of the amount paid by them as rent of certain Crown Lands.. .. .	.....	.....	200 0 0	
1347	Compensation for land required for formation of Road from Abattoir Road, through Balmain Estate, to Gladesville .. .. .	.....	.....	811 19 0	
1823	Erection of two Toll-houses in connection with the new Punts lately constructed for the Parramatta River, where it passes the new Gladesville Road .. .. .	.....	.....	200 0 0	
	TOTAL, SECRETARY FOR LANDS	£ 65,895 5 10	31,297 14 6	52,809 15 4	150,002 15 8
	Carried forward	£ 407,620 15 8	147,305 2 8	369,211 1 6	924,136 19 10

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
SERVICES OF THE YEAR 1866—continued.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	407,620 15 8	147,305 2 8	369,211 1 6	924,136 19 10
No. VII.—Secretary for Public Works.					
1362-4	DEPARTMENT OF PUBLIC WORKS	3,670 0 0	510 4 9	4,180 4 9
RAILWAYS.					
1368-70	General Establishment	2,133 7 9	102 11 0	2,235 18 9
1374-6	Valuation of Land	600 0 0	67 4 6	667 4 6
1379-82	Works in Progress	4,224 15 0	800 19 7	5,025 14 7
1393	Existing Lines—Working Expenses	100,467 12 9	100,467 12 9
1399	Miscellaneous	1,189 14 6	1,189 14 6
HARBOURS AND RIVER NAVIGATION.					
1402-5	Engineer's Department	2,500 0 0	106 3 8	2,606 3 8
1408-35	Steam Dredge "Hunter"	1,819 8 5	1,957 10 8	3,776 19 1
1414-7	Steam Dredge "Hercules"	1,171 12 11	942 15 11	2,114 8 10
1420-3	Steam Dredge "Pluto"	1,134 0 0	656 4 10	1,790 4 10
1426-9	Steam Dredge "Vulcan"	1,769 2 8	1,082 1 7	2,851 4 3
1430-3	Steam Cranes, Newcastle	637 17 10	337 3 11	975 1 9
Public Works:—					
1860	Preliminary Harbour Surveys	498 5 8	} 7,851 3 7
1866	Landing Silt from Dredge, and forming Ground .. .. .	.....	.....	954 4 1
1868	Repairs to Glebe Island Road .. .. .	.....	.....	100 0 0
1874	Incidental Expenses to Wharfs, Bridges, and other Public Works .. .. .	.....	.....	913 11 0
1876	Grassing Sand Hills, Wollongong .. .. .	.....	.....	239 18 9
1879	Repairs to the Circular Quay .. .. .	.....	.....	1,466 12 2
1883	Removing obstructions and improving the Navigation of the Rivers Murray, Murrumbidgee, and Darling .. .. .	.....	.....	2,919 4 9
1886	Contribution towards the repair of River breach road damage to High-street, West Maitland .. .. .	.....	.....	486 7 2
1888	Cost of procuring and erecting Column at Bradley's Head, to mark a nautical mile to test speed of Steamers .. .. .	.....	.....	73 0 0
1889	Cost of deepening Tambi Bar, in the Myall River .. .. .	.....	.....	200 0 0
1442-6	COLONIAL ARCHITECT.. .. .	5,066 11 3	307 8 11	5,368 0 2
FORTIFICATIONS.					
1447	Establishment	88 10 0	} 505 10 0
2093	Cost of Gun-carriages and Platforms for dismounted Guns at Fort Macquarie .. .. .	.....	.....	417 0 0
PUBLIC WORKS AND BUILDINGS.					
1901	Ordinary Repairs, Alterations, and Additions to Public Buildings generally	7,032 3 10	} 27,211 17 11
1945	Furniture and Fittings for Public Offices generally .. .. .	.....	.....	1,864 5 4
1962	Repairs to Military Barracks and Buildings .. .. .	.....	.....	507 14 6
1969	Lighting Lamps, sweeping Chimneys, &c., Victoria Barracks .. .. .	.....	.....	123 11 6
1972	Lighting Government Lamps in Streets of Sydney .. .. .	.....	.....	460 14 6
1974	Furniture, and repair of same, Government House .. .. .	.....	.....	61 5 0
1984	Materials and Implements for employment of Prisoners in Gaol .. .. .	.....	.....	5,925 11 3
2002	Police Buildings .. .. .	.....	.....	231 15 8
2016	Gaols, Court Houses, and Lock-ups .. .. .	.....	.....	2,806 8 10
2026	Coffins for Paupers .. .. .	.....	.....	58 9 6
2029	Repairs, Lunatic Asylum, Parramatta .. .. .	.....	.....	677 12 7
2034	Alterations and Repairs, Protestant Orphan School, Parramatta .. .. .	.....	.....	14 6 0
2038	Repairs, Alterations, &c., Lunatic Asylum, Tarban .. .. .	.....	.....	2,110 2 6
2058	Building for Tide Gauge at Fort Denison .. .. .	.....	.....	77 6 5
2052	Shed, &c., at the Observatory .. .. .	.....	.....	61 12 5
2056	Additional Wing to the Benevolent Asylum .. .. .	.....	.....	2,500 0 0
2061	Furniture for, and repair of, Telegraph Stations .. .. .	.....	.....	181 0 6
2068	Additions and Alterations to the Mint .. .. .	.....	.....	151 7 7
2082	Temporary Offices for Money Order business .. .. .	.....	.....	586 0 0
2070	Cost of enclosing the Burying Ground attached to the Tarban Creek Lunatic Asylum with a Stone Wall .. .. .	.....	.....	167 10 0
2072	Supply and erection of Column for Azimuth, in connection with Observatory .. .. .	.....	.....	73 0 0
2074	Gaol Accommodation in the Country Districts .. .. .	.....	.....	600 0 0
2091	Lunatic Receiving House, Darlinghurst Gaol .. .. .	.....	.....	500 0 0
2090	Additions to the Government Printing Office .. .. .	.....	.....	450 0 0
	Carried forward	£ 24,809 5 10	6,870 9 4	137,137 8 9	168,817 3 11
	Carried forward	£ 407,620 15 8	147,305 2 8	369,211 1 6	924,136 19 10

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.	
		Salaries.	Contingencies.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
SERVICES OF THE YEAR 1866—continued.						
	Brought forward	407,620 15 8	147,305 2 8	369,211 1 6	924,136 19 10	
No. VIII.—Secretary for Public Works—continued.						
	Brought forward	24,809 5 10	6,870 9 4	137,137 8 9	168,817 3 11	
ROADS AND BRIDGES.						
1455-9	General Establishment	2,061 9 2	578 0 3	.....	2,634 9 5
1461	Superintendence	5,542 18 10	.....	.....	5,542 18 10
CONSTRUCTION AND MAINTENANCE OF MAIN ROADS.						
2097	Northern Road .. ..	.....	.....	15,660 9 5	} 50,959 17 9
2111	Southern Road .. ..	.....	.....	17,549 13 8	
2122	Western Road .. ..	.....	.....	17,749 14 8	
OTHER ROADS AND BRIDGES.						
2132	Clyde Road .. ..	.....	.....	1,791 17 10	} 14,699 0 6
2135	Road, Clarence River to Great Northern Road .. ..	.....	.....	270 1 0	
2141	Mudgee Road .. ..	.....	.....	3,851 2 8	
Minor Roads:—				2,712 3 11		}
2148	Northern Districts .. ..	.....	.....	2,514 17 0	
2189	Southern Districts	230 10 8		}
2166	Western Districts .. ..	.....	.....	222 6 8	
2204	Contingent Expenses	482 14 5		}
2207	Contingent Works on Minor Bridges, Roads, &c. .. ..	.....	.....	1,999 7 8	
2214	Repairs to Bridges .. ..	.....	.....	210 0 0	
2218	Constructing and repairing Toll-bars .. ..	.....	.....	396 13 8	
2226	Bridge at Pepper's Creek, Rockley .. ..	.....	.....	17 5 0	
2228	Bridge at Mammy Johnson's Creek .. ..	.....	.....	.....
1466	ELECTRIC TELEGRAPHS	16,268 3 5	7,602 7 4	670 9 0	24,540 19 9	
1480-6	FITZ ROY DOCK	2,632 0 0	1,897 5 1	.....	4,579 5 1
MISCELLANEOUS.						
1538	Compensation to the Family of the late Mrs. De Courcy .. ..	.....	.....	95 6 8	} 4,475 1 10
1533	Improvement of the Navigation of the River Darling .. ..	.....	.....	676 2 0	
1640	Compensation to Mrs. Paine, for loss sustained by the resumption of Land for approaches to Dummore Bridge .. ..	.....	.....	129 14 0	}
1539	Verdict and Costs in the case Queen <i>vs.</i> Sutherland .. ..	.....	.....	3,563 19 2	
2073	Erection of a Monument in honor of the late Constable Miles O'Grady, who was shot by bushrangers whilst in the execution of his duty .. ..	.....	.....	10 0 0	
	TOTAL, SECRETARY FOR PUBLIC WORKS ..	£ 51,363 17 3	16,943 2 0	207,941 17 10	276,248 17 1	
No. VIII.—Postmaster General.						
1492	POST OFFICE	25,790 0 11	1,858 13 10	.....	27,648 14 9
1520	CONVEYANCE OF MAILS .. ..	.....	.....	41,955 14 3	41,955 14 3
1524	STEAM POSTAL COMMUNICATION WITH GREAT BRITAIN, <i>via</i> PANAMA .. ..	.....	.....	13,901 5 0	13,901 5 0
1528-31	MONEY ORDER DEPARTMENT	1,430 6 0	334 6 8	.....	1,764 12 8
	TOTAL, POSTMASTER GENERAL..	£ 27,220 6 11	2,193 0 6	55,356 19 3	85,270 6 8	
	Carried forward	£ 486,204 19 10	166,441 5 2	633,009 18 7	1,285,656 3 7	

STATEMENT OF DISBURSEMENTS, &c.—continued.

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
	SERVICES OF THE YEAR 1866—continued.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Brought forward	486,204 19 10	166,441 5 2	633,099 18 7	1,285,656 3 7
	Ac: H.—Special Appropriations.				
1608	INTEREST ON DEBENTURES			265,739 18 0	265,739 18 9
1568	INTEREST ON TREASURY BILLS			19,976 18 7	19,976 18 7
1573	DRAWBACKS AND REFUND OF DUTIES			47,610 1 1	47,610 1 1
1581	SYDNEY BRANCH OF THE ROYAL MINT			5,102 19 8	5,102 19 8
	REVENUE AND RECEIPTS RETURNED.				
	Deposits on Conditional Land Purchases			5,986 14 2	
	Deposits on Tenders for Runs			116 0 0	
	Rent and Assessment of Runs			2,125 11 7	
	Rent of Land resumed by the Government			57 2 3	
	Amount paid in excess for the purchase of Land			101 7 6	
	Land sold in error			387 15 0	
	Deposits on Land Sales			370 2 6	
	Electric Telegraph Collections on behalf of other Govern- ments			469 18 10	
1629	Amount of Postage and Duty Stamps received in payment of Revenue			1,415 14 10	11,958 10 9
	Proceeds of Intestate Estates			224 10 8	
	Fines and Forfeitures			204 6 0	
	Certificate Fees under the "Real Property Act"			21 0 0	
	Stamp Duties			85 0 0	
	Pilotage			55 9 0	
	Allowance to the Lessees of the Circular Quay, for space occupied for repairs			210 15 5	
	Amount deducted from salary of J. M. Bate, a Clerk in the Electric Telegraph Department			40 0 0	
	Other Miscellaneous Receipts			88 3 0	
	CHARGES ON COLLECTIONS.				
	Commission—				
	On the Sale of Government Property			3 2 0	
	On the Sale of Tolls			57 8 2	
	On the Collection of Intestate Estates			55 2 10	
	On the Collection of Murray River Customs by the Government of South Australia, including £16 17s. 10d. Exchange on Remittances			345 11 1	
	Miscellaneous—				
	Charges on the sale of Treasury Bills			990 17 2	
1649	Value of Gold Coins taken from the general circulation of the Colony, for transmission to England			528 0 0	2,981 5 2
	Expenses of Letters of Registration applied for or granted under the Act of Council 16 Victoria, No. 24			398 0 0	
	Allowance to Country Postmasters, for the transmission of Land Agents' Receipts to the Treasury			126 5 8	
	Commission on Bank Drafts and Money Orders pur- chased for remittance to the Treasury			393 13 3	
	Commission and Brokerage on Sale of Debentures by the Oriental Bank Corporation, London			60 15 0	
	Allowance for taking charge of the Mudbank and Bannerong Toll-gate			18 15 0	
	Advertising and other Miscellaneous Charges			3 6 0	
646	ENDOWMENT OF THE UNIVERSITY OF SYDNEY			5,000 0 0	5,000 0 0
648	ENDOWMENT OF THE AUSTRALIAN MUSEUM			1,000 0 0	1,000 0 0
650	ENDOWMENT OF THE SYDNEY GRAMMAR SCHOOL			1,500 0 0	1,500 0 0
653-5	ENDOWMENT OF THE AFFILIATED COLLEGES			916 13 4	916 13 4
653	ENDOWMENT OF MUNICIPAL INSTITUTIONS			14,010 15 6	14,010 15 6
644	PRELIMINARY EXPENSES OF MUNICIPAL INSTITUTIONS			90 12 4	90 12 4
664	CONTRIBUTION TOWARDS THE SUPPORT OF THE IMPERIAL FORCES IN THE COLONY			6,977 1 0	6,977 1 0
294	PAYMENTS UNDER THE SCAB IN SHEEP ACT, 27 VICTORIA, No. 6..			1,509 3 9	1,509 3 9
	TOTAL, SPECIAL APPROPRIATIONS ..	£	£	384,373 19 11	384,373 19 11
	Total for the Year 1866	£ 486,204 19 10	166,441 5 2	1,017,383 18 6	1,670,080 3 6

STATEMENT OF DISBURSEMENTS, &c.—*continued.*

Ledger Folio.	HEAD OF SERVICE.	ESTABLISHMENTS.		OTHER SERVICES.	TOTAL PAYMENTS.
		Salaries.	Contingencies.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	No. £.—Other Payments in 1866.				
1576	ADVANCE ON TREASURY BILLS BY THE BANK OF NEW SOUTH WALES, REPAID .. .. .	.....	.....	74,000 0 0	74,000 0 0
1598	TREASURY BILLS PAID OFF .. .. .	.....	.....	47,400 0 0	47,400 0 0
1589	TEMPORARY DEPOSIT BY THE SAVINGS' BANK OF NEW SOUTH WALES, REPAID .. .. .	.....	.....	15,700 0 0	15,700 0 0
1575	REMITTANCE TO LONDON, ON ACCOUNT OF INTEREST ON DEBENTURES DUE 1ST JANUARY, 1867.. .. .	.....	.....	74,332 15 11	74,332 15 11
1587	ADVANCES ON ACCOUNT OF THE BOARD OF TRADE .. .. .	.....	.....	183 9 8	183 9 8
	ADVANCES ON ACCOUNT OF OTHER GOVERNMENTS, VIZ. :—				
1600	Government of Victoria.. .. .	.....	.....	20 12 6	} 99 0 6
1601	Government of South Australia .. .. .	.....	.....	9 16 0	
1602	Government of Queensland .. .. .	.....	.....	15 15 0	
1603	Government of New Zealand .. .. .	.....	.....	52 17 0	
	ADVANCES TO THE FOLLOWING OFFICERS FOR THE PURCHASE OF DUTY STAMPS TO BE HEREAFTER ACCOUNTED FOR :—				
1586	Commissioner for Roads.. .. .	.....	.....	108 16 0	} 483 16 0
1605	Shipping Master .. .. .	.....	.....	375 0 0	
	TOTAL, OTHER PAYMENTS IN 1866 .. .. .	£ .....	.....	212,199 2 1	212,199 2 1
	Grand Total	£ 500,509 14 4	203,756 8 8	1,396,554 6 0	2,100,820 9 0

The Treasury, New South Wales,
14th June, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

No. 3.

LOANS' ACCOUNT.

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR 1866,

**ON ACCOUNT OF PUBLIC WORKS PROVIDED FOR BY LOANS SECURED
ON THE CONSOLIDATED REVENUE FUND.**

LOANS'

Dr. STATEMENT of RECEIPTS and DISBURSEMENTS on Account of PUBLIC WORKS,

Ledger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	LOANS NEGOTIATED THROUGH THE AGENCY OF THE ORIENTAL BANK CORPORATION, LONDON.		
	25 VICTORIA, No. 19. Proceeds of Debentures issued under this Act for Public Works and other purposes, to the amount of £151,900, bearing interest at the rate of 5 per cent. per annum	133,620 0 0	
1047	29 VICTORIA, No. 5. Proceeds of Debentures issued under this Act for the purpose of paying off Debentures due in 1866, to the amount of £300,000, bearing interest at the rate of 5 per cent. per annum	270,252 5 0	403,872 5 0
to			
1049	LOANS NEGOTIATED IN THE COLONY.		
	18 VICTORIA, No. 35. Proceeds of Debentures issued under this Act for the new General Post Office, to the amount of £13,900, bearing interest at the rate of 5 per cent. per annum, viz. :—		
	£1,100 at 90 per cent.	990 0 0	
	6,300 at 93 per cent.	5,859 0 0	
	6,500 at 95 per cent.	6,175 0 0	13,024 0 0
	MISCELLANEOUS RECEIPTS.		
1071	Proceeds of Land sold on Railway Lines, carried to the credit of the Vote for Extension to Goulburn, 25 Vic., No. 19	798 14 3	
	Amount recovered from the Underwriters for Railway Materials lost or damaged in transit from England, and carried to the credit of the Railway Store Advance Account	210 5 8	
	Proceeds of sale of Railway Stores and other Receipts of a miscellaneous nature carried to the credit of the same Account	168 1 2	
		378 6 10	
1059	Repayments to the credit of the following Accounts, viz. :—		
to	Railway Extension to Goulburn, 25 Vic., No. 19	193 8 1	
1064	Railway from Newcastle to Wallsend, 26 Vic., No. 14	61 15 0	
	Assisted Immigration, 29 Vic., No. 9	4 0 0	
	Wollongong Harbour Works, 29 Vic., No. 23	3 15 4	
	Extension of Riley-street to Palmer-street, &c., 29 Vic., No. 23	875 18 6	
	Extension of Electric Telegraph from Deniliquin to South Australia	4 14 0	
	Charges on the sale of Debentures	27 5 6	
		1,170 16 5	
	Advances to the Commissioner for Railways repaid	475 9 7	2,823 7 1
	Carried forward	£	419,719 12 1

ACCOUNT.

provided for by LOANS secured on the CONSOLIDATED REVENUE FUND, in the Year 1866. Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
1	18 VICTORIA, No. 35. General Post Office		4,712 1 10
16	19 VICTORIA, No. 40. Improving the Navigation of the River Hunter, &c.		130 6 11
47	23 VICTORIA, No. 10. Railway Works— New Rails, Parramatta Line	2,931 14 3	
52	Unforeseen and Contingent Expenses... ..	0 2 0	
56	Electric Telegraph to Boundary of Queensland	35 0 0	
63	Wollongong Harbour Improvements	208 16 0	3,175 12 3
70	24 VICTORIA, No. 24. Electric Telegraph—Deniliquin to South Australia	5,719 6 3	
75	Wharf, Woolloomooloo Bay	159 15 9	
79	Improvements—Clarence and Richmond Rivers	2,809 3 4	
82	Northern Breakwater, Newcastle	327 10 4	9,015 15 8
89	25 VICTORIA, No. 19. Railways— Bridge over the Hunter, at Singleton	17,506 18 11	
94	Extension to Goulburn	205,810 0 4	
131	Extension to the Nepean	3,260 15 7	
138	Do. Bathurst	5,847 14 8	
170	Do. Armidale	36,129 8 11	
194	Additions and alterations to Workshops and Stations	2,669 7 3	
203	Bridge over the Hunter, at West Maitland	5,869 8 0	
206	Bridge, Gundagai	9,497 1 7	
213	Goals and Penal Establishments	788 7 9	
216	Steam Cranes	47 10 0	
218	Dyke, Bullock Island	104 4 0	287,530 17 0
232	26 VICTORIA, No. 14. Railways— Newcastle to Wallsend Junction	172 9 4	
236	Telegraph Wire, Parramatta to Penrith	0 10 6	
238	Wharf, Newcastle	1,814 10 2	
244	Moorings, Newcastle	6 19 9	
250	Wharf, Morpeth	871 2 8	
254	Wharf, Ulladulla	1,747 10 7	4,613 3 0
348	27 VICTORIA, No. 14. Museum	47 5 8	
334	Telegraph Station Houses	26 4 0	
270	Railways— Western Line	18,069 16 7	
284	Northern Line	591 18 0	
314	Siding, Haslem's Creek	61 17 6	
322	Extension to Bathurst	165,120 17 6	
340	Coal Shoots, &c., Wollongong	1,926 3 9	
345	Bridge at West Maitland	3,987 15 1	
354	Electric Telegraphs— Braidwood to Araluen	52 7 2	
356	To Cooma	18 2 5	189,902 7 8
504	29 VICTORIA, No. 5. Debentures paid off		300,000 0 0
	Carried forward	£	799,080 4 4

on Account of PUBLIC WORKS, &c.—continued.

Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward		799,080 4 4
	29 VICTORIA, No. 9.		
	Railways—		
368	Additional Ballast and Goods Trucks for Railway Traffic	2,933 1 10	
372	Windsor and Richmond Railway	954 13 8	
382	Additional Goods Accommodation, Sydney Station ...	4,500 2 6	
386	Railway Sheds	1,145 4 10	
390	Additional Accommodation Stations	2,919 9 3	
398	Erection of Railway Station at Douglass Park ...	194 5 8	
400	Extension of Great Northern Line to Terminus at Morpeth	42 10 6	
406	Erection of a Bridge at Pitnacree	3,530 16 0	
410	Dunmore Bridge, further sum	507 0 5	
416	Reclamation of Land, Woolloomooloo Bay	470 0 0	
418	Towards the completion of the Australian Museum ...	3,312 2 5	
420	Towards completion of Excavation, Kiama Harbour Works	975 18 0	
426	Wharf at Ulladulla	500 0 0	
428	Construction of three new Punts for Second Steam Dredge, Newcastle	1,220 0 0	
440	For the purpose of assisting Immigration to this Colony ...	16,754 13 6	
			39,959 18 7
	29 VICTORIA, No. 23.		
	Railways—		
524	Towards the extension of the Great Western Line ...	24,028 19 2	
536	Towards relaying the Line from Sydney to Parramatta Junction	4,803 19 10	
544	Additional Accommodation to Stations, &c.	1,962 2 2	
560	Wollongong Harbour Works	1,953 8 8	
564	Breakwater, Newcastle	168 6 10	
568	Coal Staiths, Newcastle	104 0 0	
572	Steam Dredge and Punts for Sydney	143 17 4	
576	Towards one-third the cost of the Bridge over the Nepean at Penrith, defrayed from Railway Loan—chargeable to Road Branch	72 0 0	
520	For extension of Riley-street to Palmer-street, including ornamental Railing for portion of the Domain ...	*875 18 6	
588	Telegraph Line—Yass to Burrowa	180 0 0	
590	Cost of heavy Guns procured from England	9,123 9 5	
			43,416 1 11
	30 VICTORIA, No. 23.		
162	Electric Telegraph—Cooma to Bombala		57 14 6
	MISCELLANEOUS.		
496	Charges on Sale of Debentures in England	2,323 10 9	
450	Advances to the Commissioner for Railways, to be hereafter accounted for	704 1 9	
	Railway Stores purchased in excess of Stores issued and included in the foregoing Statement, during the year 1866, viz. :—		
460	Stores purchased 112,612 1 3		
	Stores issued 110,996 13 3		
		1,615 8 0	
			4,643 0 6
	TOTAL, CASH PAYMENTS	£	887,156 19 10
	BALANCE at the Debit of the Loans' Account, on 31st December, 1865 ...		342,094 2 2
	TOTAL	£	1,229,251 2 0

* This amount has been recovered from the Consolidated Revenue Fund, and will be found on the debit side of this account.

GEOFFREY EAGAR,
Treasurer.

CLERGY AND SCHOOL LANDS' REVENUE.

ACCOUNT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1866.

CLERGY AND SCHOOL

ACCOUNT OF RECEIPTS AND

Dr.

Leger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
164	Collections by the Agent for Clergy and School Lands, viz. :— For Rents of Leases 5,589 12 11 For Sales of Land 3,192 1 3 Interest on Investment in Government Debentures... 620 0 0 Surcharge recovered 8 6 8				9,410	0	10
	Amount received from the Bishopthorpe Estate, on account of payments made temporarily from the Church of England's proportion of the Clergy and School Lands Revenue... .. 300 0 0						
					9,710	0	10
	BALANCE, 31ST DECEMBER, 1865				22,015	1	11
	TOTAL	£			31,725	2	9

The Treasury, New South Wales,
8th May, 1867.

JAMES THOMSON,
Accountant.

LANDS' REVENUE.

DISBURSEMENTS IN THE YEAR 1866.

Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.	TOTAL.
	EXPENSES OF MANAGEMENT.	£ s. d.	£ s. d.
411	Salary of Agent, from 1st January to 31st December, 1866	100 0 0	
410	Clearing Streets, Long Bay	85 13 6	
414	Cost of Survey of Church and School Lands, since the passing of the Crown Lands' Alienation Act of 1861...	1,632 2 6	1,817 16 0
	ISSUES FOR CHURCH PURPOSES.		
	<i>Church of England.</i>		
418	Balance of proportion of Surplus Revenue for 1864-5	1,764 2 3	
	On account of Surplus Revenue for 1866	710 0 0	
		2,474 2 3	
	<i>Presbyterian Church.</i>		
430	Towards the erection of a Manse] at Armidale	483 10 0	
430	Towards the erection of a Church at East Maitland	244 10 3	
		728 0 3	
	<i>Wesleyan Methodist Church.</i>		
434	Proportion of Surplus Revenue for 1865	232 14 6	
	<i>Roman Catholic Church.</i>		
438	Proportion of Surplus Revenue for 1865	1,323 2 6	4,757 19 6
	ISSUES FOR SCHOOL PURPOSES.		
	<i>National Schools.</i>		
460	Proportion of Surplus Revenue for 1865	828 15 5	
	<i>Denominational Schools.</i>		
	Proportion of Surplus Revenue for 1865—		
442	Church of England	433 3 3	
446	Presbyterian	84 8 10	
450	Wesleyan Methodist	46 10 10	
454	Roman Catholic	264 12 6	
		828 15 5	
			1,657 10 10
			8,233 6 4
	BALANCE, 31ST DECEMBER, 1866—		
	Cash in the Treasury	11,091 16 5	
	Debentures in do.	12,400 0 0	
			23,491 16 5
	TOTAL	£	31,725 2 9

The Balance of Cash in the Treasury, above shewn £11,091 16 5
 Was liable for outstanding Charges to the amount of 1,723 6 7
 Also for proceeds of Land Sales to 31 December, 1866, reserved for investment in Government Securities 3,518 9 7
5,241 16 2

Leaving a net Balance of..... 5,850 0 3

Applicable to Church Purposes..... 4,173 11 7
 Applicable to School Purposes..... 1,671 8 8
5,850 0 3

GEOFFREY EAGAR,
Treasurer.

NEW SOUTH WALES.

CIVIL SERVICE SUPERANNUATION FUND.

(27 VICTORIA, No. 11.)

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1866.

ANNUATION FUND.

No. 11.)

DISBURSEMENTS, in the Year 1866.

Cr.

Ledger Folio.	PARTICULARS OF DISBURSEMENTS.	ANNUAL RATE OF PENSION.		PERIOD FOR WHICH DRAWN.		AMOUNT DRAWN.		TOTAL.					
		£	s.	d.	From	To	£	s.	d.	£	s.	d.	
	By PENSIONS PAID:—												
	Stephen Greenhill, late Chief Clerk in the Pay Branch of the Treasury	600	0	0	1 Dec., 1865	31 Dec., 1866	650	0	0				
	John Crook, late Harbour Master, Sydney	433	6	8	1 Dec., 1865	31 Dec., 1866	469	8	2				
	Charles Wilkinson, late Clerk in the Treasury	350	0	0	1 Dec., 1865	30 Nov., 1866	350	0	0				
	M. D. Ferguson, late Accountant in the Government Printing Office	266	0	0	1 Dec., 1865	30 Nov., 1866	266	0	0				
	R. A. Hunt, late Superintendent of the Money Order Office	576	0	0	1 Dec., 1865	30 Nov., 1866	576	0	0				
	J. H. Crummer, late Police Magistrate, Port Macquarie	254	6	8	1 Dec., 1865	30 Nov., 1866	254	6	0				
	John Kingsmill, late Sheriff's Bailiff, Maitland	192	0	0	1 Dec., 1865	30 Nov., 1866	192	0	0				
	J. G. Lennon, late Chief Clerk in the Revenue Branch of the Treasury	344	0	0	1 Dec., 1865	30 Nov., 1866	344	0	0				
	Nicholas Nelson, late Clerk in the General Post Office	297	10	0	1 Oct., 1865	31 Dec., 1866	371	17	6				
	F. C. Brewer, late Sheriff's Bailiff, Sydney	121	6	8	1 Dec., 1865	30 Nov., 1866	121	6	0				
	Robert Brindley, late Draftsman in the Survey Department	310	0	0	1 Dec., 1865	30 Nov., 1866	310	0	0				
	J. R. Humbley, late Clerk in the Audit Office	236	10	0	1 Dec., 1865	30 Nov., 1866	236	10	0				
	Samuel Morgan, late Clerk in the Survey Department	138	13	4	1 Dec., 1865	30 Nov., 1866	138	13	0				
	W. H. Christie, late Postmaster General	785	6	8	1 Dec., 1865	30 Nov., 1866	785	6	0				
	George Brett, late Tide-waiter, Customs	103	16	8	1 May, 1865	30 Nov., 1866	164	7	5				
	W. C. Still, late Landing Surveyor, Customs Department	536	0	0	21 Mar., 1866	30 Nov., 1866	373	3	7				
260	John Wells, late Under Secretary for Finance and Trade	714	13	4	1 Mar., 1866	31 Dec., 1866	595	11	1				
	William Vallack, late Chief Clerk, Chief Secretary's Department	624	0	0	19 Feb., 1866	31 Oct., 1866	434	11	5				
	Thomas Jones, late Sheriff's Bailiff, Bathurst	144	0	0	1 June, 1866	30 Nov., 1866	72	0	0				
272	William Thompson, late Official Postmaster, Bathurst	138	0	0	1 Oct., 1866	30 Nov., 1866	23	0	0				
	James Kidd, late Overseer, Botanic Gardens	132	0	0	1 Sept., 1866	30 Nov., 1866	33	0	0				
	T. K. Abbott, late Secretary, General Post Office	420	9	4	1 Sept., 1866	31 Mar., 1867	245	5	3				
	By GRATUITIES, GRANTED UNDER CLAUSE 7, TO THE FOLLOWING OFFICERS, WHO HAVE RETIRED FROM ILL HEALTH, VIZ.:—									7,006	5	5	
	William Bowden, late Clerk in the Customs' Department						112	10	0				
	R. C. Davis, late Clerk in the Money Order Office						25	0	0				
	Mortimer M'Dermott, late Clerk in the Legislative Council						29	3	4				
	By GRATUITIES, GRANTED UNDER CLAUSE 10, TO THE RELATIVES OF THE UNDERMENTIONED DECEASED OFFICERS, VIZ.:—									166	13	4	
	E. A. Dewhurst, late Clerk in the Office of the Inspector General of Police						29	3	4				
	Charles Jessop, late Steward and Housekeeper, Legislative Council and Assembly						243	15	0				
	Peter White, late Clerk of Petty Sessions, Bathurst						37	10	0				
	William Cummings, late Locker, Customs' Department						112	10	0				
	Matthew Lennon, late Clerk in the Chief Secretary's Department						125	0	0				
	John Debenham, late Surveyor, Survey Department						166	13	4				
	L. H. Sibthorpe, late Sub Gold Commissioner						320	16	8				
	George West, late Visiting Surgeon, Gaol, Darlinghurst, and Penal Establishment, Cockatoo Island						433	6	8				
	Richard Greenup, late Superintendent of the Lunatic Asylum, Parramatta						700	0	0				
	Edward Forde, late Chief Surveyor and Draftsman, Harbours and River Department						133	6	8				
	MISCELLANEOUS:—									2,302	1	8	
	Fee paid to Dr. Jones, for examining the state of Mr. C. F. Aldrich's health						1	1	0				
	Refund of improper deductions						4	13	3				
										5	14	3	
263	By AMOUNT paid for £2,000 Treasury Bills, purchased at par, as an investment on account of this Fund									9,480	14	8	
68	By BALANCE ON 31ST DECEMBER, 1866:—									2,000	0	0	
	Cash in the Treasury						2,064	17	10				
	Treasury Bills in ditto						10,000	0	0				
	TOTAL									12,064	17	10	
										£	23,545	12	6

With the exception of the first three, the whole of the pensions granted under this Act, as above shown, have been reduced by 4 per cent., in accordance with the sixth clause thereof.

GEOFFREY EAGAR,
Treasurer.

POLICE REWARD FUND.

(16 VICTORIA, NO. 33, AND 25 VICTORIA, NO. 16.)

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1866.

POLICE RE-

16 VICTORIA, No. 33,

STATEMENT OF RECEIPTS AND

Dr.

Ledger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.	TOTAL.
191	To BALANCE ON 31ST DECEMBER, 1865:—	£ s. d.	£ s. d.
	Public Works Debentures (24 Vic., No. 24)	1,700 0 0	
	Cash in the Treasury	7,771 8 5	9,471 8 5
191	To AMOUNT OF FINES, &c., RECEIVED IN 1866	1,900 15 11	
191	To INTEREST ON DEBENTURES BELONGING TO THIS FUND	85 0 0	1,985 15 11
TOTAL.. .. .		£	11,457 4 4

The Treasury, New South Wales,
8th May, 1867.

JAMES THOMSON,
Accountant.

WARD FUND.

AND 25 VICTORIA, No. 16.

DISBURSEMENTS in the Year 1866.

Cr.

Ledger Folio.	NAMES.	PERIOD FOR WHICH DRAWN.		AMOUNT.	TOTAL.
		From	To		
	By PENSIONS PAID :—			£ s. d.	£ s. d.
	Margaret Wood, widow of Chief Constable Wood, of the Maitland Police	1 Oct., 1865	30 Sept., 1866	62 10 0	
	Ann Kendall, widow of Chief Constable Kendall, of the Penrith Police	"	"	40 0 0	
	Elizabeth Murphy, widow of Chief Constable Murphy, of the Port Macquarie Police	"	"	50 0 0	
	Louisa Codrington, widow of Trooper Codrington, of the Western Gold Escort	"	"	18 5 0	
	Ann Waltham, widow of Constable Waltham, of the Casino Police	"	"	26 0 0	
	Julia Ledgerwood, widow of Constable Ledgerwood, of the Newcastle Police	"	"	40 0 0	
	Eliza Watson, widow of Constable Watson, of the Maitland Police	"	"	20 0 0	
	Ann Foy, widow of Constable Foy, of the Tabulam Police	1 July, 1865	"	37 10 0	
	Mary Maginnity, widow of Sergeant Maginnity, of the Tumberumba Police	1 Oct., 1865	"	75 0 0	
	Elizabeth Nelson, widow of Constable Nelson, of the Goulburn District Police	"	"	50 0 0	
	Jane Ward, widow of Senior Constable Ward, of the Bathurst District Police	"	"	60 0 0	
	Mary A. J. Herbert, widow of Senior Constable Herbert, of the Bathurst District Police	"	"	40 0 0	
					519 5 0
1 to 4	By GRATUITIES PAID TO WIDOWS AND RELATIVES OF DECEASED CONSTABLES :—				
	Ellen Geraghty, widow of Constable Geraghty			29 5 0	
	Mary Ann Crawford, widow of Senior Constable Crawford, of the Maitland Police			111 7 6	
	Honora Canty, widow of Constable Canty, of the Berrima Police			46 10 0	
	Mary Doyle, widow of Constable Doyle, of the Water Police			16 10 0	
	The Parents of the late Constable O'Grady, who was shot by Bushrangers whilst in the execution of his duty			100 0 0	
	Harriet Miller, mother of the late Constable William Raymond, who was shot whilst in the execution of his duty			100 0 0	
	Emma Chapman, widow of Senior Constable Chapman, of the Booligal Police			44 14 4	
					448 6 10
	By MISCELLANEOUS PAYMENTS :—				
	Gratuity to Constable John Raven, for conducting important Inquiries in the Country			10 0 0	
	Funeral Expenses in the case of four deceased Constables			32 12 6	
	Rewards to Constables for prosecuting Sly Grog Sellers			10 0 0	
	Refund of Fines and other Collections			14 11 0	
					67 3 6
	By PORTION of the BALANCE AT THE CREDIT OF THIS FUND, transferred to the Police Superannuation Fund, under Clause 31 of the Act 25 Vict., No. 16				7,500 0 0
191	By BALANCE, 31st DECEMBER, 1866 :—				
	Public Works Debentures (24 Vic., No. 24)			1,700 0 0	
	Cash in the Treasury			1,222 9 0	
					2,922 9 0
	TOTAL			£	11,457 4 4

GEOFFREY EAGAR,
Treasurer.

POLICE SUPERANNUATION FUND.

(16 VICTORIA, NO. 33, AND 25 VICTORIA, NO. 16.)

STATEMENT

OF

RECEIPTS AND DISBURSEMENTS

IN THE YEAR

1866.

ANNUATION FUND.

AND 25 VICTORIA, No. 16.

DISBURSEMENTS IN THE YEAR 1866.

Cr.

Ledger Folio.	NAMES.	PERIOD FOR WHICH DRAWN.		AMOUNT.	TOTAL.
		From	To		
	BY PENSIONS PAID :—			£ s. d.	£ s. d.
	Sergeant-Major Edward Giles	1 Oct., 1865	30 Sept., 1866	139 18 4	
	Inspector T. J. Powell	"	"	41 1 3	
	Inspector Patrick Connor	"	"	94 5 10	
	Inspector Jeremiah Higgins	"	"	177 0 0	
	Chief Constable Thomas M'Gee	"	"	45 0 0	
	Chief Constable James Sheppard	"	"	89 14 7	
	Chief Constable Robert M'Jannett	"	"	123 6 8	
	Chief Constable George Drury	"	"	90 0 0	
	Chief Constable Samuel Holt	"	"	100 0 0	
	Chief Constable Thomas Hildebrand	"	"	123 0 0	
	Chief Constable S. H. Horne	"	"	116 0 0	
	Chief Constable James Skilton	"	"	70 0 0	
	Senior Sergeant Abraham Kershaw	"	"	115 11 8	
	Senior Sergeant James Gibson	"	"	50 3 9	
	Sergeant Michael Cassidy	"	"	82 2 6	
	Sergeant John Sherman	"	"	126 0 0	
	Sergeant William Hobbs	"	"	86 13 9	
	Sergeant James St. Clair	"	"	109 10 0	
	Sergeant John Stafford	"	"	100 7 6	
	Senior Constable James Kerr	"	"	60 16 8	
	Constable John Marsh	"	"	36 10 0	
	Constable James Shanahan	"	24 Feb., 1866	27 11 3	
	Constable John Harris	"	30 Sept., 1866	57 0 7	
	Constable Alexander Ross	"	"	57 0 7	
	Constable Matthew Carroll	"	"	68 8 9	
	Constable Charles Lucas	"	"	65 7 11	
	Constable James Smith	"	"	54 15 0	
	Constable James Egan	"	"	50 3 9	
	Constable Peter Thomson	"	"	60 16 8	
	Constable Michael Murphy	"	"	56 5 5	
	Constable Michael Reilly	"	"	69 19 2	
	Constable Timothy Gearns	"	"	68 8 9	
	Constable William Kershaw	"	"	100 7 6	
	Constable Thomas Hancock	"	"	59 6 3	
	Constable Thomas M'Evoy	"	"	53 11 1	
	Constable Bartholomew Bandister	"	"	142 10 0	
	Constable John Cannon	"	"	65 7 11	
	Constable John Lee	"	"	97 0 0	
12 to 22	Constable James Seymour	"	"	88 0 0	
	Constable Frederick Williams	"	"	146 0 0	
	Constable Charles Lane	"	"	60 16 8	
	Constable Edward Kedwell	"	"	54 15 0	
	Constable Peter Conley	"	"	60 16 8	
	Constable John Davis	"	"	50 0 0	
	Constable John Micklegun	"	"	97 6 8	
	Constable Roger Kennedy	"	"	60 16 8	
	Constable John Thomas	"	"	74 10 5	
	Constable George Taylor	"	"	54 15 0	
	Constable Henry Fox	"	"	78 0 0	
	Constable Octavius Smith	"	"	54 15 0	
	Constable James Farrant	"	"	54 15 0	
	Constable Norman M'Beath	"	"	54 15 0	
	Constable W. S. Dangar	"	"	54 15 0	
	Constable James Thorpe	"	"	73 0 0	
	Constable Henry Worley	"	"	55 14 9	
	Constable Richard Gorman	"	"	82 2 6	
	Constable George O'Regan	"	"	54 15 0	
	Constable Martin Doyle	24 Feb., 1866	"	32 17 0	
	Constable Edward Everson	1 Jan., 1866	"	39 18 0	
	Constable W. Phillips	"	"	53 4 0	
	Trooper James Perry	1 Oct., 1865	"	65 7 11	
	Trooper Robert Hancock	"	"	94 0 0	
	Trooper Patrick Cain	1 July, 1865	"	91 8 0	
					4,813 7 4
	BY AMOUNTS PAID AS GRATUITIES on leaving the Police Force :—				
	Constable Thomas Murphy			70 10 0	
	Constable John M'Ginnity			44 5 0	
	Constable Manasses M'Elwaine			47 5 0	
	Constable John Chambers			54 0 0	
	Constable William Smith			210 3 9	
	Constable Robert Poole			25 10 0	
	Constable Charles Costley			54 0 0	
	Constable John Drew			111 15 0	
	Constable Martin Hogan			69 0 0	
	Constable Samuel Crimer			144 0 0	
	Constable John Fyfe			67 10 0	
	Constable John Walsh			72 15 0	
	Constable John Porter			60 15 0	
					1,031 8 9
132	BY BALANCE, 31ST DECEMBER, 1866 :—				
	Railway Debentures			7,500 0 0	5,844 16 1
	Water Supply Debentures			3,000 0 0	
	Public Works Debentures (24 Vic., 24)			14,500 0 0	
				25,000 0 0	
	Less Cash Overdraft			1,875 10 1	
					23,124 9 11
	TOTAL			£	28,969 6 0

GEOFFREY EAGAR,
Treasurer.

SPECIAL RECEIPTS' ACCOUNT.

ACCOUNT of SPECIAL RECEIPTS, and of the RE-ISSUES therefrom, in the Year 1866.

Ledger Folio.	ACCOUNT.	RECEIPTS.			RE-ISSUES IN THE YEAR 1866.	BALANCES ON THE 31ST DECEMBER, 1866.
		Balances on 31st December, 1865.	Receipts in the Year 1866.	Total.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
194	Imperial Postage	3,718 18 6	2,014 17 8	5,733 16 2	2,129 11 1	3,604 5 1
195	Shipping Master, Sydney—Seamen's Wages	755 3 1	448 11 9	1,203 14 10	438 19 2	764 15 8
193	Poundage	10,046 1 7	4,172 13 5	14,218 15 0	3,185 4 2	11,033 10 10
196	Revenue Suspense Account	38,633 18 8	50,395 1 1	89,028 19 9	57,813 10 11	31,215 8 10
198	Immigration Remittances	1,429 0 0	7,608 10 0	9,037 10 0	2,925 0 0	6,112 10 0
201	Assurance Fund—Real Property Act	2,463 7 6	679 6 11	3,142 14 5	16 0 6	3,126 13 11
200	Commissioner's Fund—Real Property Act	192 15 0	353 15 0	546 10 0	433 5 0	113 5 0
202	Post Office Money Order Account	13,375 0 2	31,175 19 1	44,550 19 3	42,050 19 3	2,500 0 0
208	Bishopthorpe Estates Fund	6 4 2	700 0 0	706 4 2	700 0 0	6 4 2
203-5-15	Sundry Deposits	182 16 5	272 0 0	454 16 5	405 0 0	49 16 5
	TOTALS	£ 70,803 5 1	97,820 14 11	168,624 0 0	110,097 10 1	58,526 9 11

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The Treasury, New South Wales,
8th May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

TRUST MONEYS' DEPOSIT ACCOUNT.

STATEMENT of TRUST MONEYS deposited in the TREASURY, and of the RE-ISSUES therefrom, in the Year 1866.

Leger Folio.	OFFICER DEPOSITING.	RECEIPTS.			RE-ISSUES IN THE YEAR 1866.	BALANCES ON THE 31ST DECEMBER, 1866.
		Balances on the 31st December, 1865.	Receipts in the Year 1866.	Total.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
130	Master in Equity...	9,792 18 1	21,631 13 1	31,424 11 2	22,409 1 10	9,015 9 4
136	Curator of Intestate Estates ...	8,998 1 0	5,917 12 8	14,915 13 8	5,251 16 0	9,663 17 8
141	Prothonotary ...	889 17 11	408 13 6	1,298 11 5	498 11 7	799 19 10
148	} Official Assignees in Insolvency ...	7,040 7 0	27,189 8 11	34,229 15 11	28,391 6 10	5,838 9 1
160		3,003 14 1	9,138 10 5	12,142 4 6	8,495 10 0	3,646 14 6
154		5,063 8 4	17,685 8 11	22,748 17 3	10,542 3 10	12,206 13 5
165	Trade Assignees ...	27 19 6	.....	27 19 6	1 5 6	26 14 0
170	Do. ...	441 11 0	1,111 18 2	1,553 9 2	337 2 11	1,216 6 3
177	Do. ...	323 14 11	0 0 10	323 15 9	233 14 9	90 1 0
	TOTALS ...	£ 35,581 11 10	83,083 6 6	118,664 18 4	76,160 13 3	42,504 5 1

The Treasury, New South Wales,
8th May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

SCAB IN SHEEP FUND.

(27 VICTORIA, No. 6.)

STATEMENT of RECEIPTS and DISBURSEMENTS in the Year 1866.

Dr.	STATEMENT of RECEIPTS and DISBURSEMENTS in the Year 1866.				Cr.
Lidger Folio.	PARTICULARS OF RECEIPTS.	AMOUNT.	Lidger Folio.	PARTICULARS OF DISBURSEMENTS.	AMOUNT.
		£ s. d.			£ s. d.
182	To Balance 31st December, 1865	7,509 19 5		By Refund of Amounts paid for renewal of Licenses to keep Infected Sheep	730 18 0
182	To Amount of Collections during the year 1866	11,968 4 8		By Refund of Fines... ..	420 19 6
			294	By Charges not provided for by the Vote from the Consolidated Revenue Fund, viz:—	
				Salaries of Inspectors	99 10 0
				Wages and Allowances to Boundary Riders	84 11 11
				Travelling Expenses	85 15 0
				Law Expenses	53 17 6
				Incidental Expenses	33 11 10
					357 6 3
			1284-}	By Payments from the Consolidated Revenue Fund, under	
			1314 }	Votes of Parliament, viz:—	
			1269-86 }	For Salaries and Contingencies of 1865	1,094 6 8
				For Salaries and Contingencies of 1866	8,064 15 2
					9,159 1 10
					10,668 5 7
			182	By Balance, 31st December, 1866	8,809 18 6
	TOTAL	£ 19,478 4 1		TOTAL	£ 19,478 4 1

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The Treasury, New South Wales,
31st May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY BAGAR,
Treasurer.

MINT BULLION ACCOUNT.

STATEMENT shewing the Re-payments of Coin by the Deputy Master of the Mint, and the Re-issues of the same for the purchase of Gold Bullion imported into the Mint for Coinage, during the Year 1866.

PARTICULARS.	Dr.	Cr.
JANUARY.		
To Re-payments of Coin by the Deputy Master	161,000 0 0	
By Re-issues		161,000 0 0
FEBRUARY.		
To Re-payments	144,000 0 0	
By Re-issues		144,000 0 0
MARCH.		
To Re-payments	209,000 0 0	
By Re-issues		209,000 0 0
APRIL.		
To Re-payments	242,000 0 0	
By Re-issues		242,000 0 0
MAY.		
To Re-payments	145,000 0 0	
By Re-issues		145,000 0 0
JUNE.		
To Re-payments	183,000 0 0	
By Re-issues		183,000 0 0
JULY.		
To Re-payments	155,000 0 0	
By Re-issues		155,000 0 0
AUGUST.		
To Re-payments	434,000 0 0	
By Re-issues		434,000 0 0
SEPTEMBER.		
To Re-payments	292,000 0 0	
By Re-issues		292,000 0 0
OCTOBER.		
To Re-payments	356,000 0 0	
By Re-issues		356,000 0 0
NOVEMBER.		
To Re-payments	243,000 0 0	
By Re-issues		243,000 0 0
DECEMBER.		
To Re-payments	347,000 0 0	
By Re-issues		347,000 0 0
TOTALS	£ 2,911,000 0 0	2,911,000 0 0

The Treasury, New South Wales,
8th May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

STATEMENT showing the RESULT OF SALES OF DEBENTURES, placed in the hands of the ORIENTAL BANK CORPORATION, LONDON, for Negotiation in England, from the 27th October, 1865, to the 20th October, 1866.

DESCRIPTION OF DEBENTURES.	No. of Years' Currency.	Amount of Principal.	Date from which Interest accrues.	Rate of cent. at which Sold, inclusive of Dividend.	Gross Proceeds.	CHARGES.				NET PROCEEDS.
						Broker's Commission @ $\frac{1}{4}$ of cent. on Principal.	Bank Commission @ $\frac{1}{4}$ of cent. on Proceeds.	Discount and other Charges.	TOTAL.	
Public Works and other purposes, 25 Victoria, No. 19	30	£ 1,500	1 Jan., 1862	£ s. d. 84 10 0	£ s. d. 1,267 10 0	£ s. d. 3 15 0	£ s. d. 6 6 4	.....	£ s. d. 10 1 4	£ s. d. 1,257 8 8
		10,000		86 0 0	8,600 0 0	25 0 0	42 17 6	.....	67 17 6	8,532 2 6
		32,300		87 10 0	28,262 10 0	80 15 0	140 18 2	.....	221 13 2	28,040 16 10
		52,000		87 15 0	45,630 0 0	130 0 0	227 10 0	.....	357 10 0	45,272 10 0
		31,500		88 0 0	27,720 0 0	78 15 0	138 4 2	.....	216 19 2	27,503 0 10
		24,600		90 0 0	22,140 0 0	61 10 0	110 7 10	.....	171 17 10	21,968 2 2
		151,900			133,620 0 0	379 15 0	666 4 0	.....	1,045 19 0	132,574 1 0
To cover Deficit of 1864, and previous years, 29 Victoria, No. 4	* 9	541,900	1 July, 1866	90 0 0	487,710 0 0	1,354 15 0	† 2,709 10 0	3,629 6 8	7,693 11 8	480,016 8 4
		1,700		92 10 0	1,572 10 0	4 5 0	7 16 10	.....	12 1 10	1,560 8 2
		800		92 15 0	742 0 0	2 0 0	3 14 1	.....	5 14 1	736 5 11
		5,600		95 0 0	5,320 0 0	14 0 0	26 10 7	.....	40 10 7	5,279 9 5
		550,000			495,344 10 0	1,375 0 0	2,747 11 5	3,629 6 8	7,751 18 2	487,592 11 10
To pay off Debentures, 29 Victoria, No. 5	9	275,400	1 July, 1866	90 0 0	247,860 0 0	688 10 0	† 1,377 0 0	1,579 14 9	3,645 4 9	244,214 15 3
		22,100		91 0 0	20,111 0 0	55 5 0	100 5 7	.....	155 10 7	19,955 9 5
		2,500		91 15 0	2,281 5 0	6 5 0	11 7 6	.....	17 12 6	2,263 12 6
		300,000			270,252 5 0	750 0 0	1,488 13 1	1,579 14 9	3,818 7 10	266,433 17 2
GRAND TOTAL		£ 1,001,900			899,216 15 0	2,504 15 0	4,902 8 7	5,209 1 5	12,616 5 0	886,600 10 0

* These Loans are repayable by Annual Instalments of £100,000, commencing 31st December, 1867.

† Includes an overcharge of £444 18s. 3d., in course of recovery.

The Treasury, New South Wales,
Sydney, 20th May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

NEWCASTLE TONNAGE DUTY.

(19 VICTORIA, No. 25 and 40, and 20 VICTORIA, No. 12.)

STATEMENT of RECEIPTS for Tonnage Dues, and of DISBURSEMENTS on account of Improving the Navigation of the River Hunter and Ports of Newcastle and Morpeth, under the Act 19 Victoria, No. 40, to the 31st December, 1866.

RECEIPTS.	AMOUNT.	TOTAL.	DISBURSEMENTS.	AMOUNT.	TOTAL.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Amount of Collections for Tonnage Dues at the Port of Newcastle, viz. :—			By Expenditure on account of Improving the Navigation of the River Hunter and Ports of Newcastle and Morpeth, viz. :—		
In the year 1858	1,446 1 0		In the year 1856	5,141 4 1	
In the year 1859	2,198 14 6		In the year 1857	7,780 12 7	
In the year 1860	2,891 18 6		In the year 1858	18,002 2 9	
In the year 1861	2,654 7 6		In the year 1859	4,622 6 11	
In the year 1862	3,296 9 6		In the year 1860	632 16 6	
In the year 1863	3,539 2 0		In the year 1861	359 11 0	
In the year 1864	4,686 6 9		In the year 1862	858 7 3	
In the year 1865	3,936 17 0		In the year 1863	45 10 5	
In the year 1866	5,176 5 6		In the year 1864	136 1 10	
		29,826 2 3	In the year 1865	31 17 9	
			In the year 1866	130 6 11	
					37,740 18 0
			By Interest on the above Expenditure to 31st December, 1866, calculated from the dates of the several payments, at the rate of 5 per cent. per annum, viz. :—		
			Interest on £5,141 4s. 1d.	2,637 2 11	
			Interest on £7,780 12s. 7d.	3,683 14 9	
			Interest on £18,002 2s. 9d.	7,628 12 2	
			Interest on £4,622 6s. 11d.	1,794 5 3	
			Interest on £632 16s. 6d.	202 15 3	
			Interest on £359 11s. 0d.	96 16 6	
			Interest on £858 7s. 3d.	189 2 0	
			Interest on £45 10s. 5d.	7 14 10	
			Interest on £136 1s. 10d.	15 3 10	
			Interest on £31 17s. 9d.	2 5 7	
			Interest on £130 6s. 11d.	4 8 4	
To Balance due to the Consolidated Revenue Fund, on 31st December, 1866, for Amount advanced to carry on the Works		21,176 17 2			16,262 1 5
TOTAL	£	54,002 19 5	TOTAL	£	54,002 19 5

The Treasury, New South Wales,
31st May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

WOLLONGONG TONNAGE DUTY.

(23 VICTORIA, No. 10, 25 VICTORIA, No. 5, and 27 VICTORIA, No. 1.)

STATEMENT of RECEIPTS for Tonnage Dues, and of DISBURSEMENTS on account of Improving the Harbour of Wollongong, under the Act 23 Victoria, No. 10, 25 Victoria, No. 5, 27 Victoria, No. 1, and 29 Victoria, No. 23, to 31st December, 1866.

RECEIPTS.	AMOUNT.	TOTAL.	DISBURSEMENTS.	AMOUNT.	TOTAL.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Amount of Collections for Tonnage Dues at the Harbour of Wollongong, viz. :—			By Expenditure on account of Improving the Harbour of Wollongong, viz. :—		
1st July to 31st December, 1864	73 12 0		In the year 1860	141 10 3	
In the year 1865	153 14 0		In the year 1861	6,842 7 10	
In the year 1866	168 2 0		In the year 1862	8,172 19 2	
		395 8 0	In the year 1863	4,775 8 0	
			In the year 1864	6,533 6 0	
			In the year 1865	5,265 12 10	
			In the year 1866	2,158 9 4	
					33,889 13 5
			By Interest on the above Expenditure to 31st December, 1866, calculated from the dates of the several Payments, at the rate of 5 per cent. per annum, viz. :—		
			Interest on £141 10s. 3d.	43 8 11	
			Interest on £6,842 7s. 10d.	1,772 1 11	
			Interest on £8,172 19s. 2d.	1,757 13 9	
			Interest on £4,775 8s.	832 7 4	
			Interest on £6,533 6s.	762 3 5	
			Interest on £5,265 12s. 10d.	466 16 5	
			Interest on £4,084 13s. 1d.	29 10 6	
To Balance due to the Consolidated Revenue Fund, on 31st December, 1866, for Amount advanced to carry on the Works		39,158 7 8			5,664 2 3
TOTAL	£	39,553 15 8	TOTAL	£	39,553 15 8

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The Treasury, New South Wales,
31st May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

KIAMA TONNAGE DUTY.

(23 VICTORIA, No. 10, 25 VICTORIA, No. 6, and 27 VICTORIA, No. 2.)

STATEMENT of RECEIPTS for Tonnage Dues, and of DISBURSEMENTS on account of Improving the Harbour of Kiama, under the Act 23 Victoria, No. 10, 25 Victoria, No. 6, 27 Victoria, No. 2, and 29 Victoria, No. 9, to the 31st December, 1866.

RECEIPTS.	AMOUNT.	TOTAL.	DISBURSEMENTS.	AMOUNT.	TOTAL.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Amount of Collections for Tonnage Dues at the Harbour of Kiama, viz. :—			By Expenditure on account of Improving the Navigation of the Harbour of Kiama, viz. :—		
1st July to 31st December, 1864	32 3 0		In the year 1860	87 19 8	
In the year 1865	81 19 6		In the year 1861	3,704 6 6	
In the year 1866	61 8 6		In the year 1862	11,595 13 4	
		175 11 0	In the year 1863	9,374 2 9	
			In the year 1864	3,393 9 7	
			In the year 1865	2,270 15 1	
			In the year 1866	975 18 0	
					31,402 4 11
			By Interest on the above Expenditure to 31st December, 1866, calculated from the dates of the several payments, at the rate of 5 per cent. per annum, viz. :—		
			Interest on £87 19s. 8d.	26 13 0	
			Interest on £3,704 6s. 6d.	941 6 9	
			Interest on £11,595 13s. 4d.	2,546 12 11	
			Interest on £9,374 2s. 9d.	1,611 15 5	
			Interest on £3,393 9s. 7d.	408 1 6	
			Interest on £2,270 15s. 1d.	166 6 10	
			Interest on £975 18s.	33 11 6	
To Balance due to the Consolidated Revenue Fund, on 31st December, 1866, for amount advanced to carry on the Works		36,961 1 10			5,734 7 11
TOTAL	£	37,136 12 10	TOTAL	£	37,136 12 10

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The Treasury, New South Wales,
31st May, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY BAGAR,
Treasurer.

STATEMENT
OF THE
PARTICULARS OF THE PUBLIC DEBT OF THE COLONY
OF
NEW SOUTH WALES,
ON
31ST DECEMBER, 1866.

STATEMENT OF THE PARTICULARS OF THE PUBLIC DEBT OF

SERVICES.	AUTHORITY.	AMOUNT AUTHORIZED TO BE RAISED.	AMOUNT OF DEBENTURES AND TREASURY BILLS SOLD.	AMOUNT REALIZED.	BALANCE YET TO RAISE.
		£ s. d.	£	£ s. d.	£ s. d.
DEBENTURES.					
Loan to the Sydney Railway Company ..	16 Vic., No. 39 ..	216,571 0 0	217,500	223,936 3 4	.....
Sydney Sewerage	17 Vic., No. 34 ..	200,000 0 0	209,030	201,149 11 9	.....
Sydney Water Supply	17 Vic., No. 35 ..	200,000 0 0	208,400	201,264 13 5	.....
Public Works	18 Vic., No. 35 ..	178,750 0 0	134,800	128,610 13 2	*50,139 6 10
Railways	18 Vic., No. 40 ..	666,800 0 0	666,800	630,106 11 7	36,694 8 5
Public Works	19 Vic., Nos. 38 & 40	445,323 0 0	410,500	393,427 5 8	†51,895 14 4
To pay off Land and Immigration De- bentures	20 Vic., No. 1 ..	73,776 0 0	73,700	70,300 16 2	3,475 3 10
Railways	20 Vic., No. 1 ..	200,000 0 0	203,000	199,997 10 0	2 10 0
To pay off Land and Immigration De- bentures	20 Vic., No. 16 ..	130,400 0 0	132,300	130,311 0 0	89 0 0
Public Works	20 Vic., No. 33 ..	107,717 18 11	112,000	107,787 15 0	.....
Railways	20 Vic., No. 34 ..	300,000 0 0	299,000	300,895 12 6	.....
To pay off Debentures	22 Vic., Nos. 5 & 26	145,000 0 0	145,700	145,007 0 0	.....
Railways and Public Works	22 Vic., No. 22 ..	758,500 0 0	760,700	756,890 15 0	1,609 5 0
Public Works	22 Vic., No. 26 ..	11,600 0 0	5,000	4,962 10 0	6,637 10 0
To pay off Debentures due in 1860..	23 Vic., No. 5 ..	365,600 0 0	365,600	361,612 10 0	3,987 10 0
Public Works and to pay off Debentures ..	23 Vic., No. 10 ..	348,223 0 0	348,200	341,084 15 0	7,138 5 0
Railways and Public Works	24 Vic., No. 24 ..	113,535 0 0	113,900	112,209 11 6	1,325 8 6
Voluntary and Assisted Immigration ..	24 Vic., No. 26 ..	55,000 0 0	55,500	54,945 16 0	54 4 0
Railways and Public Works	25 Vic., No. 19 ..	1,782,370 14 6	1,469,500	1,429,380 5 0	352,990 9 6
Railways and Public Works	26 Vic., No. 14 ..	161,832 0 0	.....	.....	161,832 0 0
Public Works	27 Vic., No. 14 ..	670,025 12 7	.....	.....	670,025 12 7
To cover Deficit of 1864 and previous years	29 Vic., No. 4 ..	550,000 0 0	550,000	495,344 10 0	54,655 10 0
To pay off Debentures	29 Vic., No. 5 ..	300,000 0 0	300,000	270,252 5 0	29,747 15 0
Public Works and Immigration	29 Vic., No. 9 ..	219,450 0 0	.....	.....	219,450 0 0
Public Works	29 Vic., No. 23 ..	758,000 0 0	.....	.....	758,000 0 0
Public Works	30 Vic., No. 23 ..	65,850 0 0	.....	.....	65,850 0 0
TREASURY BILLS.					
To cover the Deficit of 1863 and previous years	27 Vic., No. 3 ..	400,000 0 0	398,500	398,849 14 5	1,150 5 7
TOTAL		£ 9,424,324 6 0	7,179,630	6,958,326 4 6	2,476,749 18 7

* £10,767 0 0 General Post Office.
30,000 0 0 Defences.
3,000 0 0 Colonial Stores.
6,372 6 10 Other Public Works.

£50,139 6 10

† £40,000 of this sum is for Affiliated Colleges.

THE COLONY OF NEW SOUTH WALES, ON 31ST DECEMBER, 1866.

PARTICULARS OF THE SEVERAL ISSUES OF DEBENTURES AND TREASURY BILLS.

AMOUNT OF EACH ISSUE.	PAID OFF.	OUTSTANDING.	DUE DATES.	RATE OF INTEREST.	ANNUAL INTEREST ON TOTAL LOAN OUTSTANDING FOR EACH SERVICE.	SYNOPSIS OF DUE DATES OF OUTSTANDING DEBENTURES AND TREASURY BILLS.			
						Authority under which issued.	Year when due.	Amount.	TOTAL.
£ 17,500	£ 17,500	£ .....	.....	23d. & 34d.	£ s. d.	29 Vic., No. 4	1867	£	£ 100,000
50,000	.....	50,000	1873.....	per diem	9,797 19 4	27 Vic., No. 8	1868	{ 351,100 } { 100,000 }	451,100
150,000	.....	150,000	1874.....	per cent.		29 Vic., No. 4			
25,900	.....	25,900	1 July, 1876	5 per cent.	2,881 10 0	29 Vic., No. 4	1869	.....	100,000
97,500	97,500	6,730	Interminable			29 Vic., No. 4	1870	.....	100,000
24,000	.....	24,000	1 July, 1888	" "	6,485 0 0	18 Vic., No. 40	1871	{ 100,000 } { 100,000 }	200,000
51,900	51,900			29 Vic., No. 4				1872	{ 50,000 } { 50,000 }	100,000
29,000	29,000	.....	.....	.....	5,050 0 0	20 Vic., No. 33	1873	{ 100,000 } { 100,000 }	250,000
50,700	50,700		16 Vic., No. 39				1874	{ 150,000 } { 100,000 }	250,000
36,700	.....	36,700	1 July, 1876	" "	11,800 0 0	29 Vic., No. 5	1875	.....	50,000
31,000	31,000	Interminable				20,525 0 0	17 Vic., No. 34	1876	{ 25,900 } { 36,700 } { 70,200 } { 133,300 }	735,800
61,000	.....	61,000	1 July, 1888	.....	18 Vic., No. 35	1876	{ 46,200 } { 150,000 } { 70,500 } { 203,000 }		500,000
21,000	21,000	19 Vic., Nos. 38 & 40			1888		{ 10,000 } { 175,000 } { 90,000 }	500,000
12,800	12,800	.....	.....	.....	20 Vic., No. 1	1889	{ 2,000 } { 34,000 } { 145,000 } { 400,000 } { 312,000 }		893,000
70,200	70,200	1 Jan., 1876	" "	3,665 0 0			22 Vic., Nos. 25 & 26		1889	{ 145,000 } { 400,000 } { 312,000 }	893,000
30,800	30,800	1 July, 1893			20 Vic., No. 34	1890	{ 5,000 } { 365,600 } { 348,200 }				718,800
291,800	291,800	10,150 0 0	23 Vic., No. 10	1890			{ 6,700 } { 700 } { 25,000 } { 23,700 } { 113,900 } { 55,500 }	1,469,500
139,000	139,000	6,615 0 0	19 Vic., Nos. 38 & 40		1891	{ 25,000 } { 23,700 } { 113,900 } { 55,500 }
100,000	100,000	1 Jan., 1871	" "	5,600 0 0	22 Vic., No. 22	1891			{ 25,000 } { 23,700 } { 113,900 } { 55,500 }	1,469,500
133,300	133,300	1 Jan., 1876				14,950 0 0	22 Vic., No. 22			1891	{ 25,000 } { 23,700 } { 113,900 } { 55,500 }	1,469,500
2,700	.....	2,700	Permanent	.....	7,235 0 0	23 Vic., No. 5	1890	{ 5,000 } { 365,600 } { 348,200 }	718,800
46,200	46,200	1876	38,035 0 0	23 Vic., No. 10				1890	{ 5,000 } { 365,600 } { 348,200 }	718,800
150,000	.....	150,000	Jan., 1876	" "	250 0 0	19 Vic., Nos. 38 & 40	1891	{ 6,700 } { 700 } { 25,000 } { 23,700 } { 113,900 } { 55,500 }	1,469,500
70,800	70,800	Interminable			.....				18,280 0 0	22 Vic., Nos. 25 & 26	1891	{ 25,000 } { 23,700 } { 113,900 } { 55,500 }	1,469,500
136,800	.....	136,800	1 July, 1888	" "	17,410 0 0	22 Vic., No. 22	1891	{ 25,000 } { 23,700 } { 113,900 } { 55,500 }	1,469,500
6,700	6,700	1 July, 1891			.....				5,695 0 0	24 Vic., No. 24	1891	{ 25,000 } { 23,700 } { 113,900 } { 55,500 }	1,469,500
70,500	.....	70,500	1 Jan., 1876	" "	73,475 0 0	24 Vic., No. 26	1892	.....	1,469,500
3,200	3,200	1 July, 1888			.....				17,410 0 0	25 Vic., No. 19	1892	.....	1,469,500
203,000	.....	203,000	1 July, 1876	" "	27,500 0 0	18 Vic., No. 35	1893	.....	80,800
132,300	132,300	Interminable					
100,000	.....	100,000	1 Jan., 1873	" "	21,066 0 0	17 Vic., No. 34	1893	.....	80,800
10,000	10,000	1 July, 1888			.....				324,210 9 4	17 Vic., No. 35	1893	.....	80,800
2,000	.....	2,000	1 Jan., 1889	" "	6 per cent.	19 Vic., Nos. 38 & 40	1893	.....	80,800
175,000	175,000	1 July, 1888					
90,000	.....	90,000	1 July, 1888	" "	.....	Interminable or payable at the option of the Government in 1882 or afterwards.	1893	.....	80,800
34,000	34,000	1 Jan., 1889					
145,000	.....	145,000	1 Jan., 1889	" "	.....	.....	1893	.....	80,800
700	700	1 July, 1891					
400,000	.....	400,000	1 Jan., 1889	" "	.....	.....	1893	.....	80,800
312,000	312,000	1 July, 1889					
25,000	.....	25,000	1 Jan., 1891	" "	.....	.....	1893	.....	80,800
23,700	23,700	1 July, 1891					
5,000	.....	5,000	1 July, 1890	" "	.....	.....	1893	.....	80,800
365,600	365,600	1 Jan., 1890					
348,200	.....	348,200	1 July, 1890	" "	.....	.....	1893	.....	80,800
113,900	113,900	1 July, 1891					
55,500	.....	55,500	1 July, 1891	" "	.....	.....	1893	.....	80,800
1,469,500	1,469,500	1 Jan., 1892					
550,000	.....	550,000	Various dates	" "	.....	.....	1893	.....	80,800
300,000	300,000	Various dates					
398,500	47,400	351,100	1 Jan., 1863	6 per cent.	21,066 0 0	18 Vic., No. 40	Permanent	.....	2,700
7,179,630	761,600	6,418,030		per annum.	324,210 9 4				6,418,030

MEMORANDUM of Debentures transmitted to London for negotiation, for which no Account Sales had been received on 31st December, 1866:—

In the hands of the Oriental Bank Corporation, London—

Issued under 25 Vic., No. 19	.....	£312,800	.....	due 1892.
" 26 Vic., No. 14	.....	162,000	.....	" 1895.
" 27 Vic., No. 14	.....	670,000	.....	" 1895.
" 29 Vic., No. 4	.....	32,700	.....	" 1867-1875—to be returned to the Colony.
" 20 Vic., No. 5	.....	.....	.....	" 1867-1875—to be returned to the Colony.
		£1,177,500		

Debentures in the hands of

The Bank of New South Wales, Sydney—

Issued under 29 Vic., No. 9
 | £100,000 | | due 1896. |

The Mutual Provident Society—

Issued under 29 Vic., No. 9
 | £119,400 | | " 1896. |

Issued under 29 Vic., No. 23
 | 30,600 | | " 1896. |

The Savings Bank of New South Wales—

Issued under 29 Vic., No. 23
 | £150,000 | | " 1896. |

Debentures in Treasury Safe—

Issued under 18 Vic., No. 35
 | £9,200 | | " 1893. |

GEOFFREY BAGAR,
Treasurer.

SCHEDULE of REPAYMENTS, in the YEAR 1866, to the CREDIT of VOTES.

Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	REPAYMENTS IN 1866 ON ACCOUNT OF		
	Services of the Year 1860.		
	Subordinate Roads—		
531	Northern	0 1 6	
521	Southern	4 18 6	5 0 0
	Services of the Year 1861.		
437	Road from Hinton to Livingstone Hill ... ..	.....	0 10 0
	Services of the Year 1862.		
433	Minor Bridges and Roads not classified	120 0 0	
691	Bridge over the Macquarie River, at Dubbo	0 4 0	120 4 0
	Services of the Year 1863.		
655	Survey of Lands—Contingencies	3 5 0	
232	Subordinate Roads—Southern	97 7 6	
659	Railway Working Expenses	26 17 6	
473	Electric Telegraphs—Contingencies	50 0 10	177 10 10
	Services of the Year 1864.		
106	Volunteers	14 1 0	
182	Gaol, Goulburn—Contingencies	3 12 0	
212	Gaol, Grafton—Contingencies... ..	0 8 0	
222	Gaol, Armidale—Contingencies	0 8 8	
302	Gaols, Country Districts—Contingencies	5 3 7	
480	Expenses of Returning Officers	5 16 0	
482	Erection of Public Pound, Hartley	1 5 0	
693	Police—Contingencies	13 17 8	
555	Post Office—Salaries	11 15 0	
576	Stores and Stationery for the Public Services generally	1 13 1	
156	Postage of the various Public Departments	0 8 5	
185	Unforeseen Expenses	30 18 4	
628	Survey of Lands—Contingencies	1 8 0	
268	Commission to Land Agents and others, and for Advertising for the Public Service generally	0 7 0	
584	Gold Fields—Salaries	0 6 9	
	Subordinate Roads—		
627	Northern	5 4 7	
653	Western	30 1 7	
714	Minor Bridges and Roads not classified	76 0 0	
122	Fencing Cemetery at Waratah... ..	80 0 0	
699	Fencing Cemetery at Forbes (Old)	6 6 0	
	Harbours and River Navigation—		
349	Engineer's Department—Salaries	0 3 4	
	Roads and Bridges—		
610	General Establishment—Contingencies	5 0 0	
652	Electric Telegraphs—Contingencies	0 6 3	
522	Law Expenses, in connection with the Moruya Breakwater Works	13 4 9	
573	Law Expenses, Attorney General v. Eagar	179 12 2	
	Carried forward		487 7 2
			790 12 0

SCHEDULE OF REPAYMENTS, &c.—*continued.*

Ledger Folio.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
	Brought forward				790	12	0
	Services of the Year 1865.						
113	Volunteers—Salaries	0	5	4			
119	Naval Brigade	5	0	0			
128	Police Constabulary—Salaries	536	19	6			
109	Police Executive—Contingencies	600	14	11			
170	Gold and Escort	0	12	9			
190	Police, Judicial—Contingencies	7	19	3			
218	Gaol, Parramatta—Contingencies	0	8	9			
220	Gaol, Sydney—Contingencies	0	7	0			
243	Gaol, Goulburn—Contingencies	0	6	6			
262	Gaol, Albury—Contingencies	1	1	5			
273	Gaol, Mudgee—Salaries	1	12	6			
321	Gaol, Yass—Contingencies	0	15	0			
339	Gaol, Deniliquin—Contingencies	0	5	0			
345	Gaol, Windsor—Contingencies	0	0	9			
	Gaol, Port Macquarie—						
358	Salaries	1	7	0			
360	Contingencies	0	2	4			
374	Gaols, Country Districts—Contingencies	4	5	6			
379	Gaols generally	1	3	2			
389	Penal Establishment—Contingencies	0	0	6			
407	Lunatic Asylum, Tarban Creek—Contingencies	7	11	4			
415	Lunatic Asylum, Parramatta—Contingencies	0	3	6			
453	Observatory—Salaries	1	6	8			
485	Roman Catholic Orphan School—Contingencies	1	13	4			
490	Asylums for the Infirm and Destitute	15	12	9			
727	Preparation of Electoral Lists	18	2	5			
586	Law Officers—Contingencies	16	9	0			
594	Supreme and Circuit Court—Contingencies	25	7	4			
606	Sheriff—Contingencies	47	1	10			
669	District Courts—Contingencies	15	10	8			
680	Quarter Sessions—Contingencies	6	3	10			
715	Coroners—Contingencies	8	7	7			
561	Election Expenses	9	0	0			
761	Treasury—Contingencies	0	6	0			
767	Customs—Salaries	1	4	3			
	Post Office—						
804	Salaries	0	1	4			
1026	Country Postmasters—Salaries	0	1	0			
842	Conveyance of Mails	120	4	11			
852	Money Order Department—Salaries	0	8	4			
1077	Stores and Stationery for the Public Service generally	4	19	9			
1206	Fuel and Light for Departments within the District of Sydney	0	8	10			
956	Light-houses—Salaries	0	0	8			
1019	Postage of the Public Service generally	1	17	10			
1052	Unforeseen Expenses	49	9	0			
1057	Duty Stamps for the Public Service generally	65	3	8			
1188	Commission to Land Agents, and others, and for Advertising for the Public Service generally	0	5	0			
	Occupation of Lands—						
1210	Salaries	3	6	8			
1216	Contingencies	0	13	4			
	Subordinate Roads—						
7	Metropolitan	30	3	0			
14	Northern	55	16	5			
44	Southern	5	12	5			
73	Western	71	11	11			
104	Minor Bridges and Roads not classified	22	10	0			
149	Rent of Tolls, Mudbank and Bunnerong Road	0	1	0			
1336	Erection of Pounds	1	10	0			
	Roads and Bridges—						
1450	General Establishment—Contingencies	0	9	10			
	Carried forward	£	1,772	2 7	790	12	0

SCHEDULE OF REPAYMENTS, &c.—continued.

Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
	Brought forward	.....	790 12 0
	Services of the Year 1865—continued.		
	Brought forward	1,772 2 7	
395	Main Roads—		
	Northern	108 0 0	
406	Southern	5 0 0	
	Minor Roads—		
453	Northern	33 3 8	
474	Southern	2 2 0	
519	Repairs to Bridges	1 12 8	
	Electric Telegraphs—		
1458	Salaries	18 9 6	
1474	Contingencies	1 0 1	
1489	Fitz Roy Dock—Contingencies	1 16 4	
			1,943 6 10
	Services of the Year 1866.		
60	His Excellency the Governor's Establishment—Contingencies	0 12 3	
78	Legislative Assembly—Contingencies	6 7 0	
115	Naval Brigade—Salaries	8 0 0	
117	Chief Secretary—Contingencies	5 0 0	
127	Police Constabulary—Salaries	997 14 5	
168	Police—Contingencies	88 7 1	
189	Petty Sessions—Contingencies	12 8 9	
205	Gold and Escort	0 9 0	
	Gaol, Sydney—		
216	Salaries	43 17 6	
218	Contingencies	13 10 0	
229	Gaol, Parramatta—Contingencies	0 0 10	
	Gaol, Berrima—		
258	Salaries	0 6 9	
261	Contingencies	0 1 0	
268	Gaol, Albury—Contingencies	0 4 0	
281	Gaol, Mudgee—Contingencies	0 3 9	
	Gaol, Grafton—		
285	Salaries	0 0 4	
287	Contingencies	2 18 6	
302	Gaol, Armidale—Contingencies	0 15 10	
334	Gaol, Deniliquin—Contingencies	0 14 4	
	Gaol, Port Macquarie—		
339	Salaries	7 3 0	
344	Contingencies	1 1 3	
366	Gaols, Country Districts—Contingencies	0 2 3	
	Gaols generally—		
399	Employment of Prisoners in Gaol	1 4 7	
	Penal Establishment—		
409	Salaries	4 14 0	
413	Contingencies	0 7 6	
431	Lunatic Asylum, Tarban Creek—Contingencies	23 3 10	
439	Lunatic Asylum, Parramatta—Contingencies	0 1 0	
480	Observatory—Contingencies	2 9 7	
511	Roman Catholic Orphan School—Contingencies	0 16 0	
515	Asylums for the Infirm and Destitute	5 11 4	
614	Preparation of Electoral Lists	22 15 0	
668	Special Services of the Police and others in searching for Bushrangers	2 3 10	
836	Cost of Seed Wheat supplied to distressed Wheat Farmers	17 11 0	
1217	Immigration—Contingencies	0 11 9	
674	Law Officers of the Crown—Contingencies	5 5 0	
	Supreme and Circuit Courts—		
679	Salaries	3 14 8	
685	Contingencies	567 17 4	
	Carried forward	£ 1,848 4 3	2,733 18 10

SCHEDULE OF REPAYMENTS, &c.—*continued.*

Ledger Folio.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
	Brought forward				2,733	18	10
	Services of the Year 1866—continued.						
	Brought forward	1,848	4	3			
697	Sheriff—Contingencies	69	18	0			
	District Courts—						
703	Salaries—Metropolitan and Coast District	0	0	9			
767	Contingencies generally	68	19	10			
	Quarter Sessions—						
777	Salaries	0	10	0			
783	Contingencies	57	12	11			
840	Treasury—Salaries	100	0	0			
856	Customs—Salaries	0	17	4			
882	Printing, Bookbinding, and Postage Stamp Department—						
	Contingencies	0	14	1			
952	Stores and Stationery for the Public Service generally	5	2	1			
991	Fuel and Light for Departments within the District of Sydney	1	1	3			
1021	Shipping Masters—Contingencies	3	7	9			
1084	Postage of the various Public Departments	1	6	0			
1113	Transmission of Telegraphic Messages... ..	1	7	3			
1133	Duty Stamps for the Public Service Generally	0	15	0			
1127	Expenses of the Commission appointed to enquire into the condition of the Harbor of Port Jackson	40	13	3			
1205	Occupation of Land—Salaries	86	13	10			
1254	Gold Fields—Salaries	36	0	2			
	Botanic Gardens—						
1304	Salaries	34	0	0			
1308	Contingencies	10	2	6			
1318	Government Domains and Hyde Park—Contingencies	4	19	8			
1537	Wages of the Unemployed of Sydney whilst engaged clearing the Cemetery at Haslem's Creek	34	4	2			
	Subordinate Roads—						
1696	Western	15	7	6			
1727	Southern	60	19	6			
	Railways—						
1370	General Establishment—Contingencies	0	4	4			
1376	Valuation of Land—Contingencies... ..	0	1	0			
1382	Works in Progress—Contingencies	1	8	3			
1393	Working Expenses	1	18	0			
1399	Miscellaneous	107	6	6			
1883	Improving the Navigation of the Rivers Murray, Murrumbidgee and Darling	0	11	3			
1901	Repairs to Public Buildings generally	2	5	6			
1984	Materials and Implements for employment of Prisoners in Gaol	52	8	3			
	Roads and Bridges—						
1459	General Establishment—Contingencies	40	9	5			
	Main Roads—						
2111	Southern	36	0	0			
2123	Western	71	10	0			
	Electric Telegraphs—						
1466	Salaries	14	10	0			
1474	Contingencies	33	6	9			
1486	Fitz Roy Dock—Contingencies... ..	0	10	0			
1509	Post Office—Contingencies	0	7	2			
1520	Conveyance of Mails	3	15	0			
1531	Money Order Department—Contingencies	2	8	0			
1608	Interest on Debentures	45	15	10			
1568	Interest on Treasury Bills	6	6	7			
1573	Drawbacks and Refund of Duties	0	2	0			
1629	Revenue and Receipts returned	5	4	8			
1649	Charges on Collections	1	10	3			
	TOTAL				2,910	15	10
					£	5,644	14 8

79
1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT DEBENTURES.

(CORRESPONDENCE BETWEEN THE GOVERNMENT AND THE ORIENTAL BANK CORPORATION, RELATIVE TO SALE OF.)

Ordered by the Legislative Assembly to be Printed, 13 August, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 30 July, 1867, That there be laid upon the Table of this House,—

“ Copies of all Correspondence between the Government
“ and the Oriental Bank Corporation, the Financial Agents
“ of the Government, relative to the sale or disposal of the
“ Government Debentures since the production of the last
“ Correspondence.”

(Mr. Samuel.)

GOVERNMENT DEBENTURES.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 26 September, 1865.

SIR,

By the mail lately arrived I have received advices from our Head Office, on matters connected with the Government Financial Agency.

The following sales of Debentures have been made:—

Series A2.	No. 10618 to 10619.	2	£100 each	£200	£200 at 93	£186
" "	" 10620 to 10749.	130	100 "	13,000	} 200,000 at 90	18,000
" B2.	" 4449 to 4462.	14	500 "	7,000		
" A2.	" 10750 to 10949.	200	100 "	20,000	} 30,000 at 90	27,000
" B2.	" 4463 to 4482.	20	500 "	10,000		
" A2.	" 10950 to 10984.	35	100 "	3,500	} 5,000 at 90	4,500
" B2.	" 4483 to 4485.	3	500 "	1,500		
					£55,200	£49,686

Also, a further amount of £25,000 @ 90, deliverable on 28th July, [1865.]

* * * * *

I am, &c.,

FRED. CROZIER.

(For the Manager.)

THE COLONIAL TREASURER to THE MANAGER, ORIENTAL BANK CORPORATION, LONDON.

The Treasury, New South Wales,
20 November, 1865.

SIR,

I do myself the honor to inform you, that 3,540 Debentures, representing, in all, the sum of Five hundred and seventy thousand pounds, issued under the authority of the Act 27 Vict., No. 14, a copy of which is enclosed herewith, have been transmitted by this month's mail to your address; and I have to request that you will be good enough to take the necessary steps for placing them, upon the most advantageous terms you can obtain, in the English market.

A statement, shewing particulars of the Debentures, is enclosed, to which is added a copy of the certificate of shipment.

I have, &c.,

SAUL SAMUEL.

P.S.—You will observe attached to these Debentures, Coupons for the payment of interest on 1st July, 1865, and 1st January, 1866, which should be detached before the issue of the Debentures.

[Enclosure in the foregoing.]

MEMORANDUM of Government Debentures forwarded by the mail steamer "Bombay," which leaves Sydney on the 22nd instant, to the Oriental Bank Corporation, London, for sale and returns.

Issue under 27 Victoria, No. 14:—

Series F. 2, of £100 each.	Nos. 14,232 to 17,231...	3,000.....	£300,000
Series G. 2, of £500 each.	Nos. 5,332 to 5,871....	540.....	£270,000
			3,540 ...£570,000

We hereby certify, that we have this day despatched, in a closed box sealed with the seals of the Colonial Treasury, and the Oriental Bank Corporation, Sydney, the above-mentioned Debentures, amounting in nominal value to £570,000, by the P. & O. Company's steamer "Bombay," carrying Her Majesty's Mails, to the address of the Oriental Bank Corporation, London.

GEORGE LAYTON,
For the Colonial Treasurer.

S. W. VIDAL,
For the Oriental Bank.

Sydney, New South Wales,
November 21st, 1865.

THE

GOVERNMENT DEBENTURES.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 27 November, 1865.

SIR,

I beg to communicate, for your guidance and information, the following extract from a letter from our head office, dated 26th September, 1865:—"Our markets for Colonial Securities are completely stagnant, and our brokers seem to fear there is little prospect of our being able to dispose of New South Wales Bonds at present; and to show the great depreciation which has taken place in some bonds, they mention the fact of a Brazilian Government Loan, at 5 per cent. being just now offered at 7½, whilst their former 4½ loans were placed in 1852 @ 96, and 1863 @ 88.

I have not any sales of Debentures to report."

I am, &c.,
S. MURRAY,
Acting Manager.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 22 December, 1865.

SIR,

By the mail just arrived we have received advices from our London Office to 26th October, on matters connected with the Government Financial Agency.

Sales of Debentures have been made as follows:—

Series A2, No. 11155 @ 11224, 70 £100.
" B2, " 4502 @ 4507, 6 £500.
£10,000 @ 90 £9,000.

Also, a further amount of £10,000 at the same price, to be delivered 31st October [1865].

* * * * *

I am, &c.,
S. MURRAY,
Acting Manager.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 23 December, 1865.

SIR,

I beg to communicate the following extract from a letter from our head office, dated 26th October, 1865:—"We have now to advise you of the sale of £20,000 Debentures under Act 25 Vic., cap. 19, at 90, for the equivalent of one half of which, say £9,000, we have arranged to hand a cheque to the Manager of the Bank of New South Wales for credit of the New South Wales Government."

I am, &c.,
S. MURRAY,
Acting Manager.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
London, E.C., 27 November, 1865.

SIR,

I have the honor to acknowledge your letter S 207, dated the 21st September last, advising the dispatch of 1530 Debentures, aggregating £300,000, issued under the authority of Act 29 Vic., No. 5, and have to report the safe arrival of the bonds.

Your request that these securities may be disposed of in London, shall have our best attention, so soon as the price of money here will warrant us offering them for sale. In the present state of the market, to offer the bonds would simply be to invite disappointment, and might also affect their value. We therefore, propose to defer doing so.

* * * * *

I have, &c.,
CHARLES J. F. STUART,
Chief Manager.

GOVERNMENT DEBENTURES.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 February, 1866.

SIR,

For your guidance and information, I beg to communicate the following extract from a letter from our Head Office in London, dated 26th December, 1865:—"The Directors have confirmed the new arrangement for the Financial Agency, to have effect as from the 1st of July last, and to be determinable in three or five years, upon either party giving the other six months notice in writing, *i.e.*, if either party do not give notice on the 1st January, 1868, then there can be no notice given until the 1st January, 1870. After that the notice can be given at any time.

"With regard to the Treasurer's desire that we should liquidate the balance due to the Bank of New South Wales, we are not at present prepared to accede to this request. The cash balance due to us now is £320,000, and we have advertised the payment of bonds and interest falling due at the end of the year for upwards of £400,000; so that, without taking account of the outstanding credits you have granted, we shall shortly be in advance for the New South Wales Government nearly three times the amount of cash contemplated in our agreement. This, you will see, is a sufficient reason for not paying the Bank of New South Wales until the debentures are placed."

We have received intimation of £14,600 of debentures having been sold since last advice at 90, one half of the proceeds of which were handed to the Bank of New South Wales.

* * * * *

I am, &c.,
S. MURRAY,
Acting Manager.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 February, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 17th instant, intimating that your Head Office in London, under date 26th December last, had confirmed the new arrangement for the London Financial Agency of this Government, as set forth in your letter of 26th September, 1865,—modified as to the duration of the agreement by Mr. Smart's letter of 16th October 1865.

The Treasurer notices that, from the position of the London Account, your Head Office were unprepared, at the time of writing, to accede to the request of Mr. Treasurer Samuel, conveyed in his letter to you of 20th October last, as to the liquidation of the balance due by the Government to the Bank of New South Wales on General Account.

He notes also, since the date of last advices, that sales of the Debentures to the extent of £14,600 had been effected at 90 per cent.

I have, &c.,
JNO. WELLS.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 21 February, 1866.

SIR,

By the mail just arrived, we have received advices from our Head Office to 26th December, on matters connected with the Government Financial Agency.

Sales of Debentures have been made as follows:—

Series A2.	No. 11295 to 11395.	101 at £100.	£10,100.
" B2.	" 4514 to 4522.	9 at 500.	4,500.

£14,600 at 90 £13140.

* * * * *

I am, &c.,
S. MURRAY,
Acting Manager.

THE

GOVERNMENT DEBENTURES.

5

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 20 March, 1866.

SIR,

*	*	*	*	*	*	*	*	*
Sales of Debentures have been made as follows:—								
	Series A2, No. 11396 to 11404,	9	£100	each	£900	@ 87½	£787	10 0
	11405	„	11604,	200	100	„	20,000	
B2,	4523	„	4538,	16	500	„	8,000	24,500 0 0
A2,	11605	„	11638,	34	100	„	3,400	
„	11639	„	11654,	16	100	„	1,600	87¼ 4,387 10 0
„	11655	„	11754,	100	100	„	10,000	
B2,	4539	„	4542,	4	500	„	2,000	17,550 0 0
„	4543	„	4558,	16	500	„	8,000	
							£53,900	£47,225 0 0
*	*	*	*	*	*	*	*	*

I am, &c.,

S. MURRAY,
Acting Manager.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
London, E.C., 26 January, 1866.

SIR,

I have the honor to acknowledge receipt of your letter No. S 275, of 20th November, advising the despatch of 3,540 New South Wales Government Debentures, aggregating £570,000 sterling.

These bonds have been received, and our best attention will be given to placing them on the London Market on the most favourable terms.

We note the postscript to your letter, and—

I remain, &c.,

R. V. DUNLOP.
(Pro Chief Manager.)

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 22 March, 1866.

SIR,

We have received advice from our Head Office in London, by the mail that arrived here on the 20th instant, of the sale of about £80,000 of debentures at 87½ @ ¾, one-half of the proceeds of which were on settling day to be handed over to the Bank of New South Wales.

This increased sale of bonds during the month of January, in the face of the continued high rate of money, is ascribed by the Court of Directors to the repayment of the £300,000 at the beginning of the year; and they anticipated that, on receiving advices of the proposed measures for increased taxation having passed into law, renewed confidence in the securities of the Colony would be felt, which we are sure will give satisfaction to the Government.

In compliance with the request made in your letter of 21 November (S. 279), I now hand you specimen of the bond most in favour with the dealers in debentures. It is that of the Melbourne 6 per cent. loan, and its great virtue we believe is brevity and clearness. Our Head Office suggest that the form of the bond should be engraved in London, and the words printed here.

* * * * *

I am, &c.,

S. MURRAY,
Acting Manager.

THE

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 April, 1866.

SIR,

By the mail just arrived, we have received advices from our London Office to 26th February, on matters connected with the Government Financial Agency.

Sales of Debentures have been made as follows:—

Series A2, No. 11,755 to 11,904, 150, £100 each, £15,000	} £27,000
„ B2, 4,559 to 4,582, 24, 500 „ 12,000	
„ A2, 11,905 to 11,924, 20, 100 „ 2,000	} 4,000
„ B2, 4,583 to 4,586, 4, 500 „ 2,000	
£27,000 at 87 $\frac{3}{4}$	£23,692 10s.
4,000 at 88	3,520 0
<u>£31,000</u>	<u>£27,212 10</u>

And in addition to the above, £16,000 have been sold at 88, deliverable on 28th February, [1866.]

* * * * *

I am, &c.,

FRED. CROZIER.

(For the Manager.)

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 April, 1866.

SIR,

I have received advice from our Head Office in London, by the February mail that arrived here yesterday, of the sale of about £20,000 of the long dated bonds at 88; and there was reason to believe the price would remain steady at that figure.

A communication has also reached me from our Agent at Galle, intimating that he had received a telegraphic despatch from our Head Office, to the effect that £700,000 of the short dated bonds had been offered for sale by tender, and only £25,000 thereof taken up. We are not in a position, at present, to inform you of the minimum that was fixed.

I am, &c.,

S. MURRAY,

Acting Manager.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 18 May, 1866.

SIR,

* * * * *

The debentures advised last month as sold have been delivered, besides £5,000 more, as follows:—

Series A2, No. 11,925 to 12,004, 80, £100.
„ B2, 4,587 to 4,612, 26, £500.
£21,000 @ 88, £18,480.

A further amount of £6,500 has been placed at the same figure, deliverable 28th March, [1866].

* * * * *

I am, &c.,

S. MURRAY,

Acting Manager.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 19 May, 1866.

SIR,

In continuation of my letter of 17th April last, I beg to communicate the following extract from a letter received here from our Head Office, bearing date 26th March, 1866:—

“ We advised you by telegraph that our endeavours to place the short-dated debentures have been unsuccessful; and it becomes necessary now to discuss such of the causes of failure as the Government have the power to remove, with a view to a more satisfactory result. “ The

"The amount of debentures placed was only £32,700, as per memo. enclosed; the entire amount applied for at any price having been £58,700.

"From this it would appear that the Loan was entirely unpopular, and although a certain adverse effect was no doubt produced by the state of our money market, and by the advertisement of the Chilian and New Zealand Loans immediately after ours, yet we cannot but admit that the principal reason for our failure was the unmarketable form of the bonds.

"We enclose a copy of our advertisement (one was sent you last mail), and would say that, in consultation with the brokers, the minimum prices for series Nos. 1, 2, and 3 were fixed at 95, 92½, and 91, respectively, for £100 debentures. We need not now, however, discuss the propriety of these prices, as the small amount of bonds applied for at all shews that this had nothing to do with the want of success.

"A person unacquainted with the preferences and prejudices of the Stock Exchange, would naturally suppose that a loan investment issued at a discount, and of which more than a tenth part was to be paid off every year, could not fail to be attractive; and there is no doubt but the principle of a sinking fund, properly applied, does make an investment popular; but in this case the bonds were all of different terms, and there was not an amount sufficient of each term to make a market, so the dealers would not touch the bonds—not one of those who have done so largely in New South Wales securities having applied.

"What we would now recommend the Treasurer to do, is to issue, under the Acts Nos. 4 and 5 of Vict. 29, £850,000 of bonds, all falling due within ten years, as provided by these Acts, with coupons attached to each for the whole period, and forward these securities to us in exchange for those we now hold; at the same time giving us authority to invite subscriptions for the bonds payable by instalments, extending over a certain number of months, and authority also to pay off £100,000 per annum, or thereabouts, on the 31st of December in each year, commencing in 1867, such payments to be determined by drawings. This introduces a speculative element, and we are advised that such a concession would fully command its value on the Stock Exchange, and tend greatly to make the Loan successful."

A further sum of £6,500 of the long-dated debentures has also been disposed of at 88.

Usual monthly memorandum, shewing the state of the Government Account with this Corporation in London, as on 26th March last, is herein enclosed.

I am, &c.,

S. MURRAY,

Acting Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	739,500	0	0	Balance of Account ...	Cr.			
Drafts on Union Bank...					Bills for Collection ...				
Drafts on Bank of England					Transfer Drafts for do....				
Drafts on Chief Manager					Debentures unsold ...		1,577,700	0	0
Transfer Drafts on do....									
Bullion ...									
Credits outstanding ...		183,400	0	0	Balance ...	Dr.			
Balance ...	Cr.	654,800	0	0					
		£ 1,577,700	0	0			£ 1,577,700	0	0

Oriental Bank Corporation,
London, 26 March, 1866.
E.E.

J. MACNAB,
Chief Accountant.

At a personal interview with the Manager of the Oriental Bank, on 23rd May, 1866, the Treasurer read the following Memorandum, the substance of which he requested Mr. Murray to communicate, by the outgoing mail, to his London Office:—

MINUTE.

The Government have decided to adopt the suggestions of the Oriental Bank, London, contained in their letter to the Local Manager, dated 26th March last, as to the cancellation of the debentures issued under Loan Acts Nos. 4 and 5, of 29 Victoria, and their replacement by a new issue, having ten years currency, with coupons attached, and containing a provision to pay off £100,000 annually, by drawings,—and in the conditions of tender, to allow credit to purchasers, i.e., by inviting subscriptions, payable by instalments, extending over a certain number of months. The Government, therefore, wish all operations on the Loans under the Acts referred to, to cease, and by the next mail will forward to the Bank the new issue in lieu of the present bonds, which will then be returned. It is also considered desirable that the Bank should without delay place the long-dated debentures on the market by tender—and the Government do not object to a private minimum of 80.

G. E.
23/5/66.

GOVERNMENT DEBENTURES.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE ACTING MANAGER
ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 May, 1866.

SIR,

Referring to the verbal arrangement entered into yesterday, I am directed to forward, for transmission to the Oriental Bank Corporation, London, the undermentioned New South Wales Government Debentures, viz. :—

Issue under 27 Vic., No. 14,—

Series G. 2 of £500 each, Nos. 5,152 @ 5,331 = 180 = £90,000
Series H. 2 of £1,000 each, Nos. 309 @ 318 = 10 = £10,000

In all.....190 = £100,000

These debentures being dated the 1st April, 1865, there will be, on arrival at their destination, three half-years coupons in excess of those which are required; but as there is no time for detaching these coupons before the despatch of the debentures from Sydney, I shall thank you to advise your London Manager accordingly, and request that he will have the goodness to provide for the coupons in question being cut off before the issue of the debentures.

I have, &c.,
HENRY LANE.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 18 June, 1866.

SIR,

By the mail just arrived, we have received advices from our Head Office, on matters connected with the Government Financial Agency to 26th April.

The undermentioned debentures, of the sale of which I advised you last month, have been delivered.

Series A 2, No. 12,005 @ 12,044... 40.....£100 each, £4,000
" B 2, " 4,613 @ 4,617... 5.....£500 " 2,500
£6,500 @ 88 £5,720

and a further sale has been made, of which the following are the particulars,—

Series A 2, No. 12,045 @ 12,048...4.....£100 each, £400
" B 2, " 4,618 @ 4,623...6.....£500 " 3,000
£3,400 @ 87½ £2975

* * * * *

I am, &c.,
S. MURRAY,
Manager.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK
CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 June, 1866.

SIR,

With reference to your letter of the 19th May last, notifying the failure of your Bank to dispose of the Debentures for £700,000, issued under 29 Vic., Nos. 4 and 5, and suggesting the replacement of the loan on the London market, by debentures of a more attractive form,—I am directed to inform you that the subject has had the consideration of the Treasurer.

The cause of failure, and the suggestions of the Bank, are given in your letter of the 19th May.

They are as follows, viz. :—

" We advised you by telegraph that our endeavours to place the short-dated debentures have been unsuccessful, and it becomes necessary now to discuss such of the causes of failure as the Government have the power to remove, with a view to a more satisfactory result.

" The amount of debentures placed was only £32,700, as per memo. enclosed, the entire amount applied for at any price having been £58,700.

" From this it would appear that the Loan was entirely unpopular; and, although a certain adverse effect was no doubt produced by the state of our money market, and by the advertisement of the Chilian and New Zealand Loans immediately after ours, yet we cannot but admit that the principal reason for our failure was the unmarketable form of the bonds.

" We

" We enclose a copy of our advertisement (one was sent you last mail), and would say that, in consultation with the brokers, the minimum prices for Series Nos 1, 2, and 3, were fixed at 95, 92½, and 91, respectively, for £100 debentures. We need not now, however, discuss the propriety of these prices, as the small amount of bonds applied for at all shews that this had nothing to do with the want of success.

" A person unacquainted with the preferences and prejudices of the Stock Exchange would naturally suppose that a loan investment, issued at a discount, and of which more than a tenth part was to be paid off every year, could not fail to be attractive; and there is no doubt but the principle of a sinking fund, properly applied, does make an investment popular; but in this case the bonds were all of different terms, and there was not an amount sufficient of each term to make a market, so the dealers would not touch the bonds not one of those who have done so largely in New South Wales securities having applied.

" What we would now recommend the Treasurer to do is, to issue, under the Acts Nos. 4 and 5 of Vict. 29, £850,000 of bonds, all falling due within ten years, as provided by these Acts, with coupons attached to each for the whole period, and forward these securities to us in exchange for those we now hold; at the same time giving us authority to invite subscriptions for the bonds, payable by instalments extending over a certain number of months, and authority also to pay off £100,000 per annum, or thereabouts, on the 31st December in each year, commencing in 1867, such payments to be determined by drawings. This introduces a speculative element, and we are advised that such a concession would fully command its value on the Stock Exchange, and tend greatly to make the loan successful."

I have now to inform you that the Government have decided that the suggestions of your Bank be carried out, and the Treasurer accordingly hands you, herewith, the following debentures, viz. :—

Series S2, of	£100 each,	Nos. 21,436 to 23,185	= 1,750	= £175,000
Series T2, of	£500 each,	Nos. 6,922 to 7,321	= 400	= 200,000
Series U2, of	£1,000 each,	Nos. 443 to 492	= 50	= 50,000
				<u>£425,000</u>

Being moieties of the Loans authorized by the Acts 29 Vict., Nos. 4 and 5, above recited; Verified copies
herewith.
the remainders to be sent by the next mail.

On receipt in London of the debentures now handed to you, your Bank will obliterate the signatures of the Governor and the Treasurer on the face of each debenture, as originally issued under the said Acts, and then in hand as unsold, and will return the whole to this office without delay.

The Government, as requested, fully authorize you to invite subscriptions for the new debentures, payable by instalments, extending over a term to be regulated at the discretion of your London Office.

They also request that these debentures be disposed of by your Bank, at their current market value, without delay.

I have, &c.,
HENRY LANE.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 18 July, 1866.

SIR,

I subjoin Extract from letter received from our Head Office in London dated 26th May last.

" Since our last advices, the state of our money market has been such that no debentures have been sold, nor do we suppose any Colonial securities have been dealt in during the last fortnight, unless under very exceptional circumstances, and at extremely reduced rates. One transaction of this description we have heard spoken of, and we believe it to have taken place, viz., the sale of £300,000 New Zealand 5 per cent. debentures at 60. The bonds are said to have been in the hands of a Finance Company, with whom they were originally placed at 80, and whose necessities compelled it to realize.

" We are very glad to hear that the Legislature are giving attention to the redemption of its debt—a course of proceeding which will unquestionably give confidence in this country.

" We have received the remittance of £150,000 with the letter from the Colonial Treasurer respecting its disposal, which has our best attention; and we observe the reason you give for having in this instance divided the remittance with the Bank of New South Wales."

* * * * *

I am, &c.,
S. MURRAY,
Manager.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 July, 1866.

SIR,

I have the honor to request that you will be good enough to communicate with your London Office by the ensuing mail, for the purpose of obtaining particulars of the £32,700 debentures, sold on the 26th March last, out of the £700,000 issued under the Acts 29 Vic., Nos. 4 and 5.

The information required is, the denomination and number of the bonds, and the prices.

I have, &c.,
HENRY LANE.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 July, 1866.

SIR,

Referring to my letter of the 22nd ultimo, No. S. 176, wherein I forwarded to you New South Wales Government Debentures amounting to £425,000, being moieties of the Loans authorized by the Acts 29 Vic., Nos. 4 and 5, I have now the honor, by direction of the Treasurer, to transmit the following debentures, being the second moieties of the Loans in question, viz. :—

• Verified copies
herewith.

Series S. 2 of £100 each, Nos. 23,186 @ 24,935=1,750=£175,000

Series T. 2 of £500 each, Nos. 7,322 @ 7,721= 400= 200,000

Series U. 2 of £1,000 each, Nos. 493 @ 542= 50= 50,000

2,200= £425,000

I have, &c.,
HENRY LANE.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 July, 1866.

SIR,

Referring to your letter of the 19th May last, containing extracts from a communication received by you from your Head Office, on the subject of the short-dated debentures issued under 29 Vic., Nos. 4 and 5, I now do myself the honor, by direction of the Treasurer, to inform you, that, having, in accordance with the suggestions therein contained, prepared new debentures under these Acts to the extent of £850,000, the second moiety of which was sent to you to-day for transmission to London, he requests you will forward by this mail instructions to your London Office to pay off £100,000 of these debentures annually, commencing 31st December, 1865*7, and ending with 31st December, 1874, and £50,000 on 1st June, 1875, in accordance with terms of issue, which will be found fully set forth in the debentures themselves.

* Vide page 15.

I have, &c.,
HENRY LANE.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 25 July, 1866.

SIR,

I beg to acknowledge receipt of your letters dated 23rd instant, S 202 and S 203, the former accompanied by debentures representing £425,000, being second moieties of Loans authorized by Acts 29 Vict., Nos. 4 and 5; and the latter giving authority to our Head Office to pay off £100,000 annually of the £850,000 issued under these Acts.

In reply, I have merely to inform you that the debentures were duly forwarded by mail steamer yesterday, together with your letter (S 203) containing the instructions above alluded to.

Yours, &c.,
S. MURRAY,
Manager.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 August, 1866.

SIR,

*For your information, I beg to hand you the following extract from a letter received yesterday from our Head Office in London, bearing date 26th June last.

"The exceptional state of the money market for the last two months has effectually prevented our attempting any operations in debentures, and this inactivity will no doubt be forced on us for some time yet; certainly until we receive the letters of which your message is a forerunner, but we cannot but express the expectation that when the present high rates shall have passed away, and a more moderate price of money is established in London, we may see Indian and Colonial debentures in better request, in consequence of money which distrust is now withdrawing from bank and other shares, being invested therein. You may assure the Government that when their advices are fully made known to us they shall receive our usual best attention.

"In accordance with instructions formerly conveyed to us, we intend, on the 30th instant, paying the Bank of New South Wales the balance due to them by the Government, or rather, I should say, an approximate amount of £50,000, leaving the account to be closed in Sydney. This will remove us from the discussion of questions about interest, commission, &c., and the bank have agreed to refund any money we may overpay them."

We think you will consider the foregoing highly satisfactory, not only as shewing the strong position maintained by this Corporation during the late severe and unexampled panic in London, but as exhibiting a continued desire on the part of our Directors to carry out the wishes of the Government, as expressed in your letter S⁸ of 20th October, 1865. It is also a matter of congratulation that whilst the debentures of other Colonies passed into the hands of Financial Companies, and were disposed of at a ruinous sacrifice, those of the New South Wales Government are held in reserve until such time as the state of the London Money Market will allow of their being placed at a fair figure; and you will observe, by the above extract, there is reason to suppose the time may not be far distant when Colonial Loans may find more favour in the eyes of English capitalists.

* * * * *

I am, &c.,
S. MURRAY,
Manager.

THE MANAGER OF THE ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 14 September, 1866.

SIR,

I beg to communicate, for your information, the following extract from a letter from our Head Office in London, dated 26th July last.

"I am very glad that any suggestions in our power to offer the Government have been acceptable to them; and we note with satisfaction the changes it is proposed to make in the terms of issue of the short bonds, and which we think ought to prove effectual in placing them. The desire of the Government that we should bring forward the bonds authorized by 27 Vict., No. 14, has our best attention. We quite agree in thinking this should be done as early as possible, and we will lose no time in attempting the operation, as soon as the money market admits of our doing so with any prospect of success."

Our advices under the same date also instruct us to communicate with you, to provide for the half-yearly interest due 1st January next, on Debentures and Treasury Bills, as our Directors express themselves averse to make further advances to meet this payment; and a remittance not having yet been made, we should be obliged by your giving your early attention to the subject, in order that we may be in a position to meet their wishes by the outgoing mail.

I am, &c.,
S. MURRAY,
Manager.

THE CHIEF MANAGER OF THE ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
London, E.C., 26 July, 1866.

SIR,

We have much pleasure in advising the safe receipt of box of debentures, despatched from Sydney 23rd May. The debentures, consisting of Series G. 2, 180 bonds of £500 each; and H. 2, 10 bonds of £1,000,—total £100,000—under Act 27 Vic., No. 14, have been counted, and found correct.

I have &c.,
R. V. DUNLOP, *pro* Chief Manager.

THE

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 September, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge your letter of the 14th instant; and, in reply to that portion which states that you are instructed to communicate with the Government, to provide for the half-yearly interest due the 1st January next, on Debentures and Treasury Bills, which your London Directors express themselves averse to advance, I am to inform you that the following arrangements are proposed for such payment, in which I am to invite your concurrence.

The Treasurer undertakes—

- 1st. To hand to you, in time to remit by next month's mail, to London, a bill of exchange, drawn by the Bank of New South Wales on their London Office, for £50,000, to mature on the 28th December next, and,—
- 2nd. To pay to you, on or before the 31st December next, the sum of £100,000 :

You, on the other hand, undertaking—

- 1st. That your London Office, in consideration of the provision so to be made, shall pay the interest due in London on the Debentures and Treasury Bills on the 1st January, 1867, and—
- 2nd. That so soon as Debentures are sold by your London Office to the extent of £150,000, that sum shall be placed by you at the disposal of the Government here, in a way to suit our mutual convenience, without reference to the state of the London Account.

I am further to inform you—in respect to the large value of debentures held by your London Office at the date of their latest advices—that it appears to the Government, in view of the high rate of interest payable on your London advance, and having regard to the imperative necessity of the cost of Public Works being defrayed from the source which Parliament has provided for the purpose, that it would be desirable to place the whole of the debentures in your hands upon the London market, at a price even below that recently communicated to you. Under any circumstances, it would meet with the approval of the Government, if, in the exercise of the power contained in the subsisting agreement, your London Office realized, without further delay, sufficient debentures to cover their cash advance, without reference to the price obtainable for the same.

I have to request an acknowledgment of this communication before the departure of the out-going English mail.

I have, &c.,
HENRY LANE.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 15 October, 1866.

SIR,

* * * * *

Debentures have been sold as follows:—

Series A2.	No. 12049	@ 12058	10	£100 each	£1,000.
„ B2.	4624			500	500.
		£1,500 at 84½.		£1,267	10s.

* * * * *

I am, &c.,
S. MURRAY,
Manager.

THE MANAGER OF THE ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 16 October, 1866.

SIR,

By the overland mail delivered here on 13th instant, we have received advices from our Head Office up to 27 August last, at which time the first half of the new issue of short-dated Debentures had just arrived at Southampton, but were not taken delivery of; and the second portion, as you are aware, were despatched by us the following mail.

Respecting the then proposed sale of debentures, our Chief Manager writes as follows:—

“ You will anticipate, from the reports of our money markets, even before you receive our advices, that there has been no chance of selling the long-dated bonds; but now that the

the value of money is falling, we will lose no opportunity of having the short bonds placed on the market. Our idea, until lately, was to offer the long bonds first; but from the price at which the Queensland 6 per cent. bonds were taken, and from other indications, we now think it will be better to commence with the short debentures."

By a London telegram, received from our Agent at Point de Gallo, we learn that the intentions of our Head Office, as expressed in the above extract, were carried into effect with marked success, by the placing of all the short-dated bonds, to amount of £850,000, at 95. This satisfactory intelligence will, I feel sure, be most gratifying to the Government; and the figure at which the debentures were disposed of is, I think, undoubted evidence of the address displayed by our Head Office in their treatment of the Loans.

In conclusion, I subjoin extract from a letter received some time ago from our Chief Manager, which bears reference to a conversation I had with you in regard to the disastrous effects likely to result from the sale of Government Debentures through any channel other than that of your Financial Agents, and which, I may add, should such occur, would be a breach of the agreement entered into in September last.

"You are quite right to use every effort in your power to dissuade the Treasurer from the most objectionable course of paying for Public Works in debentures. The result of a similar policy on the part of some Railway Companies and others in this country has been most disastrous. The contractor, of course, charges his work at a much more adverse price to the Government than if he was to be paid in cash; but this is not the worst of the system. The great evil is, that works are being done upon credit, and so long as the contractors' bankers will advance on the bonds, operations are briskly pushed on. At last money gets dearer, and the bankers fearing a lock-up, presses sales of the bonds, and with each sale the price gets lower and lower, until at last the credit of the Colony suffers. If you can, get the Treasurer to consider what would have been the present price of New South Wales Bonds if the sum in our strong-box had been instead in the hands of contractors, to whom money wherewith to pay wages was a necessity."

Usual monthly Memorandum of Account enclosed, shewing, in round numbers, on 27 August last, a cash overdraft of £855,600, and outstanding credits £47,100, with debentures then unsold to extent of £1,822,100.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2. Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	855,600	0	0	Balance of Account ...	Cr.			
Drafts on Union Bank ...					Bills for Collection ...				
Drafts on Bank of England ...					Transfer Drafts for Collection...				
Drafts on Chief Manager ...					Debentures unsold ...		1,822,100	0	0
Transfer Drafts on do ...									
Bullion ...									
Credits Outstanding ...		47,100	0	0					
No. 2 Account Cr., £29,100 ...					Balance ...	Dr.			
Balance ...	Cr.	919,400	0	0					
		£ 1,822,100	0	0			£ 1,822,100	0	0

Oriental Bank Corporation,
London, 27 August, 1866.
E.E.

J. MACNAB,
Chief Accountant.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 October, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 16th instant, and to express to you the gratification which the Government experience on the successful issue of the negotiations for the sale of the short-dated debentures.

Having regard to the instructions conveyed to you in my letter of the 22nd ultimo, as to the sale of debentures to cover the overdraft, which is now satisfactorily accomplished, I am to state that the Government, more than ever impressed with the necessity for taking advantage of the favourable state of the money market to dispose of the whole of the long-dated debentures now in the hands of your Corporation, are still of opinion that the realization of them should take place without delay; and, with every confidence in the exertions of your London Office to obtain higher rates, I am again to name 80 as a minimum price to which the Government would not object.

I have, &c.,
HENRY LANE.

THE MANAGER OF THE ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 14 November, 1866.

SIR,

Sales of Debentures have been made as follows:—

Series A 2, No. 12,551, @ 12,565, 15 £100 each	} £4,000 @ 86.
„ B 2, 4,715, @ 4,719, 5 £500 „	
	£3,440.

I am, &c.,
S. MURRAY,
Manager.

THE MANAGER OF THE ORIENTAL BANK, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 November, 1866.

SIR,

With reference to that portion of my letter of 16th October last, where we communicated the sale in London of the short-dated bonds at 95, I have now to inform you, by advices just to hand, we learn with regret that 90 was the figure at which they were actually placed. This discrepancy has apparently arisen after despatch of the message from London, and prior to its receipt here, and although it is somewhat mortifying to find that the intelligence first received is not borne out by the facts of the case, yet the result of the sale will, on the whole, I trust, not be considered unsatisfactory by the Government. The small premium at which the bonds have since been quoted on the Stock Exchange may also be considered undoubted evidence of their full value having been obtained.

Respecting the negotiation of the Loan, our Chief Manager writes as follows:—

“ We have now to inform you that, in accordance with our previous advices and the expressed wish of the Government, we have brought forward the short-dated debentures authorized by 29 Vic., Acts 4 and 5.

“ The Bank of England having reduced their rate of interest at the end of last month to 6 per cent., and a general feeling of ease and confidence begun to manifest itself in consequence we thought, and our brokers agreed with us, that the opportunity we had been waiting for had arrived.

“ With other debentures for disposal, it was of importance that we should avail ourselves of the earliest possible moment to place these bonds; and knowing that several Colonial and Foreign Loans were contemplated, we considered it prudent to anticipate them, and trust for success to the prospects of the money market, rather than by waiting for its most favourable condition.

“ In fixing the price of the new Loan, we naturally took as a basis the bonds of 1871-6, the currency of which approximates most nearly to those we were considering. These at the time were quoted at 92, and we fixed the new issue at 90, with the discount and other conditions named in the prospectus.

“ The Loan was announced on the morning of the 6th; and the Bank of England having reduced their rate the same day to 5 per cent., the increased feeling of ease and general improvement of prices rapidly filled our subscription list, and assured us a complete success. The whole amount of the bonds were subscribed for at once, and the operation was carried out without affecting the existing Loans. Indeed, these latter falling due 1871-6, improved to 93, and the long-dated ones advanced to 86—prices which will bear favourable comparison with any of the other Australian debentures; and the scrip of the new Loan is quoted at 1 per cent. premium, *i.e.*, 91. We hope to see prices generally, but this latter quotation especially improved, so that the dealers in Colonial securities who have subscribed on speculation for the short bonds, may be encouraged to subscribe for the Loans we have yet to offer, by making a fair profit on their present venture.

“ Since last advices, we have sold £10,000 of the bonds issued under Act 25 Vic., No. 19, at 86, which we were induced to do to supply our dealers and prevent investors passing us by, on the supposition there were no long bonds in the market.

“ It will be in your recollection that £32,700 of the bonds authorized by 29 Vic., Acts 4 and 5, were disposed of last spring. To prevent misunderstanding, which might have attended an allusion to the matter in the prospectus, we thought it better to advertise the whole £850,000 of the Loan, and tender on behalf of the Government for the amount already issued. We now propose to communicate with the holders of the old bonds, and endeavour to exchange the new ones with them; failing this, we will cancel the latter, and return them to Sydney.

“ We will remit the old bonds to Sydney, by the next mail *via* Southampton, addressed to the Treasurer. In the meantime, we have arranged to obtain a certificate by Captain Mayne, the Colonial Agent here, that he has seen and compared the cancelled bonds, which may be satisfactory to the authorities.”

You

You will observe by the copy of the account enclosed in my letter of 14th instant, that our London Office has given you credit for the whole proceeds of the Loan as if it had all been received. This has been done to keep the Government Interest Account right, and you will find it adjusted by a separate account to be sent you at close of the year.

I beg to draw your attention to a clerical error in your letter S 203, of 23rd July last, requesting our Head Office to pay off £100,000 annually, commencing 31st December, 1865,* whereas the bonds state the commencement to be in 1867, which is manifestly correct. *Fide page 10.*

* * * * *

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

NEW SOUTH WALES GOVERNMENT LOAN FOR £850,000.

1. To be issued in short-dated 5 per cent. debenture bonds, at the price of £90 for each £100.
2. The bonds to bear interest at 5 per cent. per annum, from the 1st July, 1866, payable by coupons half-yearly in London.
3. The bonds to be redeemed by annual drawings, to the extent of £100,000, commencing in December, 1867; and the entire Loan to be paid off by the 1st June, 1875.
4. The Oriental Bank Corporation, as Agents for the Government of New South Wales, are instructed to offer for disposal by tender the above 5 per cent. debentures, which are a charge on the Consolidated Revenue of the Colony, and authorized by Acts Nos. 4 and 5, 29th Vic., of the Colonial Legislature.
5. Copies of the Acts, and of the bonds, can be seen at the Offices of the Corporation.
6. The terms of issue are—

10 per cent.	on application.
25	„ 1st October.
25	„ 1st November.
30	„ 1st December.
7. Scrip certificates, bearing interest at 5 per cent. from 1st July, 1866, will be issued to subscribers on allotment, and exchanged for bonds, on payment of the instalments in full.
8. Subscribers paying in full on allotment will receive a discount of 5 per cent. on the instalments.
9. The drawing by lot for redemption of the bonds will take place yearly, in the month of December, commencing in 1867, and will be conducted in the presence of the Agents for the Loan, of any bondholders who may please to attend, and of a notary public. The bonds drawn, amounting to £100,000, will be paid off at par, with the interest due, on the 1st January following.
10. Due notice in the *Gazette*, and in the principal London newspapers, will be given of the days of drawing, and of the numbers and amounts of bonds drawn for repayment.
11. All tenders must be made on the annexed form, and will be received by the Agents for the Loan until the amount of the Loan is subscribed, but not beyond the 20th September next, at 2 o'clock. All applications will be recorded, and considered strictly in the order in which they are received.
12. Forms of tender can be obtained at the Oriental Bank Corporation, and of the brokers, Messrs. Steer, Cuerton, and Lawford, and Messrs. J. and A. Scrimgeour.

Oriental Bank Corporation,
Threadneedle Street, London.
September 5th, 1866.

FORM OF APPLICATION.

To the Oriental Bank Corporation.

Gentlemen,

I enclose the sum of £ _____ and request that you will allot me £ _____ in bonds of the New South Wales Government Loan, authorized by the Acts Nos. 4 and 5 of 29th Vic.; and I hereby agree to accept such bonds as may be allotted to me, and to pay the instalments when due, in terms of your advertisement of 5th September, 1866.

I am, Gentlemen,
Your obedient Servant,

Name in full
Profession or Business
Address
Date

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 November, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 17th instant, which communicates, for the information of the Government, particulars of the negotiation of the short-dated Loan of £850,000, and rectifies an error in your previous advice of the 16th ultimo, which had stated the result as a sale at 95 instead of at 90—the price actually obtained.

The Treasurer is, of course, somewhat disappointed at the change of figures, but I am directed to convey to you his assurance that the Government are satisfied with your management of the Loan, and that your London Office has done the best for the interests of this Colony.

I have now to call your attention to the position in which the Government will be placed during the year 1867, in reference to the carrying on of Public Works, should there be no large amount of funds at their disposal, arising from the sale of debentures.

You are aware that, by borrowing £200,000 from local institutions, the Government were enabled to make provision to meet all demands for Public Works to the end of the year. But as the Treasurer cannot depend upon a repetition or extension of these Loans, it follows that, unless he is supplied with funds from the source provided by Parliament, *i.e.*, from the sale of debentures—the carrying on of these works for 1867 must, in a great measure, be suspended.

Referring, therefore, to my communication of 22nd September and 22nd ultimo, I am directed again to call your attention pointedly to the earnest desire of the Government that your London Office should realize the whole of the long-dated debentures in their hands without any further delay. And, having regard to the improving state of the London Money Market (the Bank of England rate of discount being telegraphed at $4\frac{1}{2}$ per cent. on the 28th September, with probable reduction to 4 per cent.), I am to add, that it will be unsatisfactory to the Government if your London Office permit so favourable an opportunity as the telegraphic advices indicate, to pass by, without carrying out their repeated instructions to dispose of the debentures now so long on hand.

I have, &c.,

HENRY LANE.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 20 December, 1866.

SIR,

By the mail just arrived, we have received advices from our London Office, on matters connected with the Government Financial Agency.

Debentures have been sold as follows:—

Series A. 2.	No. 12,566	12,605.	40	£100 each	} £6000 @ 86.	
„ B 2.	„ 4,720	4,723.	4	£500 each			£5160
*	*	*	*	*	*	*

I am, &c.,

S. MURRAY,
Manager.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 December, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 20th instant, advising (*inter alia*) a further sale of debentures to the limited extent of £6,000; and I am to express to you his disappointment at your London Office having failed to operate largely in those securities, in so favourable a state of the money market as then existed; and I am also to inform you that it would have been satisfactory if your London Office had, at the same time, communicated to the Treasury some substantial reason for its apparent inaction.

I have now again to invite your attention to my communications of the 22nd September, 22nd October, and 22nd ultimo, all urging upon you the imperative necessity of realizing the whole of the debentures in your hands, without any further delay.

In the last-mentioned communication I particularly pointed out the impossibility of carrying on the Public Works of 1867, either out of current revenue or by means of temporary loans from local institutions, which courses had to be adopted during the last six months of the current year, but which cannot be repeated; and, having in view the fact that this Government are pledged to outstanding railway contracts to the extent of over three-quarters of a million, you will see the vital importance of prompt action in the sale of our securities.

I am to add that in reference to the private minimum formerly named to you, the Government, in the greatly improved condition of the money market announced by recent advices, anticipate your obtaining higher rates for the debentures than was at that time contemplated.

I have also to state that the Government will not be prepared to remit, from this end, the $\frac{1}{2}$ year's interest due in London, on Debentures and Treasury Bills, on the 1st July, 1867, and that you will require to make timely provision for the same, by the sale of debentures.

I have, &c.,

HENRY LANE.

THE

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 27 December, 1866.

SIR,

I have to acknowledge receipt of your letter of 22nd instant, No. S 353, and to inform you that a copy thereof was duly forwarded by mail which left on the 24th.

I very much regret to find that the tone and tenor of this letter should be so different from those we have been in the habit of receiving from the Government on financial matters, and I can but hope that it was written without due consideration, and not with any intention of reproaching the Corporation for neglecting the interest of the Colony, in not placing or operating largely in the long-dated debentures during October, when an easy money market ruled in London.

I feel sure that the care the Corporation has always taken to obtain the highest price when disposing of your securities, and in maintaining the credit of the Colony in England, is not likely to undergo any change; and the fact of our having placed so successfully, in August last the short bonds, and so many Colonial borrowers in the market at the date of our last advices, were sufficient reasons to account for the apparent inaction you refer to.

I am, &c.,
S. MURRAY,
Manager.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 15 January, 1867.

SIR,

* * * * *

The following debentures have been sold:—

Series A 2.	No. 12,606 @ 12,610.	5 £100 each	£500	} £2,500 at 85½	£2,137 10
" B 2.	" 4,724 @ 4,727.	4 500 "	2,000		
" A 2.	" 1,2611 @ 12,790.	180 100 "	18,000	} £34,500 at 85½	29,497 10
" B 2.	" 4,728 @ 4,760.	33 500 "	16,500		
" A 2.	" 12,791 @ 12,890.	100 100 "	10,000	} 15,000 at 85½	12,825 0
" B 2.	" 4,761 @ 4,770.	10 500 "	5,000		
				£52,000	£44,460 0

Besides £260,000 @ 85½ deliverable on 30th November [1866.]

* * * * *

I have, &c.,
S. MURRAY,
Manager.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 14 January, 1867.

SIR,

I have the pleasure to inform you that, by the English mail delivered here this morning, we have received advice from our Head Office in London, of the sale of about £312,000 worth of debentures, forming the balance remaining in their hands of the bonds issued under 25 Vict., No. 19. With reference to this sale, and the conditions thereof, our Chief Manager writes as follows:—

" Since we last wrote you, we have been fortunate enough to dispose of about £312,000 worth of debentures, forming the balance remaining in our hands of the bonds issued under 25 Vict., No. 19. The market for Colonial securities having gradually improved, we first sold about £52,000 at 85½, and having been bid the same price for the remainder of the bonds, thought it for the interest of the Government to accept the offer, which was done on the 17th instant; and although small sales have been made since, at an advance of ½ to 1 per cent., we could not now place such a large amount at anything like the figure, if at all; and our opinion is, as we hope that of the Government will be, that we have effected a very good operation. We must not, however, omit to inform you, that one of the conditions on which the balance of the bonds was sold was, that we should not come in the market again this year. To this we readily agreed; for as the instalments of the new Loan are not all payable until the 1st of December, we could scarcely come before the public again until this Loan was fairly taken. Should the condition of the money market continue favourable, we shall be prepared, early in the new year, to advertise the bonds issued under 26 Vict., No. 14, and 27 Vict., No. 14."

We trust the disposal of so considerable an amount of debentures, at so good a price, will afford satisfaction to the Government; and I need only direct your attention to the concluding portion of the above extracts, to prove the accuracy of our repeated assertions as to the difficulty of effecting large sales of the same description of security on the Stock Exchange at short intervals but I have little doubt that the wishes of the Government, as so frequently expressed to us, will be shortly put in force, by the disposal, at an early period of the current year, of the remainder of the bonds.

* * * * *

I am, &c.,
S. MURRAY,
Manager.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 19 February, 1867.

SIR,

For your information, I beg to communicate the following extracts from a letter received on 15th instant, from our Chief Manager in London, bearing date 26th December last.

"As advised in our last, we will be prepared, early next year, to bring forward for sale the bonds amounting to £332,000, issued under 26 Vict., No. 14, and 27 Vict., No. 14, and we note that the Treasurer names 80 as the minimum price at which we are authorized to place them.

* * * * *

I am, &c.,
S. MURRAY,
Manager.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 February, 1867.

SIR,

I am directed by the Honorable the Treasurer, to acknowledge receipt of your letters of the 14th ultimo and 19th instant. The former advises the sale, by your London Office, of about £312,000 worth of Government Debentures, being the balance of the Loan Act, 25 Vic., No. 19, and intimates that, early in the current year, advertisements would be issued for the sale of the bonds under 26 and 27 Vic., ea. No. 14. The latter is upon general subjects, and has attention.

I am to convey to you the Treasurer's satisfaction at the disposal of the debentures above referred to, and his approval of the contemplated further large sale in the early part of the current year; and he trusts that your London office will be enabled then to place, on favorable terms, the whole of the debentures in your hands, as so repeatedly urged upon you by the Government, since September last.

The Treasurer, however, is not prepared entirely to approve of the course taken by your London office, in agreeing to make it a condition in the sale of the bonds before referred to, "that you should not come again into the market this year" (1866.).

As it happens, no inconvenience may be sustained on the present occasion, by reason of that condition; but there are circumstances under which the limitation imposed thereby might operate greatly to the disadvantage and embarrassment of the Government, and you will therefore require to be very careful in so tying up your hands.

I am to inform you that the Treasurer proposes to send to your London Office the bonds issuable under 29 Vic., No. 23, aggregating £758,000. Of these, £500,000 will go home by the March mail, and the balance by the mail following. The desire of the Government is to avail of the favourable state of the London money market for the sale of all the bonds which they have at present authority to issue, and which are nearly comprehended in the £758,000 abovementioned.

I have, &c.,
HENRY LANE.

THE

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 20 March, 1867.

SIR,

For your information, I beg to communicate the following extracts from a letter received yesterday from our Chief Manager in London, bearing date 26th January last:—

“ We take note of the great urgency shewn by the New South Wales Government to have a further amount of their debentures placed on the London market. Since the beginning of September last, we have disposed of £1,141,100 of these bonds, by tender and private contract, and we think you will do well to explain to the Treasurer that there is a limit to their sale, although when properly managed the market is not unelastic. You may point out the present prices of New South Wales bonds, and those of the Victorian Government 6 per cent. The former are quoted at 85½, which gives 102½ as the relative price for the Victorias, without allowing anything for the benefit to investors of buying terminable bonds at a considerable discount instead of at a premium, whereas the price of the Victoria bonds is 105. This, to say the least of it, is significant, and our brokers, whom we have consulted, are of opinion that we must not bring a new Loan on the market within a shorter time than six months of the previous issue; and on this advice we propose to act, unless any unforeseen circumstance should arise to warrant a departure from a well-considered decision in which we entirely concur.

“ When the time arrives, our object will be to place a sufficient amount of the bonds we hold to ‘make a market’ as it is technically called. This will give a stock quotation for the bonds, the balance of which can be sold by private contract as opportunity offers.

“ Please communicate the above confidentially to the Treasurer, who will, we trust, add to his approval of what we have done, his approval of what we propose to do.

“ From the position of the account, consequent on the sale of the balance of the long bonds, you will have anticipated that Captain Mayne’s credits for £60,000, advised in the Treasurer’s letter of 25th November, would receive due honor; but, to enable you to inform the Government that such was the case, we telegraphed to you on the 11th instant, which we beg to confirm.

“ Advise Manager at Sydney that mail arrived due date, and that the credits of the Sydney Government, favouring Captain Mayne, will be duly honored.”

* * * * *

I am, &c.,

S. MURRAY,
Manager.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 March, 1867.

SIR,

I am directed by the Honorable the Treasurer to hand you, herewith, New South Wales Government Debentures to the amount of £608,000, in accordance with particulars contained in the accompanying memorandum,—being part of the Loan authorized by Act of Parliament 29 Victoria, No. 23 (two copies of which are enclosed) and to request that you will have the goodness to transmit the same by the out-going mail of this month to your Head Office, for negotiation in England.

It will be observed that the Act above recited, authorizes a loan of £758,000, whereas the debentures now handed to you are short of that amount to the extent of £150,000—the bonds for the latter being, at present, held by the Savings Bank of New South Wales, as security for a temporary loan to the Government. I am, however, to state that the Treasurer hopes to be in a position to hand you these debentures also, in time for transmission by the April mail, so that the whole issue under the said Act may be in the hands of your Chief Manager, who will thereby be enabled to dispose of it to greater advantage than if the issue were incomplete.

The first payment of interest on these debentures accrued on 1st January last. It will therefore be necessary to detach one coupon, provided they are sold before 1st July next; but if not sold till after that date, then, of course, two coupons must be detached.

I have, &c.,

HENRY LANE.

[Enclosure

[Enclosure in the foregoing.]

MEMORANDUM of Debentures referred to.

Issued under 29 Victoria, No. 23.

Series V2 of £100 bonds,—			
25,071 @ 25,180	=	110	= £11,000
25,406 @ 25,635	=	230	= 23,000
25,736 @ 27,935	=	2,200	= 220,000
			254,000
Series W2 of £500 bonds,—			
7,797 @ 7,838	=	42	= £21,000
7,862 @ 7,801	=	30	= 15,000
7,928 @ 8,421	=	494	= 247,000
			283,000
Series X2 of £1,000 bonds,—			
563 @ 570	=	8	= £8,000
588 @ 650	=	63	= 63,000
			71,000
			£608,000

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
25 March, 1867.

SIR,

I am directed to acknowledge the receipt of your letter of the 20th instant, communicating extracts from a letter dated 26th January last, from your Chief Manager, in London.

From your previous advices of 14th January and 19th ultimo, the Treasurer was led to expect a large sale of debentures early in the present year. On the faith of these advices, the railway expenditure has been kept up, and engagements undertaken which would otherwise have been left in abeyance.

The Treasurer, consequently, regards, with surprise and concern the less favourable character of your Chief Manager's remarks contained in your letter now replied to.

And having regard to the large amount of payments which this Government will have to provide for at the close of the year, it becomes a matter of vital importance that every exertion should be used by your Head Office to carry out the repeated instruction of the Government "to sell"—since September last.

Apart from your own advances, which I understand from you to be over £400,000 at the latest dates, the following obligations will have to be met by the 1st January, 1868, namely,—

Half-year's interest on the Public Debt ...	...	£180,000
Treasury Bills to retire ...	...	343,800
Debentures (short-dated issue) to retire ...	...	100,000
		£613,800
Total ...	...	£613,800

It will, therefore, be obvious to you that, unless in course of the current year, sales be made of the debentures now in your hands (£332,000), and of those in transit (£608,000), this Government will not be in a position to meet its engagements with the public creditor, falling due at the end of the year.

I am, therefore, directed again to convey to you the special instruction of the Government to realise their debentures without further delay; believing, as they do, that no time can be more favorable for their disposal than during this year of peace, and while the state of the London Money Market offers unusual facilities for investment in all kinds of securities.

I have, &c.,
HENRY LANE.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.
Sydney, 23 April, 1867.

SIR,

I have to acknowledge your letter of 25 ult., S 1732, expressing your surprise and concern at the remarks of our Chief Manager, as conveyed in my letter of 20 idem, and urging the necessity of our London Office using every exertion to effect an early sale of all the debentures in their hands, in order that the Government of New South Wales may be in a position to meet their liabilities falling due at the end of the year; and further requesting me to convey the wishes of the Government as therein expressed to our Chief Manager, believing "that no time could be more favourable for disposal of your Bonds than during the year of peace, and while the state of the London money market offers unusual facilities for investment in all kinds of securities."

In reply, I beg to intimate, that by the March mail, copy of your communication, under acknowledgment, was duly forwarded to our Head Office, but without comment, as in previous similar cases, where your remarks in connection with the disposal of your securities, have, we considered, been made without adequate knowledge or sufficient consideration of the

the difficulties attendant on placing a foreign loan on the Stock Exchange at a time when other Colonies are also large borrowers on terms even less favorable to themselves. To have endorsed your views would have been to acknowledge that the apparent inaction of our Chief Manager, to which you drew our attention, really existed; and this we not only fail to recognize, but are much surprised that you should so far lose sight of the previous successful handling of your loans by our representatives in London, in times fraught with danger to the credit of the Colony, as to consider it necessary now to do otherwise than to trust to their best endeavours being used to advance your interests; and although your numerous letters on this subject have doubtless been dictated by the urgency of your requirements, yet it must always be a subject of regret to us, that the tone and tenor thereof, especially that of December, have not been of such a conciliatory spirit and nature as our mutual positions called for.

In support of my views, and for your future better information on the subject under discussion, I beg to draw attention to one or two erroneous ideas expressed in your various letters. For instance, no mistake can be more palpable than to suppose because it is a year of peace, and money in London abundant, that Colonial or other securities necessarily become easy of sale, even where a willingness be exhibited to reduce their price. Such might doubtless have been the case had not the Colonies overdone this description of borrowing; but there is a limit to such sales, and the public also are perversely inclined to purchase securities when rising in price, not when falling, and it is, consequently, necessary to support the market when it is desired to place any large amount. Considerable caution, moreover, ought to be exhibited in bringing forward a loan, so as to avoid even a partial failure; for it is easier to hurt the credit of the Colony, and reduce the price of the bonds, than to induce the public to take a large amount of securities, of which they think they have already enough. This is exemplified by the last Queensland loan (6 per cent. at 91), which was by latest advices in the market, and making way but slowly. Comparatively speaking, it is a failure, and ought to serve as a warning; for if our operations on your behalf met with a similar fate, the position of the Government would be worse than if tenders were not put forward at all. Again, the system of pressing continuous loans on the London market must eventually be fatal to the credit of any Government so doing, and although our Chief Manager is acting as best he can in regard to selling those bonds on hand, yet the expression of his opinion is decidedly against disturbing the market again for at least twelve months, and any loans even then proposed should contain provision for a sinking fund.

I would observe in conclusion that, although our chief Manager has not up to date of last advices, issued tenders for the debentures then on hand, yet he purposed doing so the earliest possible opportunity that offered a chance of placing them, having under serious consideration the urgent requirements of the Government at close of the year, and the extremely awkward and embarrassed position they will be placed in, should sales not be effected. I, therefore, hope you will see the advisability of trusting to this assurance rather than hazard further opinions on the matter, of which neither the Government nor ourselves at this distance, can possibly be such competent judges as those on the spot.

* * * * *

I am, &c.,

S. MURRAY,
Manager.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 April, 1867.

SIR,

I am directed to call your attention to the circumstance, that although the English mail of February last has now been in some days, the Treasurer is without information from you as to any further sale of debentures that may have been made since the date of the last preceding mail; nor is he informed what course (by your latest advices) has been taken, or is proposed to be taken, in reference to the disposal of the large value of debentures still held by your London Office.

I have, &c.,

HENRY LANE.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 23 April, 1867.

SIR,

I addressed you this morning, and have since received your letter of this date, S. 91.

In reply thereto, I beg to inform you that we have not received advice from our Head Office, in London, by the mail received here on 17th instant, of any sales of debentures having been effected since the date of the preceding mail.

I am, &c.,

S. MURRAY,
Manager.

THE

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 15 May, 1867.

SIR,

For your information, I beg to state that we have received advice from our Chief Manager, under date 26th March, by the English mail delivered yesterday, to the effect that our Directors in London were unable to advise any steps having been taken towards advertising the Loan. The market had been so dull, and the efforts to effect Loans had lately so signally failed, that certain failure would have been incurred had proceedings at that time been attempted.

* * * * *

I am, &c.,
S. MURRAY,
Manager.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 14 June, 1867.

SIR,

For your information, I have the honor to hand you the following extract from a letter received this morning from our Chief Manager in London:—

“The Treasurer’s letter expresses satisfaction at the sale of the bonds in November last, but he does not approve entirely of the condition of the sale,—that we should not come again on the market for a certain time. Now, as this condition is always imposed when a large amount of securities is contracted for at once, we shall be glad to know, for our future guidance, whether it is the Treasurer’s desire that we should refuse such a stipulation, and trust to the daily demand in the market, rather than agree to it when we have an opportunity of placing such an amount as that sold in November. We send copy of a letter from our brokers on this subject.

“We had expected, ere this, to have advertised the £832,000 bonds in our hands, as we have advised you, but to have done so during the last few months would infallibly have led to failure. We see reiterated in the letter of 21st February, the Government wish to avail itself of the favourable state of our money market, and if cheap money were the only condition required for placing the bonds, no time more favourable than the present could possibly be found. I have endeavored on former occasions to explain to you, for the Treasurer’s information, that cheap money is only one condition of success, and not the greatest. Above all, confidence is necessary to a successful operation; first, confidence amounting to conviction that the securities are intrinsically safe; and next, a reasonable prospect that if an investor should desire to sell, he will be able to do so at or above the price he is required to give. This assurance, I am sorry to say, the financial policy of New South Wales is not quite calculated to afford.

“We are quite ready to bring the loan out the moment there is a chance of success; and were the political question on the Continent settled peacefully, we think the time would not be far off; but to improve our chance to the utmost, we must assure the public that no loan beyond the £832,000 will be introduced this year; indeed, to obtain subscriptions it will be necessary to spread the instalments of payment over a considerable space of time, which will practically exclude any other loan during 1867.”

Copy of the letter alluded to in the foregoing extract is enclosed; and I have the pleasure of informing you that later information, in the shape of a telegram, dated 11 May, from London, reached us by the steamer just arrived, by which we learn that the bonds for £832,000 had been placed at 85½.

* * * * *

I have, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

18, Old Broad-street,
London, 17th April, 1867.

Dear Sir,

With reference to our contract of the 17th November last, for sale of £260,000 New South Wales Government Bonds, we beg to say, that it would have been impossible for us to have negotiated the business without the stipulation that no further issue should take place during 1866; and the subsequent course of the markets has shewn that it would have been advisable to have stipulated for a much longer intermission.

C. J. F. Stuart, Esq.,
Oriental Bank Corporation.

We are, &c.,
J. & A. SCRIMGEOUR.

THE

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 15 July, 1867.

SIR,

I have the honor to inform you that we have received advices from our Head Office in London, up to 25th May last, in connection with the Agency of the New South Wales Government Account.

From such advices I extract the following, for your information, in relation to placing on the London market the Loan which we lately advised you had been successfully taken up:—

“ On the 10th May, so soon as it appeared probable that peace would be maintained, we resolved to advertise the Loan for £832,000, as we had previously advised you. The enclosed advertisement will acquaint you with the terms of issue, and you will see that the instalments reach up to the 1st of December next, although it is probable that, with the cheap money we now have, the discount of 5 per cent. may induce prepayment of a large part of the amount. The price of 85½ with a discount was recommended by our brokers, in preference to naming a lower price for the issue, as calculated to affect the quotations of the other Loans less; and, as the amount was rapidly subscribed, and the scrip is at a premium of 2 @ 2½, without any great or permanent fall in the other securities, we think it may be considered a successful operation.”

The advertisement referred to is herein enclosed.

* * * * *

I am, &c.,
S. MURRAY,
Manager.

NEW SOUTH WALES GOVERNMENT.—LOANS FOR £832,000.

1. The New South Wales Government, by their Agents, the Oriental Bank Corporation, offer for disposal by tender the above Loan, which is a charge on the Consolidated Revenue of the Colony, authorized by the Acts of the Colonial Legislature, 26 Vic., No. 14, and 27 Vic., No. 14.

2. The Loan is to be issued in Bonds of £100, £500, and £1,000 each, bearing interest at 5 per cent. per annum from 1st January, 1867, payable by coupons half-yearly in London and Sydney. The principal money to be paid off on the 1st January, 1895.

3. Copies of the Acts and Bonds can be seen at the Office of the Agents.

4. The lowest price that will be accepted for the Bonds is £85 10s. for every £100, and the terms of issue are—

£10	0	per cent.	on application.
25	0	”	on 1st July (less coupon of £2 10.)
25	0	”	on 2nd September.
25	10	”	on 2nd December.
<hr/>			
£85	10		

5. Scrip certificates will be issued to subscribers on allotment, and exchange for bonds, on the payments of the instalments in full, or at the dates of the several instalments, will receive a discount of 5 per cent. on their payments.

6. Subscribers paying in full on allotment.

7. The above Loans are for the extension of Public Works in the Colony of New South Wales, of a reproductive character, including Railways, Telegraphs, Harbours, River Navigation, and Roads.

8. All tenders must be made in the annexed form, and will be received by the Agents for the Loan on and after Monday next, until the amount of the Loan is subscribed, but not beyond the 20th instant, at 2 o'clock. All applications will be recorded, and considered strictly in the order in which they are received.

9. Forms of tenders can be obtained from the Agents for the Loan, and from the brokers, Messrs. Steer, Lawford, & Cuerton, and Messrs. J. & A. Scrimgeour.

Oriental Bank Corporation,
Threadneedle-street, London,
10th May, 1867.

FORM OF APPLICATION.

To the Oriental Bank Corporation.

I enclose the sum of £ _____ and request that you will allot me _____ in Bonds of the New South Wales Government Loan authorized by the Acts 26 Vic., No. 14, and 27 Vic., No. 14; and I hereby agree to accept such Bonds as may be allotted to me, and to pay the instalments when due, in terms of your advertisement of 10th May, 1867.

I am,
Your obedient Servant,

Name in full
Profession or Business
Address

Date

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT DEBENTURES.

(SALE OF £135,000 TO AUSTRALIAN MUTUAL PROVIDENT SOCIETY.)

Ordered by the Legislative Assembly to be Printed, 3 December, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 3 December, 1867, That there be laid upon the Table of this House,—

“Copies of all papers, agreements, minutes, and correspondence relating to the sale of £135,000 Debentures to the Mutual Provident Society.”

(Mr. Samuel.)

GOVERNMENT DEBENTURES.

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY, to MESSRS. LENNON & CAPE.

Australian Mutual Provident Society,
New Pitt-street, Sydney,
9 August, 1867.

DEAR SIRS,

I have to inform you of the acceptance of the offer made by your Mr. Lennon at his interview with the Board to-day for the purchase from him (as Broker to the Government) of New South Wales Government Debentures, representing one hundred and thirty-five thousand pounds, bearing 5 per cent. interest, to be delivered to this Society in instalments co-ordinate with the due dates of the instalments of the Loan now in course of repayment, and in the proportion of £150 nominal value of Debenture, for every £100 comprised in each instalment of such Loan as it becomes due, at the price of £88 (eighty-eight pounds) per cent., and with the interest accruing from 1st July last given in.

In pursuance of this arrangement the following sums will be repayable by the Treasury, and Debentures of the value below stated, with accrued interest, will revert to the Society, in consideration of which the amounts set opposite to each parcel will be paid over to the Government, viz. :—

Instalments of Loan repayable by Government.		Nominal Value of Debentures.	Proposed payments by Society.
		£ s. d.	£
August	10	4,035 18 10	6,000
"	26	6,072 6 7	9,000
September	11	10,157 16 2	15,000
"	19	10,175 6 10	15,000
"	21	10,181 18 4	15,000
October	8	7,662 14 10	11,200
"	11	5,622 19 2	8,300
"	15	5,116 3 3	7,500
"	22	5,636 4 5	8,200
"	29	7,184 2 2	10,500
November	5	16,959 5 8	24,800
"	13	3,088 15 4	4,500
			135,000
			118,800

I am, &c.,
A. RALSTON,
Secretary.

MESSRS. LENNON & CAPE to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Sydney, 10 August, 1867.

SIR,

We have the honor to inform that we have this day sold, on account of your Government, one hundred and thirty-five thousand pounds Stock (£135,000) of New South Wales Government Debentures, due 1st January, 1896, at 88 per cent., with interest from 1st July given in, to be stamped, payable in Sydney, and delivered to the Mutual Provident Society on the days on which the respective instalments of their Loan to your Government are repayable by you to them.

We have, &c.,
LENNON & CAPE.

THE

GOVERNMENT DEBENTURES.

3

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Australian Mutual Provident Society,
New Pitt-street, Sydney,
18 September, 1867.

SIR,

I have the honor to hand you the New South Wales Government Debentures, detailed on the other side, and representing an aggregate value of £105,000, for the purpose of having the coupons for interest antecedent to 1st July detached therefrom, and of being stamped, and thereafter returned to me.

I am, &c.,
A. RALSTON,
Secretary.

PARTICULARS of Debentures referred to in the annexed letter :—

6	21,332 to 21,341.	10 of £100	£1,000
	424 „ 442.	19 „ 1,000	19,000
7	21,232 „ 21,331.	100 „ 100	10,000
	21,342 „ 21,391.	50 „ 100	5,000
11	21,392 „ 21,401.	10 „ 100	1,000
13	21,402 „ 21,431.	30 „ 100	3,000
16	409 „ 423.	15 „ 1,000	15,000
19	21,092 „ 21,181.	90 „ 100	9,000
20	21,182 „ 21,231.	50 „ 100	5,000
21	6,810 „ 6,883.	74 „ 500	37,000
			<u>£105,000</u>

A. R.

RECEIVED the above Debentures stamped,—Interest payable in Sydney, 1st January, 1868. Three coupons cut off each Debenture.

Sydney, 18 September, 1867.

A. RALSTON,
Secretary, A. M. P. Society.

[Price, 3d.]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PERSONS AUTHORIZED TO RECEIVE PUBLIC MONEYS.

(RETURN IN REFERENCE TO.)

Ordered by the Legislative Assembly to be Printed, 24 July, 1867.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 9 July, 1867, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“ A Return of the names, places of residence, calling or profession, and office of all persons employed and authorized by the Government to recover and receive public moneys, fees, fines, and penalties; and when, where, how, and to whom such moneys are paid.”

(Mr. Josephson.)

PERSONS AUTHORIZED TO RECEIVE PUBLIC MONEYS.

PLACE.	NAME.	OFFICE OF PERSON EMPLOYED.
Albury	E. Brown	Clerk of Petty Sessions
Do.	Do.	Crown Land Agent
Do.	Do.	Registrar of District Court
Armidale	Sydney Blythe	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	R. J. Perrott	Registrar of District Court
Do.	J. G. Balls	Gold Receiver
Araluen	Henry Burne, P.M.	C. P. Sessions
Adelong	J. T. Blake	C. P. Sessions (Actg.)
Do.	Kyran Egan	Gold Receiver
Balranald	R. B. Mitchell	C. P. Sessions
Do.	Do.	C. Land Agent
Bathurst	Thos. Garvin	Gold Receiver
Do.	J. B. Hales	C. P. Sessions
Do.	J. B. Richards	C. Land Agent
Do.	T. C. Gore	Registrar of District Court
Do.	J. Chippendale	Gaoler
Berrima	G. H. Rowley	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar of District Court
Do.	Wm. Small	Gaoler
Bombala	W. H. Thomas	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar of District Court
Braidwood	R. Clemenger	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar of District Court
Do.	Philip Smith	Gold Receiver
Boorowa	W. J. E. Wotton	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar of District Court
Bourke	H. C. Bobart	C. P. Sessions
Do.	Do.	C. Land Agent
Bega	John Davis	C. P. Sessions
Do.	Do.	C. Land Agent
Bundarra	G. Gregory	C. P. Sessions
Bullock Flat	W. H. Palmer, P.M.	C. P. Sessions
Camden and Picton	J. B. Martin	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar of District Court
Campbelltown	George White	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar of District Court
Carcoar	E. J. C. North	C. P. Sessions
Do.	Do.	C. Land Agent
Casino	Chas. Moore	C. P. Sessions
Do.	Do.	C. Land Agent
Cassilis and Merriwa	John Morris	C. P. Sessions
Do.	Do.	C. Land Agent
Cooma	A. Nordblad	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Robt. Dawson	Registrar of District Court
Do.	W. C. Lenthall	Gold Receiver
Coonabarabran	F. W. Edwards	C. P. Sessions
Do.	Do.	C. Land Agent
Coonamble	J. Clifton Weston	C. P. Sessions
Do.	Do.	C. Land Agent
Collector	W. L. Edwards	C. P. Sessions
Corowa	Colin C. Pentland	C. P. Sessions
Do.	Do.	C. Land Agent
Deniliquin	J. A. Broughton	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, District Court
Dubbo	Luke M'Guinn	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, District Court
Dungog	Henry Gordon	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, District Court
Dowling	J. V. Warcham	C. P. Sessions (Acting)
Ulladulla	Do.	C. Land Agent
Eden	C. D. Hays	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, District Court
Do.	J. T. Tressilian	Inspector of Cattle
Euston	Stephen Cole, P.M.	C. P. Sessions
Forbes	W. F. Parker	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, District Court
Do.	Thos. Roberts	Gold Receiver
Glen Innes	A. O. Wyatt	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	George Cobley	Registrar, Dt. Court
Gosford	T. C. Battley	C. P. Sessions
Do.	Do.	C. Land Agent
Goulburn	W. C. Lynch	Gold Receiver

PERSONS AUTHORIZED TO RECEIVE PUBLIC MONEYS.

PLACE.	NAME.	OFFICE OF PERSON EMPLOYED.
Goulburn	C. S. Alexander	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	T. F. S. Nathan	Registrar, Dt. Court
Do.	T. Horsford	Gaoler
Grafton	W. H. H. Becke	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	James Page	Registrar, Dt. Court
Gundagai	David Smith	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	A. C. S. Rose	Registrar, Dt. Court
Do.	Wm. M'Cooke	Gold Receiver
Gunnedah	Thos. Forster	C. P. Sessions
Do.	Do.	C. Land Agent
Grenfell	F. Dalton, P.M.	C. P. Sessions
Do.	Chas. Sanderson	Gold Receiver
Do.	F. Dalton, P.M.	C. Land Agent (Actg.)
Gunning	W. L. Edwards	C. P. Sessions
Hartley	Thos. Brown, P.M.	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Hay and Maudo	James Forsyth	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Hargraves	J. H. L. Scott, P.M.	C. P. Sessions
Do.	John Chiplin	Gold Receiver
Inverell	J. W. A. White	C. P. Sessions
Kiandra	Michl. Reilly	Gold Receiver
Kempsey (West)	J. B. Casey	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Kiama	Henry Connell	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Liverpool	Geo. White	C. P. Sessions
Do.	John Evans	C. Land Agent
Do.	Geo. White	Registrar, Dt. Court
Maitland	J. Smithers	C. P. Sessions
Do.	J. Thomson	C. Land Agent
Do.	A. Carter	Registrar of Dt. Court
Menindee	J. Mair	C. P. Sessions
Do.	Do.	C. L. Agent
Moama	Geo. Maunsell, P.M.	C. P. Sessions
Do.	Do.	C. Land Agent
Moruya	E. W. Byrne	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	W. S. Caswell	Registrar, Dt. Court
Molong	Wm. Finch	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Moulamein	James Giles, P.M.	C. P. Sessions
Mudgee	J. R. Medley	Gold Receiver
Mudgee	J. A. Portus	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Murrumbidgee	G. G. Brodie	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Murrumburrah	J. Ede Pearce, P.M.	C. P. Sessions
Musclebrook	John O'Mcara	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Narrabri	C. E. Smith	C. P. Sessions
Do.	Do.	C. Land Agent
Newcastle	C. H. Hannell	Shipping Master
Do.	Henry Baker	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Augt. Carter	Registrar, Dt. Court
Do.	C. E. Bowler	Inspector of Cattle
Nelligen and Nerrigundah	W. S. Caswell, P.M.	C. P. Sessions
Nundle	D. W. Irving, P.M.	C. P. Sessions (Actg.)
Do.	Thos. King	Gold Receiver
Narrandera	Henry Baylis, P.M.	C. P. Sessions (Actg.)
Orange	W. T. Evans	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	Jas. Rush	Gold Receiver
Parramatta	George Langley	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	J. G. Hussey	Gaoler
Do.	Edward Wardley	Supt. of Lunatic Asylum
Paterson	R. Studdert	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Penrith	J. T. Wilshire	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court

PERSONS AUTHORIZED TO RECEIVE PUBLIC MONEYS.

PLACE.	NAME.	OFFICE OF PERSON EMPLOYED.
Port Macquarie	J. P. Ormiston	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Queanbeyan	Obadiah Willans	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Raymond Terrace	H. J. Bolding	C. P. Sessions
Do.	Do.	C. Land Agent
Rylstone	W. W. Armstrong	C. P. Sessions
Do.	Do.	C. Land Agent
Ryde	G. M. Pope	C. P. Sessions (Actg.)
Rockley	H. M. Keightley, P.M.	Do.
Scots	F. R. Wilshire	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	Oliver Hinde	Gold Receiver
Shoalhaven	Wm. Lovegrove	C. P. Sessions
Do.	Do.	C. Land Agent
Do., Nowra	Do.	Registrar, Dt. Court
Singleton	Wm. Dudding	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Sofala	Hugh Bridson	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	Walter C. Casey	Gold Receiver
Stoney Creek	Joseph Cox, P.M.	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Michl. Hanley	Gold Receiver
Stroud	Thos. Laman	C. P. Sessions
Do.	Do.	C. Land Agent
Sydney	W. D. Meares	C. P. Sessions, C.P.O.
Do.	Wm. Crane	Do. W.P.O.
Do.	Wm. Clark	Accountant, Govt. P. O.
Do.	Fredk. Oatley	Inspector of Abattoirs
Do.	D. B. Hutchinson	Curator of Intestate Estates
Do.	Archd. Campbell	Registrar in Insolvency
Do.	W. G. Pennington	Secy. to Court of Claims
Do.	John Williams	Crown Solicitor
Do.	Wm. Hemming	Commr. of Duty Stamps
Do.	James Byrnes	Commr. for Railways
Do.	A. O. Moriarty	Chief Commr. of C. Lands
Do.	Wm. Keene	Coal Fields Examiner
Do.	G. K. Mann	Fitzroy Dock Engineer
Do.	H. Lumsdaine	Chief Inspector, Distillery
Do.	C. E. Cracknell	Supt. Electric Telegraphs
Do.	Geo. Cecil Read	Principal Gaoler, Darlinghurst
Do.	H. P. Hunt	Assist. Sup. of Stores
Do.	Francis Hixson	Suprt. of Pilots, &c.
Do.	John M'Levie	Inspector Genl. of Police
Do.	Thos. Richards	Inspector of Postage Stamps
Do.	G. F. Wise	Immigration Agent
Do.	H. Lumsdaine	Inspector of Bonded Sugar Houses
Do.	J. R. Gordon	Inspector of Cattle
Do.	Francis Campbell	Superint., Lunatic Asylum
Do.	Michl. Fitzpatrick	Under Sect. for Lands
Do.	A. T. Holroyd	Master in Equity
Do.	Charles Elonis	Deputy Master of Mint
Do.	Francis W. Hill	Supt. Money Order Office
Do.	John Rae	Under Sect. Public Works
Do.	D. B. Hutchison	Prothonotary
Do.	Joseph Docker	Postmaster General
Do.	Alfred Hinton	Sect. to Pilot Board
Do.	T. J. Jaques	Registrar General
Do.	Alfred Hinton	Secy. to Steam Navigation Board
Do.	Wm. Shorter	Shipping Master
Do.	Harold Maclean	Sheriff
Do.	J. J. Hogan	C. Land Agent
Do.	W. A. Duncan	Vide page 5
Tambaroora	J. H. L. Scott, P.M.	C. P. Sessions
Do.	Do.	C. Land Agent (Actg.)
Do.	Thos. Kelly	Gold Receiver
Tamworth	J. M'Donald	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	Thos. Luther	Gold Receiver
Tenterfield	E. J. Raper	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	James Arboin	Registrar, Dt. Court
Tumut	J. F. Blake	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	Thos. Tant	Gold Receiver
Tumberumba	Michl. Langford	C. P. Sessions, (Actg.)
Do.	Do.	C. Land Agent, ..
Do.	J. C. Mahon	Gold Receiver
Tabulam	J. A. Young	C. Land Agent
Tweed River	James Bray	C. Land Agent
Uralla	Sydney Blythe	C. P. Sessions
Do.	John Mulhall	Gold Receiver

PERSONS AUTHORIZED TO RECEIVE PUBLIC MONEYS.

PLACE.	NAME.	OFFICE OF PERSON EMPLOYED.
Wagga Wagga	E. A. Tompson	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Warialda	Leopold Yates	C. P. Sessions
Do.	Do.	C. Land Agent
Walgett	Thos. Betteridge, P.M.	C. P. Sessions
Do.	Do.	C. Land Agent
Wec Waa	C. E. Smith	C. P. Sessions
Do.	Do.	C. Land Agent
Wellington	Fredk. Marsh	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Wentworth	F. B. Russell	C. P. Sessions
Do.	Do.	C. Land Agent
Windsor	G. A. Gordon	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Wingham	Jasper Creagh	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Wollombi	J. N. Brooks	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Wollongong	A. A. Turner	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Young	J. R. Edwards	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	Richd. Musgrove	Gold Receiver
Yass	C. J. Poole	C. P. Sessions
Do.	Do.	C. Land Agent
Do.	Do.	Registrar, Dt. Court
Do.	P. Brennan	Gold Receiver
CUSTOMS.		
Sydney	W. A. Duncan	Collector of Customs
Albury	A. F. McDonall	Customs Officer
Ballina	Thos. Trimble	Sub-Collector
Corowa	W. J. Brown	Customs Officer
Eden	G. P. Keon	Sub-Collector
Euston	J. O'Donnell	Customs Officer
Grafton	C. T. Grant	Sub-Collector
Moama	C. E. Gordon	Sub-Collector
Newcastle	T. B. Corbett	Sub-Collector
Wentworth	W. L. Richardson	Customs Officer
Swan Hill	John Wyse	Customs Officer
Kiama	H. Connell	Customs Officer
Macleay River	J. B. Garrard	Pilot
Manning River	J. Bradley	Pilot
Port Macquarie	E. A. Kingsford	Pilot
Moruya	John Ross	Pilot
Wollongong	F. R. Cole	Customs Officer
GOLD FIELDS.		
Northern	G. W. F. Addison	Commissioner
Southern	G. O'Mally Clarke	Commissioner
Western	Whittingdale Johnson	Commissioner

All persons employed and authorized by the Government to receive Public moneys, account for them in accordance with the Government Regulations. Copy herewith.

CHRIS. ROLLESTON,
A.G.

Audit Office,
July 18th, 1867.

6 PERSONS AUTHORIZED TO RECEIVE PUBLIC MONEYS.

(Circular.)

The Treasury, New South Wales,
13 May, 1862.

SIR,

The Regulations for guidance of Collectors of Revenue, which were published in the *Government Gazette* of the 14th June, 1861, having been found insufficient, in consequence of the new arrangements for payment of Deposits on Land, &c.,—I am directed to inform you that the following amended Code has been published in the *Government Gazette*, No. 87, of this date, and to request that in future you will comply with the Instructions contained therein.

You will have the goodness to acknowledge the receipt of this communication.

I have the honor to be,

Sir,

Your obedient servant,

Under Secretary for Finance and Trade.

INSTRUCTIONS TO CLERKS OF PETTY SESSIONS.

1. Collections. The full amount of Collections must be paid into the Treasury without any deduction whatever, with the exception of sums payable to Informers and of sums appropriated or awarded to Hospitals.
2. Time of payment. In Sydney, Collections must be paid into the Treasury, weekly, on the 8th, 15th, 22nd, and last days of each month; and in the Country, monthly, the remittance being made by the first mail despatched after the last day of each month.
3. Vouchers. Every Remittance to the Treasury must be accompanied by a Voucher, on the prescribed form. Sums due to the Consolidated Revenue Fund, on Voucher marked C. P. S.—Vou. 1. Sums due to the Police Reward Fund, on Voucher marked C.P. S.—Vou. 2.
4. Attested accounts in Sydney. Clerks of Petty Sessions in Sydney are required to furnish attested accounts of their Collections to the Audit Office, monthly, not later than the 4th day of each month, on the prescribed form, viz. :—For Fees and Licenses, on form marked C.P.S.—A. 2; for Fines, on form marked C. P. S.—A.
5. Attested accounts in the Interior. Clerks of Petty Sessions in the Interior are required to furnish to the Audit Office, quarterly, attested accounts of Fees and Licenses, on the before-mentioned form marked C.P.S.—A. 2; and of Fines, on form marked C.P.S.—A. 3. These accounts must be placed in the local Post Office not later than the 4th day of the month succeeding the quarter. The receipt of the Treasurer of the nearest Hospital, for sums appropriated or awarded to it, must accompany the accounts. When any property is sold by auction, by order of the Justices, the Auctioneer's Account Sales should also be sent, and the net proceeds included in the attested account of fines. The Quarters terminate on 31st March, 30th June, 30th September, and 31st December.
6. Deposit under Immigration Regulations. Clerks of Petty Sessions, on receipt of any Deposit under the Immigration Remittance Regulations, will immediately remit the amount to the Agent for Immigration in Sydney, with a statement on the proper form of the number and description of Immigrants whom the Depositor wishes to introduce.
7. Immigration Return to Audit Office. On the 4th day of the month succeeding the quarter, Clerks of Petty Sessions are to transmit to the Audit Office, attested accounts of all sums, on account of Immigration Remittances, received by them during the quarter, on the form marked C.P.S.—A. 1.
8. Nil Returns. In a case where no Revenue is collected, the accounts must still be furnished, duly signed and attested before a Magistrate, the word "Nil" being written in the place for inserting particulars.
9. Specification of fines. The number of the Act, and the number of the Clause of the Act, under which each Fine is inflicted, must be specified in the account of Fines, and the appropriation of it, as directed by the Act, distinctly shewn in the proper column.
10. Acting as Auctioneer. In the case of sales by auction, of confiscated or unclaimed property, by order of the Justices, when the Clerk of Petty Sessions or Chief Constable acts as Auctioneer, the commission allowed will be as follows :—

	£	s.	d.
When the amount does not exceed 50	0	10	0
Above £50 and not exceeding 100	0	15	0
" 100 " 200	1	0	0
" 200 " 500	1	10	0
" 500 " 1,000	2	0	0
" 1,000 " 1,500	2	10	0
" 1,500	3	0	0

11.

The lists of Certificates granted by Justices for Publicans' and Auctioneers' Licenses are required by law to be transmitted to the Treasury within 14 days from the date thereof.

12.

By the same or following post, copies of both these lists of Certificates (marked C. P. S.—Cert. 1, Copies to Audit Office and C. P. S.—Cert. 2) are to be transmitted to the Audit Office.

13.

Clerks of Petty Sessions are required by the 23rd Section of the Act, 19th Victoria, No. 36, to audit the Monthly Accounts of the Poundkeepers, and to transmit certified copies of such Accounts (marked C. P. S.—Cert. 3) to the Treasury immediately after each audit.

C. P. S. to audit Poundkeepers' Accounts. Certified copies to Treasury.

14.

Poundkeepers are required by the 25th Clause of the same Act, after deducting all lawful charges, to pay the balance monthly into the Treasury.

Poundkeepers to pay into Treasury monthly.

INSTRUCTIONS TO CROWN LANDS AGENTS.

1.

By the first post after each sale by auction, the amount received for Deposits, viz. :—25 per cent. on the price of each Lot, at the fall of the hammer, is to be transmitted to the Treasury with No. 4 Voucher for Deposits (marked L. A.—Vou. 1), filled up in every particular according to the headings.

Deposits to Treasury.

If any purchaser has paid for his lot in full, the amount must also be sent, together with the Deed Fees, and the particulars duly inserted in the Voucher.

2.

At the termination of three calendar months from the day of sale, the amount received for Balances and Deed Fees is to be transmitted to the Treasury, with No. 6 Balance of Price Voucher (marked L.A.—Vou. 2) duly filled in.

Balances to Treasury.

3.

Within four days after the expiration of the three calendar months allowed to purchasers for the payment of Balances of price, the Agent is to forward to the Audit Office, on the form marked No. 14 (printed in red ink and marked L.A.—Acct. No. 1), an attested account of each sale by auction.

Attested Account to Audit Office, with Abstract of Sale.

The Abstract of Sale, No. 7 (form D), must also be sent to the Audit Office by the same post, the amounts received for Deposits, Deeds, and Balances, being carefully specified; bearing in mind that when a Lot is not paid for within three months, the word "forfeited," must be written across the last two columns on the right hand side of this Abstract.

4.

By the next post after the day of sale, the Sale List containing the signature of the purchaser of each Lot, is to be transmitted to the Survey Office.

Sale List to Survey Office.

At the expiration of three months from the day of sale, a Final Report of the sale on the prescribed form, marked No. 8, is to be transmitted to the Survey Office.

Final Report to Survey Office.

5.

On the 4th day of the month succeeding the quarter, there must be transmitted to the Audit Office a Quarterly Attested Account, on Form No. 13 (printed in red ink, and marked L. A.—Acct. No. 2), of Selections of Land, leases, &c.

Quarterly Attested Account of Selections to Audit Office.

Land sold by auction must not be included in this Return, nor Deposits on Conditional Purchases.

6.

Thursday in each week, being the day appointed for receiving applications for Conditional Purchases of Land, on the Monday following there must be transmitted an Extract from the Register of Conditional Purchases, one to the Survey Office, and, by the same post, copies to the Treasury and Audit Office.

Weekly Returns of Conditional Purchases to Survey, Treasury, and Audit Office.

7.

On the 4th day of the month succeeding each quarter, there must be transmitted to the Audit Office, on the form printed in red ink and marked L. A. Acct. No. 3, an attested account of all moneys received during the quarter for deposits on Conditional Purchases of Lands.

Quarterly attested account of Conditional Purchases to Audit Office.

8.

For further particulars as to their duties, Crown Lands Agents are referred to the Circulars transmitted to them from the Survey Office in November and December, 1861.

General directions.

INSTRUCTIONS TO GOLD COMMISSIONERS.

1.

On or before the 4th day of each month, the Collections for the past month must be transmitted to the Treasury, accompanied by the prescribed form of Voucher, marked G.—Vou. 1. The Voucher must always agree with the remittance.

Payments to Treasury of Collections.

2.

An attested account of Collections, on the prescribed form, marked G.—A. 1, must be transmitted to the Audit Office, on the 4th of the month succeeding each quarter. The butts of Miners' Rights and Traders' Licenses issued during the quarter must be sent with this account.

Attested Account to Audit Office. Butts to Audit Office.

3.

Immediately after the 30th June and 31st December in each year, the Assistant Gold Commissioner of each District will prepare and transmit to the Audit Office a Balance Sheet, on the usual form, shewing the number of Miners' Rights and Traders' Licenses received and issued in his District during the past half-year, and also the number of Licenses on hand for issue during the coming half-year.

Half-yearly Balance Sheet.

INSTRUCTIONS TO GOLD RECEIVERS.

1.

Collections by Gold Receivers must be transmitted to the Treasury, monthly, not later than the 4th day of each month, with a voucher, on the prescribed form, marked Misc. Coll. Vou.

Collections to Treasury.

2.

An attested account of collections during each quarter, on the prescribed form, marked G.—A. 2, must be transmitted to the Audit Office, on the 4th of the month succeeding the quarter.

Attested account to Audit Office.

INSTRUCTIONS

8 PERSONS AUTHORIZED TO RECEIVE PUBLIC MONEYS.

INSTRUCTIONS TO REGISTRARS OF DISTRICT COURTS.

Payments to Treasury. Attested account to Audit Office.	Collections for each month must be transmitted to the Treasury on the 4th day of the following month, accompanied by Voucher marked Misc. Coll. Vou. Attested accounts of Collections (on the form marked D. C. Acct.) for the periods between the rising of one Court and the rising of the next Court, that is, the periods comprised between the last two audits by the Judge, must be transmitted to the Audit Office by the first post thereafter despatched. These accounts require to be signed by the Judge, as examined and approved.
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GENERAL INSTRUCTIONS TO PUBLIC OFFICERS.

	1.	
Collections in Sydney, weekly payments.		All Collectors of the Public Revenue in Sydney, not before particularly alluded to, are required to pay their collections into the Treasury weekly, viz., on the 8th, 15th, 22nd, and last days of each month, with Vouchers, marked Misc. Coll. Vou., or of such other special form as they may have been directed to use.
	2.	
In the Country, monthly payments.		In the Country, payments are to be made monthly, with Vouchers as above.
	3.	
Collectors in Sydney, monthly attested account to Audit Office.		Collectors of Revenue in Sydney are required to send to the Audit Office, monthly, not later than the 4th day of each month, an attested account of their Collections.
	4.	
In the Country, a quarterly account.		In the Country, a quarterly account of Collections.
	5.	
Responsibility of Heads of Departments as to collections and accounts.		It must be distinctly understood that the Head of every Department intrusted with the collection of Public Revenue is personally responsible for its due collection, and will be required to sign the attested account, containing the usual solemn declaration, before a Magistrate.
	6.	
As to Vouchers.		As a general rule the Vouchers that accompany payments into the Treasury will also be signed by the Head of the Department. In any exceptional case, when this cannot be done, from unavoidable absence or other sufficient reason, the Head of the Department will be required to furnish to the Treasury an authority in writing, for the Chief Clerk, or Accountant, as the case may be, to sign Vouchers in his stead.
	7.	
Discrepancies between Vouchers and attested accounts.		As every remittance to the Treasury is credited in accordance with the Voucher that accompanies such remittance, care must be taken by Collectors of Revenue in the Interior that the three monthly Vouchers correspond in amount, and also in the sub-heads of Revenue, with the quarterly attested account. Care must also be taken by Collectors of Revenue in Sydney, that the four weekly Vouchers agree in amount, and in the sub-heads of Revenue, with the monthly attested account.
	8.	
		When the Vouchers are found not to agree in amount, or in the sub-heads of Revenue, with the attested account, the Collector of Revenue will be required to make a further payment into the Treasury to make good the discrepancy.
	9.	
Public moneys to Treasury only.		Public moneys must, on no account, be transmitted to the Audit Office, but to the Treasury direct.
	10.	
Payment by cheques.		As a general rule, cheques will not be received at the Treasury, except those of undoubted character. If a Collector of Revenue receives them it will be at his own risk, as he will be held responsible for the payment.
	11.	
Collectors responsible for public moneys.		It must be clearly understood, that the Government hold Collectors of Revenue responsible for the safe custody of public moneys that come into their hands, till they are paid into the Treasury.
	12.	
Public moneys in banks.		Public moneys must not be placed in Banks to private account, but to the public account of the Collector.
	13.	
Registered Letters.		Letters to the Treasury, or other public Department, containing remittances, should be registered at the Post Office. If not so registered, the sender will be held liable.
	14.	
Bank Notes. Cheques.		If Bank Notes are sent, only the first halves should be despatched by one post; the corresponding halves by the succeeding post. If cheques, they should be crossed, "Public Account, Colonial Treasurer."
	15.	
Perquisites or gratuities.		Government Officers are not allowed to receive perquisites or gratuities from the public for anything done in their official capacity.
	16.	
Printed forms.		Printed forms of accounts and Vouchers are procured by requisition on the Government Printer. The Printer's number at the head of each particular form required must be stated in the Requisition. Applications for these must not be made to or through the Treasury or Audit Office.
	17.	
Want of Forms no excuse.		Care should be taken that a sufficient supply of forms is always on hand, as "want of forms" will not be taken as an excuse for accounts not rendered.

18. Public accounts must be prepared with care. Public accounts with care.
19. Any attested account containing an erasure will not be passed at the Audit Office, but returned to the sender to be prepared anew. Erasures.
20. Before despatching accounts to any Public Department, they should be carefully examined as to whether the headings and dates are all filled in, and whether they are duly signed and completed in every respect. Examination before posting.
21. Accounts transmitted to the Audit Office need not be accompanied by a letter, unless some explanation or information connected with them is requisite. Accounts without letter.
22. In case it should be found impossible, on any particular occasion, to forward accounts or Collections at the proper time, a letter explaining the cause of the delay must be written to the Head of the Department to whom the accounts or Collections ought to have been sent. Letter of explanation.
23. Where no money is collected, accounts must still be sent, duly signed and attested before a Magistrate, the word "Nil" being written in the place for inserting particulars. Nil Returns.
24. Queries or letters calling for explanation from any Public Department must be answered promptly, and the fullest information given that it may be in the power of the Collector to afford. Answering queries.
25. When any Collector of Revenue has neglected to pay his Collections, or render his accounts, within the time prescribed by the above Regulations, the payment of all salary due to the Collector of Revenue so neglecting will be suspended until his accounts are satisfactorily adjusted. Payment of Salaries suspended.
26. Any case of habitual disregard of the Government Regulations, on the part of a Collector of Revenue, will be submitted for the decision of the Executive, as to whether such Officer so offending should be allowed to continue in the Public Service. Disregard of Regulations.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ESTIMATES FOR 1868, AND SUPPLEMENTARY ESTIMATES
FOR 1867 AND PREVIOUS YEARS.

(MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 11 September, 1867.

JOHN YOUNG,
Governor.

Message, No. 7.

In accordance with the provisions contained in the 54th clause of the Constitution Act, the Governor recommends to the consideration of the Legislative Assembly, the accompanying Estimates of the Expenditure of this Government for the year 1868, with Supplementary Estimates of Expenditure for the year 1867 and previous years.

*Government House,
Sydney, 11th September, 1867.*

ESTIMATES
OF THE
PROBABLE EXPENDITURE
OF THE
GOVERNMENT
OF
NEW SOUTH WALES,
FOR THE YEAR
1868.

Ordered by the Legislative Assembly to be Printed,
11 SEPTEMBER, 1867.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, 2s. 8d.]

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ABSTRACT of the Sums required to meet the Estimated Expenditure of the GOVERNMENT of NEW SOUTH WALES for the Year 1868.

	Appropriated for 1867.		Required for 1868.	
	Provided for by Loan.	Chargeable on Revenue.	To be raised By Loan.	Chargeable on Revenue.
I. SCHEDULES A, B, AND C, TO SCHEDULE 1, OF 18 & 19 VICTORIA, CAP. 54 :—				
Provided by the Constitution Act		55,253		54,207
Provided by Colonial Acts		3,850		3,850
Additional Expenditure		1,888		2,240
II. EXECUTIVE AND LEGISLATIVE		18,915		19,541
III. THE CHIEF SECRETARY		434,903	70,000	458,894
IV. ADMINISTRATION OF JUSTICE		94,053		96,047
V. THE TREASURER AND SECRETARY FOR FINANCE AND TRADE		214,653		196,582
VI. THE SECRETARY FOR LANDS		172,449		186,863
VII. THE SECRETARY FOR PUBLIC WORKS	49,000	353,404	239,507	363,954
VIII. THE POSTMASTER GENERAL		199,046		204,927
	£ 49,000	1,548,414	309,507	1,587,105

SPECIAL APPROPRIATIONS.

	1867.	1868.
Interest on Debentures	380,000	408,000
Interest on Treasury Bills	23,000	10,311
Drawbacks and Refund of Duties... ..	25,000	30,000
Revenue and Receipts returned	10,000	15,000
Charges on Collections	3,000	3,000
Endowment of the University of Sydney, 14 Vic., 31	5,000	5,000
Endowment of the Australian Museum, 17 Vic., 2	1,000	1,000
Endowment of the Sydney Grammar School, 18 Vic.	1,500	1,500
Endowment of the Affiliated Colleges, 18 Vic., 37	1,000	1,000
Endowments under the Municipalities Act, 22 Vic., 13... ..	18,000	20,000
Insolvency Commissioner's Act of 1861, 24 Vic., No. 20	1,000	1,000
Judges under the District Courts' Act, 22 Vic., No. 18... ..	6,000	6,000
Contribution towards the support of Imperial Forces in New South Wales, 23 Vic., No. 8	15,000	15,000
Sydney Branch of the Royal Mint, 28 Vic., No. 3	15,000	15,000
	504,500	531,811
Add—LOANS	2,052,914 49,000	2,118,916 309,507
TOTAL	£ 2,101,914	2,428,423

NEW SOUTH WALES.



ESTIMATES OF EXPENDITURE,
1868.
DETAILED.

I.

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

OF ACT 18 & 19 VICTORIE, CAPUT 54.

SUMMARY.

		VOTED.
SCHEDULE A:—		
Provided by the Schedule	19,050	
Provided by Colonial Acts	3,850	
	22,900	
SCHEDULE B ...		12,740
Provided by the Schedule	10,500	
		2,240
SCHEDULE C:—		
Public Worship	24,657	
ADDITIONAL EXPENDITURE	£	2,240

The Treasury, New South Wales,
7th September, 1867.

GEOFFREY EAGAR,
Treasurer.

No. I.—SCHEDULES.			PROVIDED IN SCHEDULE.	PROVIDED BY COLONIAL ACTS.
SCHEDULE A.				
His Excellency the Governor	...	...	7,000	.....
The Chief Justice	...	...	2,000	600
The Puisne Judges, at £2,000	...	...	3,000	3,000
The Colonial Secretary	...	...	2,000	.....
The Colonial Treasurer	...	...	1,250	250
The Auditor General	...	...	900	.....
The Attorney General	...	...	1,500	.....
The Solicitor General	...	...	1,000	.....
The Governor's Private Secretary	...	...	400	.....
Provided by the Schedule	...	...	£ 19,050	
Provided by Colonial Acts	...	...	£	3,850
SCHEDULE B.				
Pensions.				
To JUDGES, on their ceasing to hold office :—				
Roger Therry, late Puisne Judge	...	...	1,050	
Sir John Nodes Dickinson, do.	...	...	1,050	2,100
To OFFICERS OF THE GOVERNMENT who, on political grounds, retired, or were released, from office, viz. :—				
Edward Deas Thomson, C.B., formerly Colonial Secretary	...	...	2,000	
Francis Lewis Shaw Merewether, formerly Auditor General	...	...	900	
John Hubert Plunkett, Q.C., formerly Attorney General	...	...	1,200	
Sir William Montague Manning, Q.C., formerly Solicitor General	...	...	800	4,900
To THE UNDERMENTIONED PENSIONERS, according to the Scale and Rates fixed by the Superannuation Act of the Imperial Parliament, 4 & 5 Gul. IV., cap. 24, viz. :—				
George Boyle White, late Surveyor	...	...	222 10 0	
James Larmer, do.	...	...	167 0 0	
Thomas Scott Townsend, do.	...	...	137 11 2	
John James Galloway, do.	...	...	143 19 9	
James Warner, late Assistant Surveyor	...	...	70 0 0	
William Charles Greville, late Clerk in Colonial Secretary's Office	...	...	366 13 4	
Francis Gosling, late Clerk in General Post Office	...	...	52 0 0	
Colin Mackenzie, late Clerk in Supreme Court	...	...	35 10 0	
Nicholas Leader, late Clerk in Court of Requests	...	...	66 5 10	
Osborne Homersham, late Clerk, Customs	...	...	40 0 0	
Robert Ormiston, late Clerk of Petty Sessions, Sydney	...	...	102 0 0	
William Sheridan Wall, late Curator, Australian Museum	...	...	73 9 6	
Rev. Frederick Wilkinson, late Colonial Chaplain	...	...	188 11 8	
Mrs. Susannah Milcham, Widow of Surgeon Milcham	...	...	100 0 0	
William Galvin, late Messenger, Legislative Council	...	...	35 5 8	
Michael Doyle, do., Colonial Treasury	...	...	39 10 0	
James Graves, late Serjeant, Gold Guard	...	...	54 15 0	
Thomas Bevan, late Trooper, Mounted Police	...	...	9 2 6	
Carried forward	...	...	£ 1,904 4 5	7,000

No. I.—SCHEDULES.

SCHEDULE B.—continued.

Brought forward ... ..	£	.....	7,000 0 0
Pensions—continued.			
Brought forward	£	1,904 4 5	
John Brenan, late Turnkey, Parramatta Gaol		28 16 0	
Needham Robinson, late Constable, Sydney Police		29 13 1	
Bryan Naughton, do. do.		12 10 0	
Edward Wilson, do. Penrith Police		14 18 3	
Thomas Hinton, late Porter, Customs		28 4 0	
Thomas Henry Blackburn Venour, late Shipping Master		116 1 2	
Frederick Garling, late Landing Surveyor, Customs		57 8 4	
David Nash, late Warehousekeeper, Customs		40 12 6	
John Bramwell, late Landing Waiter, do.		25 3 0	
J. G. N. Gibbes, late Collector of Customs		114 11 8	
John Moore Dillon, late Criminal Crown Solicitor		216 13 4	
William Flinn, late Turnkey, Bathurst Gaol		47 9 0	
Charles Ormsby, late Superintendent of Penal Establishment at Cockatoo Island		72 4 9	
A. W. Rolleston, late Landing Waiter, Customs		61 6 2	
King Barton, late Clerk to the Governor General's Private Secretary		94 10 0	
Thomas Reilly, late Serjeant to Governor General's Orderlies		32 13 4	
William Wedge Darke, late Assistant Surveyor		153 0 11	
James Bean, late Messenger, Survey Department... ..		29 7 3	
Christopher M'Donald, late Turnkey, Maitland Gaol		34 4 10	
Felix Short, late Storehouseman, Colonial Stores... ..		39 1 0	
Samuel Raymond, late Prothonotary of Supreme Court, and Curator of Intestate Estates		198 12 6	
Thomas Easton, late Foreman of Works, Cockatoo Island		92 4 7	
James Riley, late Sheriff's Bailiff at Goulburn		43 9 0	
Mrs. Margaret Forster, late Matron, Goulburn Gaol		13 0 11	
			3,500 0 0
Provided by the Schedule ... ..	£	... ..	10,500 0 0

SUPPLEMENT TO SCHEDULE B.

Mrs. Margaret Forster, late Matron, Goulburn Gaol		1 11 7	
Thomas M. Wright, late Clerk of Petty Sessions at Tenterfield		59 3 0	
David Moores, late Foreman, Colonial Stores		48 12 2	
John Hayes, late Storehouseman, do.		44 8 0	
J. L. Horsey, late Clerk in Convict Branch of the Inspector General's Office		55 1 2	
Hannah Pope, formerly Housekeeper in the Colonial Secretary's Office... ..		22 17 6	
			231 13 5
Lady Forbes, Widow of the late Sir Francis Forbes, Chief Justice		200 0 0	
Lady Dowling, Widow of the late Sir James Dowling, Chief Justice		200 0 0	
Lady Mitchell, Widow of the late Sir Thomas Mitchell, Surveyor General		200 0 0	
Mrs. Anne Kinchela, Widow of the late Mr. Justice Kinchela		100 0 0	
Mrs. Anne Petric, Daughter of the late Captain Flinders, R.N.... ..		100 0 0	
Edward Robert Stack, late Master of the Benevolent Asylum, Sydney		133 6 8	
William Bland, in consideration of services rendered to the Public		300 0 0	
Mrs. Catherine Lovett, Widow of J. Lovett, late Pilot, Newcastle		100 0 0	
Mrs. Eliza Milford, Widow of the late Mr. Justice Milford		200 0 0	
Mrs. Maria Bate Wise, Widow of the late Mr. Justice Wise		200 0 0	
Mrs. Margaret Edwards, Widow of the late Pilot Edwards		50 0 0	
Mrs. Julia Robinson, Widow of the late Pilot Robinson... ..		150 0 0	
Mrs. Jane Reader, Widow of the late Pilot Reader		75 0 0	
			2,008 6 8
TO BE VOTED ... ..	£	... ..	2,240 0 1
TOTAL ... ..	£	... ..	12,740 0 1

SCHEDULE C.

Public Worship—			
Church of England		12,932 2 6	
Presbyterian Church		2,852 0 0	
Wesleyan Methodist Church		1,572 10 6	
Roman Catholic Church		7,300 0 0	
			24,656 13 0

II.

Executive and Legislative.

SUMMARY.

	Voted for 1867.	Required for 1868.
His Excellency the Governor	1,452	1,455
Executive Council	720	720
Legislative Council	5,823	6,235
Legislative Assembly	8,153	8,153
Legislative Council and Assembly	1,056	1,267
Parliamentary Library	1,711	1,711
TOTAL... ..	£ 18,915	19,541

*The Treasury, New South Wales,
7th September, 1867.*

GEOFFREY EAGAR,
Treasurer.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
No. II.—EXECUTIVE AND LEGISLATIVE.					
His Excellency the Governor.					
PRIVATE SECRETARY.					
1	1	Private Secretary. (Provided in Schedule.)	£	£	
1	1	Clerk to Private Secretary	315	315	
1	1	Messenger	100	100	
AIDE-DE-CAMP.					
1	1	Aide-de-Camp, at 9s. 6d. per diem	173	174	
Mounted Orderlies :—					
1	1	Serjeant, at 3s. 8½d. per diem	68	68	
1	1	Corporal, at 2s. 8½d. „	50	50	
3	3	Troopers, at 1s. 8½d. „	94	94	
		Good Conduct Pay	17	19	
			817		820
		Provisions for the Orderlies	74	74	
		Forage for seven Horses, and Incidental Expenses ...	511	511	
		Remount Horses	50	50	
			635		635
9	9	TOTAL	£	1,452	1,455
Executive Council.					
1	1	Clerk of the Executive Council	500	500	
1	1	Messenger	92	92	
1	1	<i>a</i> Office-keeper	18	18	
			610		610
		Clerical Assistance	100	100	
		Incidental Expenses	10	10	
			110		110
3	3	TOTAL	£	720	720
Legislative Council.					
1	1	President... ..	1,200	1,200	
1	1	Chairman of Committees	500	500	
1	1	Clerk of the Parliaments	700	800	
1	1	Clerk Assistant	500	600	
1	1	Usher of the Black Rod	400	400	
1	1	Short-hand Writer	500	550	
1	1	First Clerk	400	400	
1	1	Second Clerk	300	350	
1	1	Third Clerk	250	250	
1	1	Copying Clerk	175	250	
1	1	Chief Messenger	150	150	
1	1	Door-keeper	120	120	
2	4	Assistant Messengers, at £110	220	440	
			5,415		6,010
		Extra Messengers, at £137 (8 months)	183	.....
		Sperm Candles	20	20	
		Gas Light	30	30	
		Incidental Expenses	75	75	
		Expenses of Witnesses summoned before Select Committees	100	100	
			408		225
14	16	TOTAL	£	5,823	6,235

a Office-keeper to Chief Secretary's Department; Salary, 3s. 4d. per diem.

ESTIMATES OF EXPENDITURE—1868.

11

No. of Persons.				No. II.—EXECUTIVE AND LEGISLATIVE.			
1867	1868			SALARIES AND CONTINGENCIES.			
				Amount Voted for 1867.		Amount Required for 1868.	
				£		£	
Legislative Assembly.							
1	1	Speaker	...	1,200		1,200	
1	1	Chairman of Committees	...	500		500	
1	1	Clerk of Assembly	...	800		800	
1	1	Clerk Assistant	...	600		600	
1	1	Second Clerk Assistant	...	400		400	
1	1	Sergcant-at-Arms	...	400		400	
1	1	Short-hand Writer	...	550		550	
1	1	Clerk of Records...	...	400		400	
1	1	Do. Select Committees	...	350		350	
1	1	Do. Printing Branch	...	300		300	
1	1	Copying Clerk	...	250		250	
1	1	Clerk in charge of Printed Papers	...	250		250	
1	1	Principal Messenger	...	150		150	
1	1	Do. Doorkeeper	...	120		120	
2	2	Assistant Messengers, at £110	...	220		220	
					6,490		6,490
		Sessional Short-hand Writers	...	300		300	
		Extra Copying Clerks, at £175 (10 months)	...	292		292	
		Extra Messengers, at £137 (do.)	...	571		571	
		Gas Light	...	300		300	
		Expenses of Witnesses summoned before Select Committees	...	100		100	
		Incidental Expenses	...	100		100	
					1,663		1,663
16	16	TOTAL	...	£	8,153	.....	8,153
Legislative Council and Assembly.							
1	1	Steward and Housekeeper	...	225		225	
1	1	Assistant Housekeeper	...	64		64	
1	1	Watchman	...	110		110	
1	1	House Servant	...	110		110	
1	1	Stable Man	...	110		110	
1	2	Female Servants	...	54		108	
...	1	Cook	...	.....		110	
...	3	Waiters, at £110 each	...	.....		330	
					673		1,167
		Servants for the Refreshment Room	...	283		.....
		Sperm Candles	...	30		30	
		Gas for Two Lamps over Entrance Gates	...	20		20	
		Incidental Expenses	...	50		50	
					383		100
6	11	TOTAL	...	£	1,056	.....	1,267
Parliamentary Library.							
1	1	Librarian	...	400		400	
1	1	Assistant Librarian	...	300		300	
1	1	Second Assistant Librarian	...	200		200	
1	1	Messenger	...	110		110	
					1,010		1,010
		Books and Periodicals	...	450		450	
		Periodicals, Newspapers, &c., for Council Reading-room...	...	100		100	
		Do. do. for Assembly Reading-room	...	100		100	
		Insurance of Books	...	26		26	
		Incidental Expenses	...	25		25	
					701		701
4	4	TOTAL	...	£	1,711	.....	1,711

III.

Chief Secretary.

SUMMARY.

	Voted for 1867.	Required for 1868.
Chief Secretary	3,930	4,349
Volunteers	5,544	7,131
Naval Brigade	3,500	4,335
Police	138,996	140,621
Gold and Escort	7,700	7,200
Gold Receivers	270	285
Gaols and Penal Establishment	61,965	68,462
Lunatic Asylums... ..	23,987	25,004
Medical Board	44	44
Vaccine Institution	2,160	2,175
Auditor General	4,507	4,507
Registrar General	12,470	13,145
Colonial Agent	1,300	1,300
Observatory	1,600	1,650
Museum	500	500
Public Instruction under Act 30 Victoria, No. 22.	90,000	90,000
Grants in aid of Public Institutions	3,175	4,350
Industrial Schools ... ..	.....	9,045
Reformatories and Industrial Schools	10,000	.....
Charitable Institutions—Inspector of Public Charities ... ..	.....	500
Protestant Orphan School	3,572	3,572
Roman Catholic Orphan School... ..	3,541	3,951
Asylums for the Infirm and Destitute	12,727	12,925
Workhouse under Act 30 Victoria, No. 6 ... ..	.....	1,500
Charitable Allowances	27,349	36,049
Immigration	1,586	.....
Miscellaneous Services	14,480	16,294
	434,903	458,894
	TO BE RAISED BY LOAN.	
Immigration ... ..	.....	70,000
	434,903	528,894

The Treasury, New South Wales,
7th September, 1867.

GEOFFREY EAGAR,
Treasurer.

ESTIMATES OF EXPENDITURE—1868.

No. of Persons.		No. III.—CHIEF SECRETARY.						SALARIES AND CONTINGENCIES.				
1867	1868	Chief Secretary.						Amount Voted for 1867.		Amount Required for 1868.		
1	1	Chief Secretary. (Provided in Schedule.)						£		£		
1	1	Under Secretary ...	...	...	...	...	800		800		
1	1	Chief Clerk ...	...	...	...	...	500		500		
3	3	Clerks, at £400 ...	...	...	...	...	1,200		1,200		
1	1	Record Clerk ...	...	...	...	...	300		300		
1	1	Clerk ...	...	...	...	...	250		250		
...	1	Do. ...	...	...	...	...	.....		250		
1	1	Do. ...	...	...	...	...	225		225		
1	1	Do. ...	...	...	...	...	200		200		
...	1	Junior Clerk ...	...	...	...	...	.....		150		
1	1	Messenger ...	...	...	...	...	123		123		
1	1	<i>a</i> Do. ...	...	...	...	...	104		123		
1	1	<i>b</i> Office-keeper, at 3s. 4d. per diem ...	...	...	...	...	61		61		
1	1	Watchman, at 5s. per diem ...	...	...	...	...	92		92		
								3,855		4,274		
		Incidental Expenses ...	...	...	...	...	.....	75	75		75
14	16	TOTAL ...	...	...	...	...	£ .....	3,930		4,349	

a Provided with Quarters.*b* Provided with Quarters, Fuel, and Light.

No. III.—CHIEF SECRETARY.

No. of Persons.			SALARIES AND CONTINGENCIES.	
1867	1868		Amount Voted for 1867.	Amount Required for 1868.
		Volunteers.		
		SALARIES.		
		<i>Staff.</i>	£	£
1	1	Commandant of all Volunteers	400	400
1	1	Assistant Inspector, Artillery, at 5s. per diem	92	92
1	1	Brigade Adjutant, Pay-master, and Quarter-master, at 15s. per diem	274	275
1	1	Clerk, at 8s. per diem	146	147
		<i>Artillery.</i>	912	914
1	1	Sergeant for Drill Instructors, at 2s. 6d. per diem	92	46
6	3	Drill Instructors, at 1s. 6d. per diem	165	83
		<i>Rifles.</i>	257	129
1	1	Sergeant-Major, at 10s. per diem... ..	183	183
1	1	Quarter-master Sergeant, at 8s. per diem	146	147
3	4	Sergeants, at 7s. per diem	384	516
1	1	Bugler and Office-keeper, at 7s. per diem	128	129
1	1	Armourer, at 7s. per diem	128	129
1	1	Marker for Rifle Range, at 5s. per diem	92	92
...	1	Musketry Instructor, at 7s. per diem ... ..	.....	129
			1,061	1,325
		CONTINGENCIES.		
		<i>Staff.</i>	2,230	2,368
		Compensation in lieu of Uniform for Staff ... ..	.....	40
		Forage Allowance for Assistant Inspector, at 3s. 6d. per diem... ..	64	.....
		Forage Allowance for Commanding Officer, Assistant Inspector, and Brigade Adjutant, at 3s. 6d. per diem, ... ..	.....	193
		Travelling Expenses	100	100
		<i>Artillery.</i>		
		Capitation Allowance for 560 effective Members, at 40s. each	320	1,120
		Additional Allowance for five new Batteries to complete the first issue of Uniforms, 400 men at 13s. each	260	.....
		Hire of Horses for Guns... ..	100	100
		<i>Rifles.</i>		
		Capitation Allowance for 1,200 effective Members, at 30s. each	1,800	1,800
		<i>Miscellaneous.</i>		
		Contribution to Band, on condition of one-third more being raised by private Subscriptions	200	200
		Rifle Association, for Prizes, on condition of an equal amount being raised by private Subscriptions	200	200
		Armoury Repairs and Material, Freight and Cartage of Ammunition, and Incidental Expenses	200	300
		Marksmen's Badges	70	75
		Allowance for periodically collecting, cleaning, and repairing Arms of Country Corps ... ..	.....	35
		Probable cost of an Encampment for the instruction of Volunteers in their Field duties at Easter ... ..	.....	600
			3,314	4,763
19	18	TOTAL	5,544	7,131
		Naval Brigade.		
1	1	Captain Commanding	50	50
1	1	Clerk and Accountant	50	50
1	1	Gunnery Instructor, Sydney	170	170
1	1	Do. Newcastle	36	36
5	5	Lieutenants, at 4s. per diem	365	366
5	5	Sub-Lieutenants, at 2s. per diem	183	183
10	10	Warrant Officers, at £18 each	180	180
200	200	A.B.'s., at £12 each	2,400	2,400
			3,434	3,435
		Incidental Expenses	66	100
		210 Suits of Uniforms for A.B.'s. and Warrant Officers of the Brigade ... ..	.....	800
			66	900
224	224	TOTAL	3,500	4,335

No. of Persons.		No. III.—CHIEF SECRETARY.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
						£		£	
Police.									
GENERAL ESTABLISHMENT.									
1	1	Inspector General	...	...	...	800		800	
1	1	Secretary and Superintendent	...	...	...	500		500	
1	1	Clerk	...	...	...	300		300	
1	1	Do.	...	...	...	200		200	
1	1	Do.	...	...	...	175		175	
1	1	Do.	...	...	...	175		175	
1	1	Do.	...	...	...	125		125	
1	1	Office-keeper	...	...	...	25		25	
8	8						2,300		2,300
CONSTABULARY.									
1	1	Superintendent	...	...	...	500		500	
3	3	Superintendents, at £450	...	...	...	1,350		1,350	
1	1	Superintendent	...	...	...	400		400	
5	5	Inspectors, at £300	...	...	...	1,500		1,500	
14	15	Sub-Inspectors, at £200	...	...	...	2,800		3,000	
43	43	Sergeants, 1st Class, at 9s. 6d.	...	...	...	
55	55	Do. 2nd Class, at 8s. 3d.	...	...	...	
150	150	Senior Constables, at 6s. 9d.	...	...	...	
563	563	Ordinary do. at 6s.	...	...	...	98,237		98,505	
20	20	Supernumerary Constables, at 4s.	...	...	...	
20	20	Trackers, at 2s. 6d.	...	...	...	
875	876						104,787		105,255
DETECTIVES.									
1	1	Clerk	...	...	...	225		225	
5	5	Detectives, 1st Class, at 10s.	...	...	...	
5	5	Do. 2nd Class, at 9s.	...	...	...	
5	5	Do. 3rd Class, at 8s.	...	...	...	2,464		2,471	
							2,689		2,696
16	16								
1	1	Police Surgeon †	...	...	...	.....	200	.....	200
							109,976		110,451
CONTINGENCIES.									
		Allowance to Members of the Police Force, when absent from their Quarters on duty	...	...	...	2,750		2,750	
		Provisions for Prisoners in Lock-ups	...	...	...	1,500		1,500	
		Fuel, Light, and Water, to Lock-ups and Barracks	...	...	...	1,900		1,900	
		Rent of Premises for Police purposes	...	...	...	2,500		2,500	
		Forage	...	...	...	12,500		12,500	
		Remount Horses	...	...	...	1,000		2,000	
		Shoing, Veterinary Attendance, and Medicine	...	...	...	1,500		1,500	
		Medical Attendance	...	...	...	720		720	
		Conveyance of Prisoners and Police	...	...	...	3,000		3,000	
		Fencing Paddocks	...	...	...	350		500	
		Incidental Expenses—Repairs to Arms, Saddlery, and Carts, and for destroying Dogs	...	...	...	1,300		1,300	
							29,020		30,170
900	901	TOTAL	...	...	...	£ .....	138,996	.....	140,621

† Also Vaccinator, Sydney—Salary, £240 per annum.

No. of Persons.		No. III.—CHIEF SECRETARY.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Gold and Escort.					
		Freight and Conveyance of Gold and Escorts	7,200	*6,700	
		To meet Unforeseen Expenses, in cases of emergency connected with Gold Fields and Escort	500	500	
			7,700		7,200
Gold Receivers.					
26	27	Receivers at Goulburn, Orange, Mudgee, Grafton, Gundagai, Tamworth, Cooma, Fairfield, Yass, Forbes, Tunut, Kiandra, Armidale, Scone, Moruya, Adelong, Tumberumba, Young, Sofala, Hargraves, Tambaroora, Stoney Creek, Uralla, and Nundle, at £10 each, and at Bathurst, Braidwood and Grenfell, at £15 each ... ..	.....	270	..... 285
26	27				
Gaols and Penal Establishment.					
SYDNEY GAOL.					
1	1	Principal Gaoler	350	350	
1	1	Visiting Surgeon... ..	270	270	
1	1	Clerk	230	230	
1	1	Do.	120	120	
1	1	Schoolmaster	200	200	
1	1	Chief Warder	200	200	
1	1	Senior Warder, at 7s. 6d.	137	138	
6	6	Warders, at 7s.	767	769	
12	12	Do. at 6s. 9d.	1,478	1,483	
24	28	Do. at 6s. 6d.	2,847	3,331	
1	1	Overseer	200	200	
3	3	Overseers, at 10s.	548	549	
1	1	Messenger, at 6s. 6d.	119	119	
1	1	Matron	100	100	
6	6	Female Warders, at £46... ..	276	276	
1	1	a Chaplain, Church of England	120	120	
1	1	Do. Roman Catholic	120	120	
1	1	Do. Presbyterian	50	50	
			8,132	8,625	
		Provisions, Medical Comforts, Medicines, Surgical Instruments, and Incidental Expenses	3,210	4,450	
64	68		11,342	13,075	
64	68	Carried forward	£	11,342	..... 13,075

* This Expenditure will be reimbursed by the Gold Escort Charges.
 a Also Chaplain to the Penal Establishment, Cockatoo Island; proposed salary for 1867, £100 per annum

No. of Persons.		No. III.—CHIEF SECRETARY.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
64	68	£		£	
		Gaols and Penal Establishment—continued.			
		Brought forward			
		.....	11,342	.....	13,075
		PARRAMATTA GAOL.			
1	1	Visiting Justice	100	100	
1	1	Gaoler	250	250	
1	1	Matron	20	20	
1	1	Visiting Surgeon ..	100	100	
1	1	Schoolmaster and Clerk	200	200	
...	1	Assistant Clerk ... ..	.....	100	
1	1	Dispenser... ..	100	100	
1	1	Chief Warder	146	146	
1	1	Senior Warder, at 7s.	128	128	
25	31	Warders, at 6s. 6d.	2,966	3,688	
3	3	Trade Overseers, at 10s.	548	549	
1	1	Chaplain, Church of England	40	40	
1	1	Do. Roman Catholic	40	40	
1	1	Messenger, at 5s.... ..	92	92	
1	1	Carter, at 6s.	110	110	
		4,840		5,663	
		Provisions, Medical Comforts, and Medicines, Fuel, Light, Water, and Incidental Expenses			
		2,520		2,400	
40	47		7,360		8,063
		BATHURST GAOL.			
1	1	Gaoler	175	175	
1	1	Matron	42	42	
1	1	Visiting Surgeon... ..	70	70	
1	1	Clerk and Schoolmaster	128	128	
1	1	Chief Warder, at 7s. 6d.... ..	137	138	
9	9	Warders, at 6s. 6d.	1,068	1,071	
1	1	Female Warder	46	46	
1	1	Chaplain, Church of England	25	25	
1	1	Do. Roman Catholic	25	25	
		1,716		1,720	
		Provisions, Fuel, Light, Water, Medical Comforts, Medicines, and Incidental Expenses			
		1,418		2,000	
		82		82	
		1,500		2,082	
17	17		3,216		3,802
		MAITLAND GAOL.			
1	1	Gaoler	175	175	
1	1	Matron	42	42	
1	1	Visiting Surgeon... ..	70	70	
1	1	Clerk and Schoolmaster	140	140	
1	1	Chief Warder, at 7s. 6d.... ..	137	138	
...	1	Senior Warder, at 6s. 9d. ... ..	.....	124	
10	14	Warders, at 6s. 6d.	1,187	1,666	
1	1	Female Warder	46	46	
1	1	Chaplain, Church of England	30	30	
1	1	Do. Roman Catholic	30	30	
		1,857		2,461	
		Provisions, Fuel, Light, Water, Medical Comforts, Medicines, and Incidental Expenses			
		1,430		2,400	
18	23		3,287		4,861
139	155	Carried forward ... .. £	.....	25,205	29,801

No. of Persons.		SALARIES AND CONTINGENCIES.	
1867	1868	Amount Voted for 1867.	Amount Required for 1868.
No. III.—CHIEF SECRETARY.			
Gaols and Penal Establishment—continued.			
139	155	.....	25,205
GOULBURN GAOL.			
1	1	Gaoler	175
1	1	Matron	42
1	1	Visiting Surgeon... ..	70
1	1	Clerk and Schoolmaster	128
1	1	Chief Warder, at 7s. 6d.	137
10	10	Warders, at 6s. 6d.	1,187
1	1	Female Warder	46
1	1	Chaplain, Church of England	30
1	1	Do. Roman Catholic	30
		1,845	1,849
		Provisions, Fuel, Light, Medical Comforts, Medicines, and Incidental Expenses	1,174
		Allowance to Chief Warder, in lieu of Quarters, of 10s. per week	26
18	18	1,200	1,156
		3,045	3,005
BERRIMA GAOL.			
1	1	Visiting Justice	75
1	1	Gaoler	200
1	1	Matron	42
1	1	Visiting Surgeon and Dispenser... ..	200
1	1	Clerk and Schoolmaster	150
1	1	Chief Warder, at 7s. 6d.	137
1	1	Senior Warder, at 6s. 9d.	124
15	17	Warders, at 6s. 6d.	1,780
1	1	Chaplain, Church of England	100
1	1	Do. Roman Catholic	75
		2,883	3,127
		Provisions, Fuel, Light, Water, Medical Comforts, Medicines, Incidental Expenses, and Surgical Instruments	1,200
24	26	4,083	1,250
		4,083	4,377
ALBURY GAOL.			
1	1	Gaoler	140
1	1	Matron	20
4	4	Warders, at 6s. 6d.	475
1	1	Visiting Surgeon... ..	40
		675	676
		Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses	610
7	7	1,285	510
188	206	33,618	1,186
		33,618	38,369

No. of Persons.		No. III.—CHIEF SECRETARY.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
						£		£	
Gaols and Penal Establishment—continued.									
188	206	Brought forward ... ..				.....	33,618	.....	38,369
BRAIDWOOD GAOL.									
1	1	Visiting Justice				50		50	
1	1	Gaoler				140		140	
1	1	Matron				20		20	
1	1	Visiting Surgeon... ..				50		50	
4	5	Warders, at 6s. 6d.				475		595	
						735		855	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						450		450	
							1,185		1,305
8	9								
MUDGE GAOL.									
1	1	Gaoler				140		140	
1	1	Visiting Surgeon				50		50	
1	1	Matron				20		20	
4	4	Warders, at 6s. 6d.				475		476	
						685		686	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						400		450	
							1,085		1,136
7	7								
GRAFTON GAOL.									
1	1	Gaoler				120		120	
1	1	Matron				20		20	
2	2	Warders, at 6s. 6d.				238		238	
						378		378	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						124		150	
							502		528
4	4								
WOLLONGONG GAOL.									
1	1	Visiting Justice				50		50	
1	1	Visiting Surgeon... ..				40		40	
1	1	Gaoler				140		140	
1	1	Matron				20		20	
4	4	Warders, at 6s. 6d.				475		476	
						725		726	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						600		610	
							1,325		1,336
8	8								
215	234	Carried forward				£	37,715	.....	42,674

ESTIMATES OF EXPENDITURE—1868.

21

No. of Persons.		No. III.—CHIEF SECRETARY.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
						£		£	
Gaols and Penal Establishment—continued.									
215	234	Brought forward ... ..				.....	37,715	.....	42,674
ARMIDALE GAOL.									
1	1	Visiting Surgeon...	...	...	...	40		40	
1	1	Gaoler ... ..	...	...	...	140		140	
1	1	Matron ... ..	...	...	...	20		20	
4	4	Warders, at 6s. 6d.	...	...	...	475		476	
						675		676	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						290		300	
7	7						965		976
WAGGA WAGGA GAOL.									
1	1	Visiting Surgeon...	...	...	...	40		40	
1	1	Gaoler ... ..	...	...	...	140		140	
1	1	Matron ... ..	...	...	...	20		20	
4	4	Warders, at 6s. 6d.	...	...	...	475		476	
						675		676	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						450		540	
7	7						1,125		1,216
YASS GAOL.									
1	1	Visiting Justice ...	...	...	...	50		50	
1	1	Surgeon ... ..	...	...	...	50		50	
1	1	Gaoler ... ..	...	...	...	140		140	
1	1	Matron ... ..	...	...	...	20		20	
4	4	Warders, at 6s. 6d.	...	...	...	475		476	
						735		736	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						650		650	
8	8						1,385		1,386
DENILQUIN GAOL.									
1	1	Visiting Surgeon...	...	...	...	50		50	
1	1	Gaoler ... ..	...	...	...	140		140	
1	1	Matron ... ..	...	...	...	20		20	
4	4	Warders, at 6s. 6d.	...	...	...	475		476	
						685		686	
Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						800		800	
7	7						1,485		1,486
244	263	Carried forward				£	42,675	.....	47,738

No. of Persons.		No. III.—CHIEF SECRETARY.						SALARIES AND CONTINGENCIES.			
1867	1868							Amount Voted for 1867.		Amount Required for 1868.	
								£		£	
		Gaols and Penal Establishment—continued.									
244	263	Brought forward	42,675	47,738
		PORT MACQUARIE GAOL.									
1	1	Visiting Surgeon...	...	...	...	...	150		150	
1	1	Gaoler ... ..	...	...	...	...	175		175	
1	1	Matron .. ...	...	...	...	...	20		20	
1	1	Clerk and Schoolmaster ...	...	...	...	...	128		128	
1	1	Chief Warder, at 7s. 6d....	...	...	...	...	137		138	
10	10	Warders, at 6s. 6d. ...	...	...	...	...	1,187		1,190	
1	1	Chaplain, Church of England ...	...	...	...	...	30		50	
1	1	Do. Roman Catholic ... ..	...	...	...	...	30		50	
							1,857		1,901		
17	17	Provisions, Medical Comforts, Medicines, Fuel, Light, Water, and Incidental Expenses						1,750	3,607	1,550	3,451
		WINDSOR GAOL.									
1	1	Matron ... ..	...	...	...	...	20		20	
1	1	Warder, at 6s. 6d. ... ..	...	...	...	...	119	139	119	139
2	2										
		EDEN GAOL.									
1	1	Matron ... ..	...	...	...	...	20		20	
1	1	Warder, at 6s. 6d. ... ..	...	...	...	...	119	139	119	139
2	2										
		GUNDAGAI GAOL.									
1	1	Warder, at 6s. 6d. ... ..	...	...	...	...	.....	119	.....	119
		TAMWORTH GAOL.									
1	1	Warder, at 6s. 6d. ... ..	...	...	...	...	.....	119	.....	119
		ORANGE GAOL.									
...	1	Matron ... ..	...	...	...	...	.....		10	
1	1	Warder, at 6s. 6d. ... ..	...	...	...	...	119	119	119	129
1	2										
		TENTERFIELD GAOL.									
1	1	Matron ... ..	...	...	...	...	20		20	
...	1	Warder, at 6s. 6d. ... ..	...	...	...	...	.....	20	119	139
1	2										
		WELLINGTON GAOL.									
...	1	Warder, at 6s. 6d. ... ..	...	...	...	...	.....	.....	.....	119
		COOMA GAOL.									
1	1	Warder, at 6s. 6d. ... ..	...	...	...	...	.....	119	.....	119
		QUEANBEYAN GAOL.									
...	1	Warder, at 6s. 6d. ... ..	...	...	...	...	.....	.....	.....	119
270	293	Carried forward						£	47,056	52,330

ESTIMATES OF EXPENDITURE—1868.

23

No. of Persons.		No. III.—CHIEF SECRETARY.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
		Gaols and Penal Establishment—continued.			
270	293	Brought forward			
		£	47,056	£	52,330
20	20	GAOLS, COUNTRY DISTRICTS.			
		9 Gaolers at £20, and 11 at £10 each per annum ...			
		290		290	
		Provisions and Medical Attendance for Prisoners confined in Lock-ups proclaimed as Gaols ...			
		1,500		1,700	
			1,790		1,990
		GAOLS GENERALLY.			
1	1	Extra Warders, at 6s. 6d. per diem			
		1,000		1,000	
2	2	Trades Overseer (for Sydney Gaol)			
		200		200	
4	4	Trades Overseers (for Parramatta and Berrima Gaols), at £150			
		300		300	
4	4	Trades Foremen, at 7s. 6d. per diem			
		548		549	
		2,048		2,049	
		Books for the use of Prisoners, and materials for binding and repairing			
		50		70	
		For conveyance of Prisoners, while under escort by Police, to Gaols other than the place of sentence			
		400		800	
		For conveyance of Prisoners, being lunatics, infirm persons, or paupers, under escort other than Police			
		100			
		For gratuities to Prisoners on their discharge from Gaols			
		700		800	
		For purchase of materials for, and incidental expenses connected with, employment of Prisoners in Gaols..			
		1,000		3,000	
		Unforeseen expenses, including travelling expenses and sustenance allowance to Gaol Officers			
		.....		100	
7	7	2,250		4,770	
			4,298		6,819
		PENAL ESTABLISHMENT, COCKATOO ISLAND. ^a			
1	1	Superintendent. (Duty performed by Engineer-in-Chief.)			
1	1	Clerk, and Clerk of Petty Sessions *			
		200		200	
1	1	Principal Warder			
		180		180	
1	1	Visiting Surgeon... ..			
		130		130	
1	1	Dispenser			
		150		150	
1	1	Schoolmaster			
		150		150	
1	1	Second Warder, at 8s.			
		146		147	
1	1	Third Warder, at 7s. 6d.			
		137		138	
3	3	Warders, at 7s.			
		384		385	
35	18	Police Force—1 Senior Serjeant, at 9s. 6d.; 2 Senior Constables, at 6s. 9d.; and 15 Constables, at 6s. per diem			
		4,006		2,068	
1	1	^b Chaplain, Church of England			
		100		100	
1	1	Do. Roman Catholic			
		100		100	
		5,683		3,748	
		Allowance to Military Officer			
		.....		92	
		Provisions, Medical Comforts, Medicines, Surgical Instruments, and Incidental Expenses			
		2,673		2,893	
		Uniforms for Officers and Warders			
		35		60	
		Burial of Prisoners			
		10		10	
		Gratuities to Prisoners, for Extra Labour			
		120		120	
		Gratuities to Prisoners on their discharge			
		100		100	
		Conveyance of Guard, &c.			
		.....		100	
48	31	2,938		3,375	
			8,621		7,123
1	1	VISITING JUSTICE at Sydney Gaol, and Penal Establishment, Cockatoo Island			
		200		200	
			200		200
346	352	TOTAL			
		£	61,965	£	68,462

^a The Officers who reside on the Island are allowed Provisions, Fuel, and Light.^b Chaplain also to the Sydney Gaol; Salary, £120 per annum.

No. of Persons.		No. III.—CHIEF SECRETARY.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
						£		£	
Lunatic Asylums.									
TARBAN.									
1	1	Superintendent	...	...	...	650		650	
1	1	Assistant Medical Officer	...	...	...	250		250	
1	1	Clerk	...	...	...	130		130	
1	1	Dispenser	...	...	...	100		100	
1	1	Storekeeper	...	...	...	100		100	
1	1	Matron	...	...	...	100		100	
1	1	Master Attendant	...	...	...	90		90	
5	5	Senior Male Attendants, at £72	...	...	...	360		360	
19	19	Junior do. at £66	...	...	...	1,254		1,254	
4	4	Senior Female Attendants, at £50	...	...	...	200		200	
12	12	Junior do. at £46	...	...	...	552		552	
8	8	Servants—one at £77; one at £66; one at £60; three at £50; and two at £45	...	...	...	443		443	
						4,229		4,229	
		Allowance in lieu of Provisions, Fuel, and Light, to the Superintendent and Clerk, at £45 each	...	...	...	90		90	
		Allowance to Assistant Medical Officer, in lieu of Provisions, Fuel, and Light	...	...	...	45		45	
		Provisions and Medical Comforts	...	...	...	7,000		7,350	
		Medicines and Surgical Instruments	...	...	...	100		100	
		Forage for two Horses	...	...	...	110		110	
		Books and Periodicals	...	...	...	50		50	
		To provide Amusement to Inmates	...	...	...	50		50	
		House Rent for the Clerk	...	...	...	35		35	
		Incidental Expenses	...	...	...	55		55	
55	55					7,535	11,764	7,885	12,114
PARRAMATTA.									
1	1	Superintendent	...	...	...	500		500	
1	1	Clerk and Storekeeper	...	...	...	220		220	
1	1	Medical Visitor	...	...	...	150		150	
1	1	Matron	...	...	...	100		100	
1	1	Dispenser	...	...	...	120		120	
1	1	Master Attendant	...	...	...	150		150	
26	28	Male Attendants—one at £75; six at £72; and twenty-one at £66 each	...	...	...	1,765		1,893	
16	16	Female Attendants—three at £50; and thirteen at £40 each	...	...	...	670		670	
17	18	Servants—two at £80; two at £50; one at £40 per annum; and thirteen at 9d. each per diem	...	...	...	455		479	
1	1	Farm Overseer	...	...	...	66		66	
1	1	Gardener	...	...	...	52		52	
1	1	Nurse to Idiotic Children	...	...	...	15		15	
						4,263		4,415	
		Provisions, Medical Comforts, Medicines, Surgical Instruments, Fuel and Light, and Incidental Expenses	...	...	...	7,125		7,125	
		Forage for two Horses	...	...	...	70		70	
		Books, Periodicals, and Newspapers	...	...	...	100		100	
		To provide Amusement to Inmates	...	...	...	50		100	
		For the purchase of a horse	...	...	...	.....		25	
		Compensation to Attendants for loss of Clothing sustained by them in the performance of their duty through the violence of Patients	...	...	...	.....		114	
		Incidental Expenses	...	...	...	15		15	
						7,360		7,549	
68	71						11,623		11,964
123	126	Carried forward	...	...	£	.....	23,387	.....	24,078

NOTE.—The Officers residing in the Establishments are provided with Provisions, Fuel, and Light.

No. III.—CHIEF SECRETARY.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1867	1868	Lunatic Asylums—continued.		Amount Voted for 1867.	Amount Required for 1868.
123	126			£	£
		Brought forward		23,387	24,078
		LUNATIC RECEIVING HOUSE, DARLINGHURST.			
...	1	Master Attendant		100	
...	1	Matron		60	
...	1	Medical Visitor		50	
...	1	Attendant		66	
...	4				276
		Rations and Incidental Expenses		100	
					376
		BOARD OF VISITORS.			
		Allowances	500	300	
		Clerical assistance		50	
				500	350
		CHAPLAINS AT TARBAN.			
1	1	Church of England	50	50	
1	1	Roman Catholic	50	50	
				100	100
		CHAPLAINS AT PARRAMATTA.			
...	1	Church of England		50	
...	1	Roman Catholic		50	
2	4				100
125	134	TOTAL	£	23,987	25,004
		Medical Board.			
1	1	Clerk to Board		44	44
		Vaccine Institution.			
1	1	<i>a</i> Vaccinator, Sydney	240	240	
1	1	Office-keeper, Sydney	20	20	
				260	260
		Fees to Vaccinators, say for 15,000 children, at 2s. 6d. each	1,875	1,875	
		Incidental Expenses	25	40	
				1,900	1,915
2	2	TOTAL	£	2,160	2,175
		Auditor General.			
1	1	Auditor General. (Provided in Schedule.)			
1	1	Chief Clerk and Inspector of Accounts	550	550	
1	1	Inspector of Customs' and Revquue Accounts	450	450	
1	1	Corresponding Clerk	385	385	
1	1	Examiner of Expenditure Accounts	370	370	
2	2	Clerks, at £300	600	600	
1	1	Clerk	275	275	
2	2	Clerks, at £225	450	450	
2	2	Clerks	400	400	
1	1	Clerk	175	175	
1	1	Do.	150	150	
1	1	Do.	150	150	
1	1	Do.	90	90	
1	1	Probationary Clerk	50	50	
1	1	Messenger	102	102	
1	1	<i>b</i> House-keeper	50	50	
				4,247	4,247
		Incidental Expenses	10	10	
		Extra Clerical Assistance for Parliamentary and other Returns, as required	250	250	
				260	260
19	19	TOTAL	£	4,507	4,507

a Also Police Surgeon; Salary, £200 per annum.

b Provided with Quarters, Fuel, and Light.

No. of Persons.		No. III.—CHIEF SECRETARY.				SALARIES AND CONTINGENCIES.				
1867	1868					Amount Voted for 1867.		Amount Required for 1868.		
						£		£		
		Registrar General.								
1	1	Registrar General	...	...	...	.....	700	.....	700
		STATISTICAL BRANCH.								
1	1	Compiler of General Statistics	...	...	...	275		275	
1	1	Examiner and Compiler of Vital Statistics	...	...	...	250		250	
1	1	Clerk and Deputy Registrar	...	...	...	250		250	
1	1	Clerk	...	...	...	125		125	
1	1	Do.	...	...	...	125		125	
2	2	Clerks, at £100 each	...	...	...	200		200	
1	1	Messenger	...	...	...	100		100	
							1,325		1,325	
		REGISTRATION OF DEEDS BRANCH.								
1	1	Clerk	...	...	...	250		250	
1	1	Do.	...	...	...	225		225	
1	...	Do.	...	...	...	225		.....	
1	1	Do.	...	...	...	125		175	
...	1	Do.	...	...	...	.....		125	
1	1	Book Porter	...	...	...	120		120	
							945		895	
		LAND TITLES BRANCH.								
2	2	Examiners of Titles, at £1,000...	...	...	...	2,000		2,000	
1	1	Deputy Registrar General	...	...	...	600		600	
1	1	Principal Draftsman	...	...	...	500		500	
1	1	Assistant Draftsman	...	...	...	350		350	
2	2	Junior Assistant Draftsmen, at £100	...	...	...	200		200	
1	...	Junior Assistant Draftsman	...	...	...	75		.....	
1	1	Clerk	...	...	...	300		300	
1	1	Do.	...	...	...	250		250	
1	1	Do.	...	...	...	225		225	
1	1	Assistant Clerk	...	...	...	50		50	
1	1	Messenger	...	...	...	100		100	
							4,650		4,575	
1	1	Office-keeper	...	...	...	.....	50	.....	50
							7,670		7,545	
		Allowances to District Registrars				3,800		4,000		
		Cost of Binding				150		150		
		Preparing General Indexes of Births, Marriages, and Deaths				250		250		
		Incidental Expenses				500		600		
		Ditto Land Titles Branch				100		100		
		Provision for safe custody of Registers in Country Districts				.....		500	
							4,800		5,600	
28	27	TOTAL				£	12,470	13,145

No. of Persons.		No. III.—CHIEF SECRETARY.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
		Colonial Agent.			
1	1	Agent to represent the Colony, resident in London ...	1,000		1,000
		Office Rent, Clerical Assistance, Stationery and Incidental Expenses	300		300
				1,300	1,300
		Observatory.			
1	1	Astronomer	600		600
1	1	Assistant	300		300
1	1	Meteorological Assistant	50		100
1	1	Messenger and Carpenter	100		100
10	10	Meteorological Observers at Country Stations	120		120
				1,170	1,220
		Purchase of Books	30		30
		Expenses of Magnetical Survey	150		150
		Purchase of New Instruments	220		220
		Incidental Expenses	30		30
				430	430
14	14	TOTAL... ..	£	1,600	1,650
		Museum.			
1	1	Curator ... ..	.....	500	.....
					500
		Public Instruction, under Act 30 Vic. 22 ... ..	.....	90,000	.....
					90,000

No. III.—CHIEF SECRETARY.					
SALARIES AND CONTINGENCIES.					
Grants in aid of Public Institutions.					
Amount Voted for 1867.					
Amount Required for 1868.					
£					
£					
To supplement the present Annual Endowment of £1,000 to the Australian Museum	200		200		
In aid of the Sydney Mechanics' School of Arts	200		200		
In aid of Educational Institutions, in the proportion of £1 to every £2 raised by private contributions, viz. :—					
Albury School of Arts	100		100		
Armidale School of Arts	100		100		
Balmain School of Arts	100		100		
Balmain Working Men's Institute	100		100		
Bathurst School of Arts	100		100		
East Maitland School of Arts	100		100		
Grafton School of Arts	100		100		
Goulburn School of Arts	100		100		
Kiama School of Arts	100		100		
Mudgec School of Arts	100		100		
Morpeth School of Arts	100		100		
Orange Mechanics' Institute	200		200		
Parramatta School of Arts	100		100		
Raymond Terrace School of Arts	100		100		
Richmond School of Arts	100		100		
St. Leonards School of Arts	100		100		
Windsor School of Arts	100		100		
West Maitland School of Arts	100		100		
Wollongong School of Arts	100		100		
Yass Mechanics' Institute	50		50		
Camden School of Arts	50		50		
Bellambi and Bulli School of Arts	50		50		
Branxton Mechanics' Institute	50		50		
Braidwood Literary Institute	50		50		
Paterson School of Arts	50		50		
Stroud School of Arts	50		50		
Tamworth Mechanics' Institute	50		50		
Wagga Wagga Mechanics' Institute	25		25		
Waratah School of Arts					
In aid of the erection of buildings for Educational Institutions, on condition of equal amounts being raised by private contributions, viz. :—					
Singleton Mechanics' Institute	300		500		
Camden School of Arts	200		.....	
Inverell School of Arts	150		.....	
Orange Mechanics' Institute ... ..	.....		300		
Braidwood Literary Institute ... ..	.....		400		
Bega School of Arts ... ..	.....		175		
Terrara School of Arts ... ..	.....		150		
		3,175		4,350	

ESTIMATES OF EXPENDITURE—1868.

No. III.—CHIEF SECRETARY.

No. of Persons.						SALARIES AND CONTINGENCIES.			
1867	1868	Industrial Schools.				Amount Voted for 1867.		Amount Required for 1868.	
						£		£	
		NAUTICAL SCHOOL SHIP "VERNON."							
...	1	Commander and Superintendent	...	...	...	.....		200	
...	1	Chief Officer	...	...	...	.....		150	
...	1	Second Officer	...	...	...	.....		120	
...	1	Paymaster and Purser	...	...	...	.....		130	
...	1	Schoolmaster	...	...	...	.....		150	
...	1	Boatswain	...	...	...	.....		120	
...	1	Master-at-Arms	...	...	...	.....		110	
...	1	Carpenter's Mate...	...	...	...	.....		100	
...	1	Boatswain's Mate...	...	...	...	.....		100	
...	2	Ship's Corporals, at 6s. per diem	...	...	...	.....		220	
...	1	Steward	...	...	...	.....		72	
...	4	Quartermasters, at £72 per annum	...	...	...	.....		288	
...	1	Musician and Barber	...	...	...	.....		72	
...	1	Cook	...	...	...	.....		72	
						.....		1,904	
		Clothing for 200 Boys, at £6 each	...	...	...	.....		1,200	
		Rations for 200 Boys, at 7d. per diem	...	...	...	.....		2,135	
		Rations for 18 (Ship's Company), at 8d. per diem	...	...	...	.....		220	
		Fuel for Cooking purposes	...	...	...	.....		53	
		Water	...	...	...	.....		100	
		Oil for Lamps	...	...	...	.....		51	
		Ship's Stores	...	...	...	.....		450	
		Caulking Ship inside	...	...	...	.....		250	
		School Books for Boys	...	...	...	.....		30	
		Hammocks	...	...	...	.....		92	
		Incidental Expenses, including Medicines, &c.	...	...	...	.....		250	
...	18					.....		4,831	
		INDUSTRIAL SCHOOL FOR GIRLS AT NEWCASTLE.							6,735
...	1	Matron Superintendent	...	...	...	.....		150	
...	1	Clerk and Storekeeper	...	...	...	.....		120	
...	1	Visiting Surgeon...	...	...	...	.....		50	
...	1	Teacher	...	...	...	.....		75	
...	1	House Matron	...	...	...	.....		75	
...	2	Assistants at £50	...	...	...	.....		100	
...	2	Servants, 1 at £35, and 1 at £30	...	...	...	.....		65	
...	2	Do., at £25	...	...	...	.....		50	
...	1	Gate-keeper	...	...	...	.....		50	
						.....		735	
		School Books and Stationery	...	...	...	.....		50	
		Clothing, Rations, Medical Comforts, and Medicine	...	...	...	.....		1,500	
		Incidental Expenses	...	...	...	.....		25	
...	12					.....		1,575	2,310
...	30	TOTAL .. .. .				£	.....	.....	9,045
		Reformatories and Industrial Schools...					10,000	.....	.....
		Charitable Institutions.							
		Inspector of Public Charities	...	...	...	.....	.....	.....	500

No. of Persons.		SALARIES AND CONTINGENCIES.	
1867	1868	Amount Voted for 1867.	Amount Required for 1868.
		£	£
Protestant Orphan School.			
1	1	<i>a</i> Matron	164
1	1	<i>b</i> Master	93
1	1	<i>c</i> Surgeon	73
1	1	<i>b</i> Schoolmaster	120
3	3	Assistant Teachers, at £70, £60, and £40	170
15	15	Attendants; one at £70, one at £52, three at £35, six at £30, and four at £25	507
			1,127
		School Books	60
		Provisions, Fuel, Light, Medicines, Forage, and Incidental Expenses	2,350
		Allowances in lieu of Quarters to the Schoolmaster	35
			2,445
22	22	TOTAL £	3,572
Roman Catholic Orphan School.			
1	1	<i>a</i> Matron	164
1	1	Sub-Matron	70
1	1	<i>d</i> Surgeon	71
1	1	Clerk to the Committee	80
1	1	Schoolmaster	146
1	1	Assistant Teacher	80
1	1	Girls' Teacher	60
1	1	Infant Teacher	50
13	13	Attendants—two at £60, two at £30, six at £25, and three at £20... ..	390
...	1	Farm Labourer	35
			1,111
		School Books	80
		Provisions, Fuel and Light, Medicines, and Incidental Expenses	2,350
		For repairing Outer Wall of Infirmary... ..	125
			2,430
21	22	TOTAL £	3,541

a The Officers residing in the Establishment are each allowed a ration of Provisions.

b The Master and Schoolmaster are allowed, in addition, a half ration for each of their children.

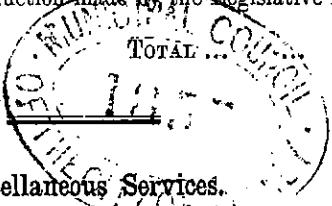
c Surgeon also to the Roman Catholic Orphan School, and to the Gaol, Parramatta; Salary, £149 per annum.

d Surgeon also to the Protestant Orphan School, and to the Gaol at Parramatta; Salary, £151 per annum.

No. III.—CHIEF SECRETARY.				
Charitable Allowances.	Amount Voted for 1867.		Amount Required for 1868.	
	£		£	
For the support of Paupers in the Colonial Hospitals	4,000		4,000	
In aid of the Sydney Infirmery and Dispensary, on condition of an equal amount being raised by Private Contributions	2,000		2,500	
For the support of Women and Children in the Benevolent Asylum, Sydney	4,208		4,208	
In aid of the Funds of the Benevolent Society, Sydney, on condition of an equal amount being raised by Voluntary Contributions	500		500	
In aid of the Asylum for Destitute Children at Randwick, on condition of £2,000 being raised by Private Contributions	4,000		4,000	
For the support of Infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children at Randwick... ..	1,000		1,000	
In aid of the Deaf and Dumb Institution, on condition of an equal amount being raised by Private Contributions	250		450	
Temperance Alliance, in consideration of aid given to destitute persons, on condition of an equal amount being raised by Private Contributions ... ..	.....		200	
In aid of the undermentioned Charitable Institutions, on condition of sums of an equal amount being raised by Private Contributions, viz. :—				
Albury Hospital and Benevolent Society	400		400	
Narrabri Benevolent Asylum and Hospital	200		200	
Parramatta Benevolent Society	350		350	
Singleton and Patrick's Plains Benevolent Society	300		400	
Tamworth Benevolent Society	150		150	
Penrith Hospital and Benevolent Society	200		200	
Gundagai Benevolent Society ... ..	.....		200	
In aid of the undermentioned Hospitals, on condition of sums to an equal amount being raised by Private Contributions, viz. :—				
Adelong	150		150	
Armidale and New England	200		200	
Bathurst	700		700	
Braidwood	200		200	
Bourke	275		275	
Carcoar	200		200	
Deniliquin	600		600	
Dubbo ... ..	.....		250	
Forbes	200		200	
Goulburn	300		300	
Grafton	150		200	
Grenfell ... ..	.....		200	
Gundagai	200		200	
Hay ... ..	.....		500	
Kiandra	200		200	
Maitland	600		600	
Menindee	500		500	
Mudgee	200		200	
Murrurundi	200		200	
Muswellbrook	200		200	
Newcastle	200		200	
Orange ... ..	.....		250	
Parramatta	300		300	
Port Macquarie	200		200	
Port Stephens	200		200	
Sofala	200		200	
Tenterfield... ..	200		200	
Wagga Wagga	300		300	
Wellington	100		100	
Windsor	200		200	
Wollongoug	200		200	
Yass	200		200	
Young	416		416	
In aid of the erection of an Hospital at Hay, on condition of an equal amount being raised by Private Contributions	1,000		500	
In aid of the building of St. Vincent's Hospital	1,000		.....
In aid of Outfit for Hospital, West Maitland ... ..	.....		200	
In aid of the erection of an Hospital at Dubbo ... ..	.....		300	
Extensions and Alterations to the Sydney Infirmery ... ..	.....		5,000	
Additions to the Sydney Female Refuge ... ..	.....		1,000	
Towards the purchase of suitable Premises for the Deaf and Dumb Institution, on condition of an equal sum being raised by Private Contributions ... ..	.....		1,250	
		27,349		30,049

No. III.—CHIEF SECRETARY.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Immigration.					
1		Agent	400		
1		Chief Clerk	350		
1		Clerk (Accountant)	300		
1		Clerk	150		
...		Do. for January and February ... ..	.....	
1		Do.	100		
1		Matron	100		
1		Sub-Matron	36		
1		Messenger	100		
		Provisions	250	1,586	
		Medicines, Medical Attendance, and Incidental Expenses	300		
				550	
		General Reduction made by the Legislative Assembly ... ..	.....	2,086	
				500	
8		TOTAL	£	1,586	
Miscellaneous Services.					
		Municipal Council, Sydney, in aid of the City Funds	10,000		10,000
		For defraying expenses of the Returning Officers of the several Electoral Districts	1,250		1,250
		Expense of copying and printing the Electoral Lists, 1867-8	600		600
		Newspapers and Almanacs	30		30
		Burials of destitute persons in cases where inquests are not held	300		300
		Maintenance of deserted children, paupers taken charge of for protection, expenses of transmission, &c.	200		200
		Fees for examining Lunatics	100		130
		Rewards for apprehension of Offenders	1,000		1,000
		Commissioner to visit the principal Lunatic Asylums of Europe and America, and to inquire into, and report upon, their plans of construction, systems of management, &c. ... ..	.....		300
		Compensation to Mr. Austin F. Wilshire, for injuries sustained to property by the operation of the Act, 13 Victoria, No. 44 ... ..	.....		2,000
		For the payment of the claim of Mr. James Roberts, of Currawang, for rations supplied by order of the Government to a number of Chinese, at the time of the Burrangong riots of 1862. (Resolution of Assembly) ... ..	.....		484
		To meet necessary Expenses in London and Paris, in connection with the representation of the Colony at the Universal Exhibition to be held in Paris, in April, 1867	1,000		.....
				14,480	16,294
To be raised by Loan.					
IMMIGRATION.					
		Aid to Immigrants under proposed Freehold Settlement Act ... ..	.....	.....	70,000



IV.

Administration of Justice.

SUMMARY.

	Voted for 1867.	Required for 1868.
Law Officers of the Crown	5,290	5,408
Supreme and Circuit Courts	13,053	13,063
Sheriff	7,890	7,990
Insolvent Court... ..	1,469	1,544
District Courts	11,671	11,321
Quarter Sessions	13,214	13,314
Petty Sessions	37,941	39,882
Coroners... ..	3,425	3,425
Court of Claims... ..	100	100
TOTAL	£ 94,053	96,047

• *The Treasury, New South Wales,
7th September, 1867.*

GEOFFREY EAGAR,
Treasurer.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Their Honors the Judges.					
1	1	The Chief Justice	} (Provided for in Schedule A, and by Colonial Acts, <i>ante</i> page 6.)		
3	3	The Puisne Judges			
4	4				
Law Officers of the Crown.					
1	1	Attorney General	} (Provided for in Schedule A.)		
1	1	Solicitor General			
1	1	Under Secretary to the Law Department	...	650	650
1	1	First Clerk	do. ...	260	260
1	1	Second Clerk	do. ...	183	225
2	1	Parliamentary Draftsman	...	500	500
1	1	Crown Solicitor	...	1,000	1,000
1	1	First Clerk to Crown Solicitor	...	500	500
1	1	Second do.	do. ...	350	400
1	1	Third do.	do. ...	300	300
1	1	Fourth do.	do. ...	175	175
1	1	Messenger	...	104	104
1	1	Do.	...	78	104
1	1	<i>a</i> Housekeeper	...	40	40
				4,140	4,258
		Fees to Prosecuting Barristers (Additional Circuits)	...	450	450
		Travelling Expenses	Do. ...	300	300
		Incidental Expenses	...	50	50
		To meet Incidental Expenses of Actions by, or against, the Government	...	200	200
		To provide fees for Counsel employed in the defence of Aborigines	...	100	100
		Towards the formation of a Law Library for the use of the Law Officers	...	50	50
				1,150	1,150
15	14	TOTAL	...	£ 5,290	5,408
Supreme and Circuit Courts.					
1	1	Master in Equity	...	1,000	1,000
1	1	First Clerk	...	500	500
1	1	Second Clerk	...	215	215
1	1	Third Clerk	...	200	200
1	1	Messenger	...	104	114
1	1	Prothonotary and Curator of Intestate Estates	...	700	700
1	1	Chief Clerk	...	400	400
1	1	Second Clerk	...	350	350
1	1	Third Clerk	...	250	250
1	1	Fourth Clerk	...	200	200
1	1	Custodian of Wills	...	50	50
4	4	Clerks to the Judges; 1 at £275, 1 at £260, and 2 at £245	...	1,025	1,025
1	1	Crier and Tipstaff	...	132	132
3	3	Tipstaffs to the Judges, at £120	...	360	360
1	1	Messenger	...	114	114
1	1	<i>a</i> Courtkeeper, King-street	...	114	114
1	1	<i>b</i> Do. Darlington	...	114	114
1	1	Assistant do.	...	50	50
1	1	Watchman, at Darlington Court House	...	20	20
1	1	Courtkeeper, Goulburn	...	24	24
1	1	Charwoman	...	26	26
				5,948	5,958
26	26	Carried forward	...	£ 5,948	5,958

a Provided with Quarters, Fuel, and Light.*b* Provided with Quarters.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.			
		SALARIES AND CONTINGENCIES.			
1867 1868		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Supreme and Circuit Courts—continued.					
26	26				
			Brought forward	5,948	5,958
		1,250	Travelling Expenses of the Judges (Additional Circuits)	1,250	
		25	Allowance to Special Constables... ..	25	
		5,500	Allowance to Witnesses attending the Supreme and Circuit Courts	5,500	
		30	Incidental Expenses	30	
		200	Allowance to Law Reporters	200	
		100	Towards the formation of a Law Library for the use of the Supreme Court	100	
				7,105	7,105
26	26		TOTAL £	13,058	13,063
Sheriff.					
1	1	800	Sheriff	*800	
1	1	450	Under Sheriff	450	
1	1	300	Clerk	300	
1	1	300	Clerk in charge of Prison Branch	300	
1	1	215	Do.	215	
1	1	175	Do.	175	
1	1	150	Do.	150	
1	1	100	Extra Clerk	100	
1	1	200	Head Bailiff, Sydney	200	
1	1	175	Assistant do. do.	175	
1	1	120	2nd do. do.	120	
1	1	120	3rd do. do.	120	
1	1	200	Bailiff, at Parramatta, Windsor, and Campbelltown	200	
1	1	200	Do. Maitland	200	
1	1	175	Do. Muswellbrook	175	
1	1	150	Do. Goulburn	150	
1	1	150	Do. Bathurst	150	
1	1	115	a Do. Wagga Wagga (Additional Circuit)	115	
1	1	115	Do. Albury	115	
1	1	115	a Do. Deniliquin (Additional Circuit)	115	
1	1	115	a Do. Armidale	115	
1	1	115	a Do. Tamworth	115	
1	1	115	Bailiff at Mudgee	115	
1	1	50	Bailiff Assistant, at Maitland, when required	50	
1	1	120	Messenger	120	
				4,840	4,840
		150	Travelling Expenses of the Sheriff or Under Sheriff	150	
		500	Allowances to Bailiffs for serving Summonses	600	
		2,250	Do. to Jurors attending the Supreme and Circuit Courts	2,250	
		100	Special Constables	100	
		50	Incidental Expenses	50	
				3,050	3,150
25	25		TOTAL £	7,890	7,990
Insolvent Court.					
1	1		Chief Commissioner. (Provided by Act 24 Vic., No. 20.)		
1	1	600	Registrar and Accountant	600	
1	1	250	Chief Clerk	300	
1	1	200	Second Clerk	200	
1	1	150	Third Clerk	175	
1	1	165	Bailiff and Messenger	165	
1	1	104	Court-keeper, Crier, and Attendant	104	
				1,469	1,544
7	7				

* This includes £150 for the duty discharged by the Sheriff as Inspector of Prisons.

a Acting also for District Courts.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.				SALARIES AND CONTINGENCIES.				
1867	1868	District Courts.				Amount Voted for 1867.		Amount Required for 1868.		
						£		£		
METROPOLITAN AND COAST DISTRICT.										
2	2	Judges. (Provided for by Act 22 Vic., 18.)								
1	1	Registrar, Sydney	...	...	...	500		500	
1	1	Do. do.	...	...	...	400		400	
1	1	Clerk do.	...	...	...	325		325	
1	1	Do. do.	...	...	...	250		250	
1	1	Do. do.	...	...	...	200		200	
1	1	Do. do.	...	...	...	200		200	
1	1	Bailiff and Crier, do.	...	...	...	150		150	
1	1	Assistant Bailiff, do.	...	...	...	104		104	
1	1	Do. do.	...	...	...	104		104	
1	1	Do. do.	...	...	...	104		104	
1	1	Messenger do.	...	...	...	104		104	
1	1	Office-keeper do.	...	...	...	35		35	
1	1	Registrar, Parramatta	...	...	...	80		80	
1	1	Do. Windsor	...	...	...	80		80	
1	1	Do. Penrith	...	...	...	80		80	
1	1	Do. Newcastle	...	...	...	50		50	
1	1	a Do. { Maitland (East)	}	...	...	300		300	
		Do. (West)								
1	1	Deputy Registrar, do.	...	...	...	50		50	
1	1	Registrar, Singleton	...	...	...	40		50	
1	1	Do. Paterson	...	...	...	30		30	
1	1	Do. Wollombi	...	...	...	40		40	
1	1	Do. Dungog	...	...	...	40		40	
1	1	Do. Wollongong	...	...	...	70		70	
1	1	Do. Kiama	...	...	...	70		70	
1	1	Do. Nowra	...	...	...	40		40	
1	1	Bailiff, Parramatta	...	...	...	35		35	
1	1	Do. Windsor	...	...	...	35		35	
1	1	Do. Penrith	...	...	...	35		35	
1	1	Do. Newcastle	...	...	...	50		50	
1	1	Do. { Maitland (East)	}	...	...	100		100	
		Do. (West)								
1	1	Do. Singleton	...	...	...	50		50	
1	1	Do. Paterson	...	...	...	30		30	
1	1	Do. Wollombi	...	...	...	40		40	
1	1	Do. Dungog	...	...	...	30		30	
1	1	Do. Wollongong	...	...	...	35		35	
1	1	Do. Kiama	...	...	...	30		30	
1	1	Do. Nowra	...	...	...	30		30	
39	39						3,946		3,956	
SOUTHERN DISTRICT.										
1	1	Judge. (Provided for by Act 22 Vic., 18.)								
1	1	Registrar, Liverpool	...	...	...	40		40	
1	1	Do. Campbelltown	...	...	...	40		40	
1	1	Do. Camden	...	...	...	40		40	
1	1	Do. Picton	...	...	...	40		40	
1	1	Do. Berrima	...	...	...	50		50	
1	1	a Do. Goulburn	...	...	...	300		300	
1	1	Deputy Registrar, do.	...	...	...	50		50	
1	1	Registrar, Yass	...	...	...	60		60	
1	1	Do. Burrowa	...	...	...	30		30	
1	1	Do. Queanbeyan	...	...	...	50		50	
1	1	Do. Cooma	...	...	...	50		50	
...	1	Do. Bombala	...	...	...	.....		40	
1	1	Do. Braidwood	...	...	...	50		50	
1	1	Do. Moruya	...	...	...	40		40	
1	1	Do. Eden	...	...	...	40		40	
15	16	Carried forward				£	880		920	
39	39	Carried forward				£	3,946	3,956

No. IV.—ADMINISTRATION OF JUSTICE.

No. of Persons.		SALARIES AND CONTINGENCIES.					
1867	1868	Amount Voted for 1867.		Amount Required for 1868.			
		£		£			
		District Courts—continued.					
39	39	Brought forward ... ..		.....	3,946	.....	3,956
		SOUTHERN DISTRICT—continued.					
15	16	Brought forward		880		920	
1	1	Bailiff, Liverpool	30	30		30	
1	1	Do. Campbelltown	30	30		30	
1	1	Do. Camden	30	30		30	
1	1	Do. Picton	30	30		30	
1	1	Do. Berrima	40	40		40	
1	1	Do. Goulburn	60	60		60	
1	1	Do. Yass	50	50		50	
1	1	Do. Burrowa	30	30		30	
1	1	Do. Queanbeyan	30	30		30	
1	1	Do. Cooma	40	40		40	
1	1	Do. Bombala (Deputy for Cooma) District Court recently appointed	20			30	
1	1	Do. Braidwood	40			40	
1	1	Do. Moruya	30			30	
1	1	Do. Eden	30			30	
29	30				1,370		1,420
		SOUTH-WESTERN DISTRICT.					
1	1	Judge. (Provided for by Act 22 Vict., 18.)					
1	1	Registrar, Young... ..	50	50		50	
1	1	Do. Gundagai	50	50		50	
1	1	Do. Tumut... ..	50	50		50	
1	1	Do. Wagga Wagga	50	50		50	
1	1	^a Do. Albury	300	300		300	
1	1	Deputy Registrar, do.	50	50		50	
1	1	Registrar, Deniliquin	50	50		50	
1	1	Do. Hay	40	40		40	
1	1	Bailiff, Young	40	40		40	
1	1	Do. Gundagai	40	40		40	
1	1	Do. Tumut	40	40		40	
1	1	Do. Albury	40	40		40	
1	1	Do. Hay	30	40		40	
14	14				830		840
		WESTERN DISTRICT.					
1	1	Judge. (Provided for by Act 22 Vict., 18.)					
1	1	^b Registrar, Bathurst	300	300		300	
1	1	Deputy Registrar, do.	50	50		50	
...	1	Registrar, Carcoar ... ..	.....	40		40	
1	1	Do. Hartley	30	30		30	
1	1	Do. Mudgee	60	60		60	
1	1	Do. Sofala	30	30		30	
1	1	Do. Orange	30	30		30	
1	1	Do. Wellington	30	30		30	
1	1	Do. Dubbo... ..	30	30		30	
1	1	Do. Forbes	30	30		30	
1	1	Do. Molong	30	30		30	
1	1	Bailiff, Bathurst	50	50		50	
...	1	Do. Carcoar ... ..	.....	30		30	
1	1	Do. Hartley	30	30		30	
1	1	Do. Mudgee	40	40		40	
1	1	Do. Sofala	30	30		30	
1	1	Do. Orange	30	30		30	
1	1	Do. Wellington	30	30		30	
1	1	Do. Dubbo	30	30		30	
1	1	Do. Forbes	30	30		30	
1	1	Do. Molong	30	30		30	
20	22				920		990
102	105	Carried forward		£	7,066	.....	7,206

^a Also Clerk of the Peace for South-western District.

^b Also Clerk of the Peace for Western District.

ESTIMATES OF EXPENDITURE—1868.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
		District Courts—continued.			
102	105	Brought forward	7,066	7,206	
		NORTHERN DISTRICT.			
1	1	Judge. (Provided for by Act 22 Vic., 18.)			
1	1	Registrar, Muswellbrook... ..	30	30	
1	1	Do. Scone	30	30	
1	1	Do. Murrurundi	30	30	
1	1	Do. Tamworth	50	50	
1	1	^a Do. Armidale	300	300	
1	1	Deputy Registrar, do.	50	50	
1	1	Registrar, Glen Innes	30	40	
1	1	Do. Grafton	50	50	
1	1	Do. Kempsey	30	30	
1	1	Do. Port Macquarie	40	40	
1	1	Do. Tenterfield	30	30	
1	1	Do. Wingham	30	30	
1	1	Bailiff, Scone	50	50	
1	1	Do. Murrurundi	50	50	
1	1	Do. Glen Innes	30	30	
1	1	Do. Grafton	45	45	
1	1	Do. Kempsey	30	30	
1	1	Do. Port Macquarie	40	40	
1	1	Do. Tenterfield	30	30	
1	1	Do. Wingham	30	30	
			1,005	1,015	
			8,071	8,221	
		Travelling Expenses of Judges	1,000	1,000	
		Allowances to Jurors, and Milcage to Bailiffs	2,000	2,000	
		Incidental and Unforeseen Expenses	100	100	
		Half-salary of James Sheen Dowling, Esq., one of the Metropolitan and Coast District Court Judges, and Chairman of Quarter Sessions, during 12 months' leave of absence, from 15th January, 1867	500	.....
21	21		3,600	3,100	
123	126	TOTAL	11,671	11,321	
		Quarter Sessions.			
6	6	Crown Prosecutors, at £500 each	3,000	3,000	
1	1	Clerk of the Peace for Cumberland	600	600	
...	1	Do. for Maitland... ..	.....	100	
1	1	Clerk, Sydney	260	260	
1	1	Messenger, Sydney	104	104	
			3,964	4,064	
		Travelling Expenses	1,300	1,300	
		Allowances to Witnesses and Jurors	7,500	7,500	
		Incidental and Unforeseen Expenses	450	450	
9	10		9,250	9,250	
		TOTAL	13,214	13,314	

^a Also Clerk of the Peace for the Northern District.

No. IV.—ADMINISTRATION OF JUSTICE.

No. of Persons.								SALARIES AND CONTINGENCIES.			
1867	1868	Petty Sessions.						Amount Voted for 1867.		Amount Required for 1868.	
		POLICE MAGISTRATES, CLERKS, AND CLERKS OF PETTY SESSIONS.						£		£	
		<i>Central Police Office.</i>									
1	1	Police Magistrate	...	...	...	...	600		600	
1	1	Clerk of Petty Sessions	...	...	...	...	500		500	
1	1	Clerk	...	...	...	...	350		350	
1	1	Do.	...	...	...	...	250		300	
1	1	Do.	...	...	...	...	220		220	
1	1	Do.	...	...	...	...	175		175	
1	1	Do.	...	...	...	...	165		165	
1	1	Do.	...	...	...	...	140		140	
1	1	Do.	...	...	...	...	100		100	
1	1	Messenger	...	...	...	...	72		72	
1	1	Office-keeper	...	...	...	...	25		25	
								2,597		2,647	
		<i>Water Police Office.</i>									
1	1	Police Magistrate	...	...	...	...	600		600	
1	1	Clerk of Petty Sessions	...	...	...	...	400		400	
1	1	Clerk	...	...	...	...	250		250	
1	1	Do.	...	...	...	...	225		225	
1	1	Do.	...	...	...	...	150		150	
1	1	Office-keeper	...	...	...	...	25		25	
								1,650		1,650	
		<i>Albury.</i>									
1	1	Police Magistrate...	...	...	...	...	450		450	
1	1	Clerk of Petty Sessions	...	...	...	...	175		175	
								625		625	
		<i>Armidale.</i>									
1	1	Police Magistrate...	...	...	...	...	500		^a 500	
1	1	Clerk of Petty Sessions	...	...	...	...	175		¹ 175	
								675		675	
		<i>Araluen.</i>									
1	1	Police Magistrate and Clerk of Petty Sessions	...	...	...	...	375		375	
								375		375	
		<i>Bathurst.</i>									
1	1	Police Magistrate	...	...	...	...	500		^b 500	
1	1	Clerk of Petty Sessions	...	...	...	...	200		225	
								700		725	
		<i>Bourke.</i>									
1	1	Police Magistrate...	...	...	...	...	500		^{c(1)} 500	
1	1	Clerk of Petty Sessions	...	...	...	...	175		175	
								675		675	
		<i>Berrima.</i>									
1	1	Police Magistrate and Clerk of Petty Sessions...	...	...	...	...	275		275	
								275		275	
		<i>Balranald.</i>									
1	1	Clerk of Petty Sessions	...	...	...	...	175		175	
								175		175	
		<i>Bundarra.</i>									
1	1	Acting Clerk of Petty Sessions	...	...	...	...	50		50	
								50		50	
		<i>Burrowa.</i>									
1	1	Clerk of Petty Sessions	...	...	...	...	175		² 175	
								175		175	
		<i>Braidwood.</i>									
1	1	Clerk of Petty Sessions	...	...	...	...	175		175	
								175		175	
		<i>Bombala.</i>									
1	1	Clerk of Petty Sessions	...	...	...	...	175		175	
								175		175	
		<i>Bendemeer.</i>									
1	1	Acting Clerk of Petty Sessions	...	...	...	...	50		50	
								50		50	
		<i>Bega.</i>									
1	1	Clerk of Petty Sessions	...	...	...	...	150		150	
								150		150	
34	34	Carried forward						£	8,522	8,597

^a In addition to this Salary, this Officer receives £25 out of Contingencies, for attending Walcha, Bendemeer, Uralla, and Rocky River.
^b Do. £25 do. Oberon or Bullock Flat.
^{c(1)} Do. £50 do. Brewarrina.
¹ Do. £75 do. Uralla.
² Do. £20 do. Binalong.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.							
		SALARIES AND CONTINGENCIES.							
1867	1868							Amount Voted for 1867.	Amount Required for 1868.
								£	£
		Petty Sessions—continued.							
34	34	Brought forward						8,522	8,597
		<i>Cannonbar.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions						350	350
		<i>Carcoar.</i>							
1	1	Police Magistrate... ..						420	420
1	1	Clerk of Petty Sessions						150	^a 175
								570	595
		<i>Casino</i>							
1	1	Police Magistrate						450	450
1	1	Clerk of Petty Sessions						175	^a 175
								625	625
		<i>Cooma.</i>							
1	1	Police Magistrate... ..						450	450
1	1	Clerk of Petty Sessions						175	175
								625	625
		<i>Corowa.</i>							
1	1	Police Magistrate... ..						100	100
1	1	Clerk of Petty Sessions						175	175
								275	275
		<i>Camden.</i>							
1	1	Clerk of Petty Sessions						225	225
								225	225
		<i>Coonabarabran.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions... ..						275	^d 275
								275	275
		<i>Cassilis.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Campbelltown.</i>							
1	1	Clerk of Petty Sessions						175	^a 175
								175	175
		<i>Coonamble.</i>							
1	1	Acting Clerk of Petty Sessions						50	50
								50	50
		<i>Collector.</i>							
1	1	Acting Clerk of Petty Sessions						50	50
								50	50
		<i>Deniliquin.</i>							
1	1	Police Magistrate						500	500
1	1	Clerk of Petty Sessions						175	175
								675	675
		<i>Dungog.</i>							
1	1	Clerk of Petty Sessions						175	^a 175
								175	175
		<i>Dubbo.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Eden.</i>							
1	1	Police Magistrate... ..						150	^a 150
1	1	Clerk of Petty Sessions						175	^a 175
								325	325
		<i>Forbes.</i>							
1	1	Police Magistrate						500	500
1	1	Clerk of Petty Sessions						175	175
								675	675
		<i>Goulburn.</i>							
1	1	Police Magistrate						500	^e 500
1	1	Clerk of Petty Sessions						200	200
								700	700
		<i>Grafton.</i>							
1	1	Police Magistrate						450	450
1	1	Clerk of Petty Sessions						175	^a 200
								625	650
		<i>Grenfell.</i>							
...	1	Police Magistrate... ..						.....	400
...	1	Clerk of Petty Sessions ... ..						.....	175
								.....	575
		<i>Gundagai.</i>							
1	1	Police Magistrate						420	420
1	1	Clerk of Petty Sessions						175	175
								595	595
63	65	Carried forward						£ 15,862	16,562

^a In addition to this Salary, this Officer receives £100 out of Contingencies, for attending Coonamble and Denison.
^e Do. £75 do. Collector and Gunning.
^c Do. £20 do. Cowra.
^d Do. £50 do. Lismore and Ballina.
^b Do. £20 do. Liverpool.
^f Do. £20 do. Clarence Town.
^g Do. £35 do. Panbula.
^h Do. £20 do. Lawrence.
^{*} Also Sub-Collector of Customs, with a Salary of £300 per annum.

ESTIMATES OF EXPENDITURE—1868.

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No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
		Petty Sessions—continued.				£		£	
63	65	Brought forward ... ..				.....	15,862	.....	16,562
		<i>Gosford.</i>							
1	1	Police Magistrate... ..				300		300	
1	1	Clerk of Petty Sessions				175		175	
							475		475
		<i>Gunnedah.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Glen Innes.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Gunning.</i>							
1	1	Acting Clerk of Petty Sessions				50		50	
							50		50
		<i>Hay.</i>							
1	1	Police Magistrate				450		f 450	
1	1	Clerk of Petty Sessions				175		v 175	
							625		625
		<i>Hartley.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions				325		325	
							325		325
		<i>Inverell.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Kiama.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Kiandra.</i>							
...	1	Police Magistrate and Clerk of Petty Sessions... ..				.....		300	
									300
		<i>Maitland.</i>							
1	1	Police Magistrate				500		500	
1	1	Clerk of Petty Sessions				200		10 225	
							700		725
		<i>Mudgee.</i>							
1	1	Police Magistrate				325		400	
1	1	Clerk of Petty Sessions				175		175	
							500		575
		<i>Morruga.</i>							
1	1	Police Magistrate				470		470	
1	1	Clerk of Petty Sessions				175		175	
							645		645
		<i>Molong.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Murrurundi.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Muswellbrook.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Moama.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions... ..				275		275	
							275		275
		<i>Macleay.</i>							
1	1	Clerk of Petty Sessions				175		175	
							175		175
		<i>Menindee.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions				275		g 350	
							275		350
		<i>Newcastle.</i>							
1	1	Police Magistrate				500		500	
1	1	Clerk of Petty Sessions				225		225	
1	1	Assistant Clerk of Petty Sessions				150		150	
1	1	Messenger				40		40	
							915		915
		<i>Narrabri.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions				370		370	
							370		370
		<i>Nerrigundah.</i>							
...	1	Police Magistrate and Clerk of Petty Sessions... ..				.....		300	
									300
90	94	Carried forward				£	22,417	.....	23,892

f In addition to this Salary, this Officer receives £50 out of Contingencies, for attending Balranald, Maude, and Booligal.
g Do. £50 do. Wilcannia (Mount Murchison.)
v Do. £40 do. Maude and Booligal.
13 Do. £20 do. West Maitland and Morpeth.

ESTIMATES OF EXPENDITURE—1868.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.							
								SALARIES AND CONTINGENCIES.	
1867	1868	Petty Sessions—continued.						Amount Voted for 1867.	Amount Required for 1868.
								£	£
		Brought forward						22,417	23,892
		<i>Orange.</i>							
1	1	Police Magistrate... ..						350	350
1	1	Clerk of Petty Sessions						175	175
								525	525
		<i>Port Macquarie.</i>							
1	1	Police Magistrate						350	350
1	1	Clerk of Petty Sessions						225	225
								575	575
		<i>Parramatta.</i>							
1	1	Clerk of Petty Sessions						225	225
								225	225
		<i>Paterson.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Penrith.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Queanbeyan.</i>							
1	1	Police Magistrate						450	450
1	1	Clerk of Petty Sessions						175	175
								625	625
		<i>Rylstone.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Rockley.</i>							
1	1	Police Magistrate... ..						275	275
								275	275
		<i>Ryde.</i>							
1	1	Acting Clerk of Petty Sessions						50	50
								50	50
		<i>Raymond Terrace.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions						275	275
								275	275
		<i>Sofala.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions						350	350
								350	350
		<i>Scone.</i>							
1	1	Police Magistrate						450	450
1	1	Clerk of Petty Sessions						175	175
								625	625
		<i>Stony Creek.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions						350	350
								350	350
		<i>Stroud.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Shoalhaven.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Singleton.</i>							
1	1	Clerk of Petty Sessions						175	175
								175	175
		<i>Tamworth.</i>							
1	1	Police Magistrate						450	450
1	1	Clerk of Petty Sessions						175	200
								625	650
		<i>Tenterfield.</i>							
1	1	Police Magistrate						450	450
1	1	Clerk of Petty Sessions						175	175
								625	625
		<i>Tumut.</i>							
1	1	Police Magistrate						420	420
1	1	Clerk of Petty Sessions						175	175
								595	595
		<i>Tambaroora.</i>							
1	1	Police Magistrate and Clerk of Petty Sessions						400	400
								400	400
117	121	Carried forward						29,587	31,087

h In addition to this Salary, this Officer receives £75 out of Contingencies, for attending Manning and Macleay.
i Do. £25 do. Tuena.
j Do. £50 do. Gunnedah and Nundle.
k Do. £50 do. Glen Innes, Inverell, and Timbarra.
l Do. £75 do. Adelong and Tumbarumba.
m Do. £20 do. Nowra and Numba.

ESTIMATES OF EXPENDITURE—1868.

No. of Persons.		No. IV.—ADMINISTRATION OF JUSTICE.					
1867	1868	SALARIES AND CONTINGENCIES.					
		Amount Voted for 1867.			Amount Required for 1868.		
		£		£			
		Petty Sessions—continued.					
117	121	Brought forward			29,587	£	31,087
1	1	<i>Tumberumba.</i> Acting Clerk of Petty Sessions			50	175	175
1	1	<i>Ulladulla.</i> Acting Clerk of Petty Sessions			50	100	100
1	1	<i>Wagga Wagga.</i> Police Magistrate... ..			500	500	
1	1	Clerk of Petty Sessions			175	175	
					675		675
1	1	<i>Wollombi.</i> Police Magistrate... ..			450	450	
1	1	Clerk of Petty Sessions			175	¹² 175	
					625		625
1	1	<i>Warialda.</i> Police Magistrate... ..			500	500	
1	1	Clerk of Petty Sessions			175	175	
					675		675
1	1	<i>Wellington.</i> Police Magistrate... ..			450	450	
1	1	Clerk of Petty Sessions			175	175	
					625		625
1	1	<i>Wentworth.</i> Police Magistrate and Clerk of Petty Sessions			420	420	
					420		420
1	1	<i>Wingham.</i> Clerk of Petty Sessions			175	¹³ 175	
					175		175
1	1	<i>Walcha.</i> Clerk of Petty Sessions			200	200	
					200		200
1	1	<i>Wollongong.</i> Clerk of Petty Sessions			175	175	
					175		175
1	1	<i>Windsor.</i> Clerk of Petty Sessions			200	200	
					200		200
1	1	<i>Walgett.</i> Police Magistrate... ..			350	350	
					350		350
1	1	<i>Young.</i> Police Magistrate... ..			420	^m 420	
1	1	Clerk of Petty Sessions			175	175	
					595		595
1	1	<i>Yass.</i> Clerk of Petty Sessions			175	175	
					175		175
					34,577		36,252
		CONTINGENCIES.					
		Allowance to Police Magistrates attending other Benches			525	700	
		Allowance to Clerks of Petty Sessions visiting other Benches			530	530	
		Inspector of Weights and Measures, Central Police Office			200	200	
		Allowance to Court House Keepers			659	700	
		Fees to Interpreters			250	200	
		Fees to Medical Practitioners in Lunacy cases			150	250	
		Rent of Court Houses			300	250	
		Fuel, Light, and Water			350	300	
		Incidental			300	400	
		Bailiffs, Small Debts Courts			100	100	
					3,364		3,630
136	140	TOTAL			£	37,941	39,882

^m In addition to this Salary, this Officer receives £50 out of Contingencies, for attending Burrowa and Murrumburrah.
¹² Do. £20 do. Ellalong.
¹³ Do. £20 do. Taree.

ESTIMATES OF EXPENDITURE—1868.

		No. IV.—ADMINISTRATION OF JUSTICE.				SALARIES AND CONTINGENCIES.			
No. of Persons.						Amount Voted for 1867.		Amount Required for 1868.	
1867	1868					£		£	
Coroners' Inquests.									
1	1	Coroner, Sydney...	...	...	...	450		450	
1	1	Clerk, do.	...	...	...	150		150	
							600		600
Fees to Coroners and Magistrates for Inquests and Inquiries, at 20s. each						1,100		1,100	
Surgeons' Fees						850		850	
Travelling Expenses of Coroners, Magistrates, and Surgeons						250		250	
For taking up Dead Bodies						15		15	
Burials and Incidental Expenses						470		470	
Jurors' Fees attending Murder and Manslaughter Inquests						40		40	
Jurors' and Witnesses' Fees attending Inquests on Fires						100		100	
							2,825		2,825
2	2	TOTAL				£	3,425	.....	3,425
 Court of Claims.									
3	3	Fees to Commissioners at £2 2s.; and to the Secretary at £2, on Final Report in each case				.....	100	.....	100

V.

Treasurer and Secretary for Finance and Trade.

SUMMARY.

	Voted for 1867.	Required for 1868.
Treasury	8,161	9,485
Stamp Duties	1,415	1,665
Customs	28,916	30,521
Colonial Distilleries and Refineries	2,845	2,845
Printing, Bookbinding, and Postage Stamps	18,525	19,777
Stores and Stationery	48,650	51,210
Gunpowder Magazines	1,050	1,099
Health and Emigration Officers	755	900
Quarantine	900	900
Shipping Masters	1,370	1,577
Abattoir, Glebe Island	1,070	980
Harbours, Light Houses, and Pilot Department	23,116	23,443
Life Boats	1,000	400
News and Telegraph Agent at Galle	600	.....
Miscellaneous Services... ..	76,280	51,780
TOTAL	£ 214,653	196,582

*The Treasury, New South Wales,
7th September, 1867.*

GEOFFREY EAGAR,
Treasurer.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
No. of Persons.			SALARIES AND CONTINGENCIES.	
1867	1868		Amount Voted for 1867.	Amount Required for 1868.
			£	£
Treasury.				
1	1	Secretary for Finance and Trade. (Provided in Schedule.)		
1	1	Under Secretary	800	800
ACCOUNT BRANCH.				
1	1	Accountant	600	600
1	1	Book-keeper	300	300
1	1	Clerk	275	300
1	1	Do.	200	200
2	2	Clerks, at £190 and £165	350	355
2	2	Do. at £165 and £115	285	280
PAY BRANCH.				
1	1	Chief Clerk	450	500
1	1	First Clerk	350	375
1	1	Clerk	85	100
...	1	Do. ... ..	.....	100
REVENUE BRANCH.				
1	1	Chief Clerk	500	500
1	1	Clerk (Land Revenue)	300	300
1	1	Do.	300	300
2	2	Clerks, at £250 and £200	400	450
2	2	Clerks, at £200 and £175	350	375
...	1	Clerk ... ..	.....	75
1	1	Collector and Depositor of Public Moneys	175	200
EXAMINING BRANCH.				
1	1	Examiner of Accounts	400	400
1	1	Clerk	100	100
CORRESPONDENCE.				
1	1	Clerk	375	400
1	1	Do.	225	225
1	1	Do.	80	50
RECORDS.				
1	1	Clerk	350	375
MESSENGERS, &c.				
1	1	^a Chief Messenger	150	175
1	1	Messenger	150	175
1	1	^a Housekeeper	61	75
			7,611	8,085
Occasional Clerical Assistance			500	500
Incidental Expenses			50	50
			550	550
30	32		8,161	*8,635
...	1	Inspector of Public Revenue Collectors' Accounts ... ..	.....	600
		Travelling Expenses ... ..	.....	250
				850
30	33	TOTAL	£ 8,161	..... 9,485

^a Provided with Quarters, Fuel, and Light.

* £100 per annum to be paid to the Consolidated Revenue Fund, from the Clergy and School Lands Revenue.

ESTIMATES OF EXPENDITURE—1868.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.

No. of Persons.								SALARIES AND CONTINGENCIES.			
1867	1868							Amount Voted for 1867.		Amount Required for 1868.	
								£		£	
Stamp Duties.											
1	1	Commissioner	...	...	...	...	...	400		500	
1	1	Accountant	...	...	...	...	...	250		250	
1	1	Entry Clerk	...	...	...	...	...	250		250	
...	1	Clerk	...	...	...	...	...	.....		100	
1	1	Foreman of Stampers	...	...	...	...	...	200		200	
1	1	Stamper	...	...	...	...	...	150		150	
1	1	Stamper and Messenger	...	...	...	...	...	100		120	
1	1	Office-keeper	...	...	...	...	...	45		45	
		Incidental Expenses	...	...	...	...	...	.....	1,395	.....	1,615
									20		50
7	8	TOTAL...	...	...	...	...	£	.....	1,415	.....	1,665
Customs.											
1	1	<i>Sydney.</i> Collector	...	...	...	...	...	900		900	
INDOOR BRANCH.											
1	1	Chief Clerk	...	...	...	...	...	530		530	
1	1	Cashier	...	...	...	...	...	530		530	
1	1	Clerk (Registrar)	...	...	...	...	...	375		375	
1	1	<i>a</i> Do. (Clearing Clerk)	...	...	...	...	...	325		325	
1	1	<i>a</i> Do. (Clearing Steamers)	...	...	...	...	...	275		275	
1	1	Do.	...	...	...	...	...	250		250	
1	1	Do.	...	...	...	...	...	225		225	
1	1	Do.	...	...	...	...	...	205		205	
1	1	Do.	...	...	...	...	...	200		200	
1	1	Do.	...	...	...	...	...	200		200	
2	2	Clerks, at £175	...	...	...	...	...	350		350	
LANDING BRANCH.											
1	1	First Landing Surveyor	...	...	...	...	...	500		500	
1	1	Second do.	...	...	...	...	...	400		400	
1	1	First Landing Waiter	...	...	...	...	...	325		325	
1	1	Second do.	...	...	...	...	...	325		325	
1	1	Third do.	...	...	...	...	...	325		325	
1	1	Fourth do.	...	...	...	...	...	275		275	
1	1	Fifth do.	...	...	...	...	...	275		275	
1	1	Sixth do.	...	...	...	...	...	275		275	
1	1	Seventh do.	...	...	...	...	...	225		225	
1	1	Eighth do.	...	...	...	...	...	225		225	
1	1	<i>a</i> Ninth do.	...	...	...	...	...	225		225	
1	1	Tenth do.	...	...	...	...	...	225		225	
1	1	Eleventh do.	...	...	...	...	...	225		225	
1	1	Twelfth do.	...	...	...	...	...	225		225	
1	1	Thirteenth do.	...	...	...	...	...	215		215	
1	1	Fourteenth do.	...	...	...	...	...	205		205	
1	1	Fifteenth do.	...	...	...	...	...	205		205	
1	1	Sixteenth do.	...	...	...	...	...	195		195	
1	1	Seventeenth do.	...	...	...	...	...	195		195	
32	32	Carried forward	...	...	...	...	£	9,430	.....	9,430	

^aThe Landing Waiters receive remuneration for extra attendance, at the rate of 2s. 6d. an hour. The Clearing Clerk receives a fee of 10s. for each vessel cleared at the wharf, 10s. for each vessel cleared for London, and 6s. for each Foreign vessel cleared in the Office after the usual hours. The Clerk who clears the Steamers at night receives 2s. 6d. for each vessel.

No. of Persons.		SALARIES AND CONTINGENCIES.								
1867	1868									
		Amount Voted for 1867.		Amount Required for 1868.						
		£		£						
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.										
Customs—continued.										
32	32	Brought forward						9,430	9,430	
WAREHOUSE BRANCH.										
1	1	a	Warehousekeeper	...	...	...	350	350
1	1		First Locker	...	...	...	225	225
1	1		Second do.	...	...	...	225	225
1	1		Third do.	...	...	...	225	225
1	1		Fourth do.	...	...	...	225	225
1	1		Fifth do.	...	...	...	225	225
1	1		Sixth do.	...	...	...	200	200
1	1		Seventh do.	...	...	...	200	200
1	1	a	Eighth do.	...	...	...	200	200
1	1		Ninth do.	...	...	...	200	200
1	1		Tenth do.	...	...	...	200	200
1	1		Eleventh do.	...	...	...	200	200
1	1		Twelfth do.	...	...	...	200	200
1	1		Thirteenth do.	...	...	...	200	200
1	1		Fourteenth do.	...	...	...	200	200
1	1		Fifteenth do.	...	...	...	200	200
...	1		Acting Locker	...	...	...	.....	175
TIDE BRANCH.										
1	1		First Tide Surveyor	...	...	...	325	325
1	1		Second do.	...	...	...	325	325
12	12	a	Tide Waiters, at £175	...	...	...	2,100	2,100
MISCELLANEOUS.										
1	1	b	Housekeeper	...	...	...	60	60
1	1	b	Messenger...	...	...	...	120	120
1	1		Do.	...	...	...	108	108
1	1		Warrant Messenger	...	...	...	120	150
1	1		Do.	...	...	...	120	150
1	1		Do.	...	...	...	60	100
5	5		Boy Messengers, at £60	...	...	...	200	300
1	1		Watchman	...	...	...	114	114
							16,557	16,932		
OUTPORT BRANCH.										
<i>Botany Bay.</i>										
1	1	c	Coast Waiter	...	...	...	225	225
4	4		Boatmen, at £96...	...	...	...	384	384
<i>Broken Bay.</i>										
1	1	d	Coast Waiter	...	...	...	250	250
4	4		Boatmen, at £96...	...	...	...	384	384
<i>Newcastle.</i>										
1	1		Sub-Collector	...	...	...	375	375
1	1	e	Landing Waiter (Morpeth)	...	...	...	300	300
1	1		Tide Surveyor	...	...	...	250	250
1	1		Clerk	...	...	...	200	200
1	1		Do.	...	...	...	175	175
1	1		Coxswain	...	...	...	132	132
3	3		Boatmen, at £96...	...	...	...	288	288
<i>Grafton.</i>										
1	1		Sub-Collector	...	...	...	275	275
1	1	c	Landing Waiter (Lawrence)	...	...	...	200	200
1	1		Coxswain	...	...	...	120	120
3	3		Boatmen, at £96...	...	...	...	288	288
							£ 3,846	3,846		
99	100	Carried forward	16,557	16,932

a The Warehousekeeper receives remuneration for extra attendance, at the rate of 3s. 6d. an hour; Lockers, at the rate of 1s. 6d. an hour; and Tide Waiters, at the rate of 1s. an hour.
 b Provided with Quarters, Fuel, and Light. c Provided with Quarters. d Receives £50 per annum for Office Rent.
 e Receives £20 per annum for Office Rent, and £50 per annum for Forage.

No. of Persons.		No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
99	100					£		£	
		Customs—continued.							
		Brought forward ... ..				.....	16,557	.....	16,932
		Brought forward				3,846		3,846	
		<i>Eden.</i>							
1	1	<i>a</i>	Sub-Collector	...	...	300		300	
1	1		Coxswain	...	...	132		132	
3	3		Boatmen, at £96	...	...	288		288	
1	1		Wharfinger	...	...	20		20	
		<i>Richmond River.</i>							
1	1	<i>a</i>	Sub-Collector	...	...	200		200	
2	2		Boatmen, at £96	...	...	192		192	
		<i>Wollongong and Bellambi.</i>							
1	1		Acting Customs' Officer	...	...	52		52	
		<i>Kiama.</i>							
1	1		Acting Customs' Officer	...	...	52		52	
		<i>Port Stephens.</i>							
1	1		Acting Customs' Officer	...	...	52		52	
		<i>M'Leay River.</i>							
1	1		Acting Customs' Officer	...	...	25		25	
							5,159		5,159
		BORDER BRANCH.							
		<i>Moama.</i>							
1	1	<i>b</i>	Sub-Collector	...	...	400		400	
2	2	<i>c</i>	Searchers and Night Watchmen, at £175	...	...	350		350	
1	1		Messenger	...	...	96		96	
		<i>Albury.</i>							
1	1	<i>b</i>	Customs' Officer	...	...	250		250	
1	1		Do.	...	...	250		250	
1	1		Messenger	...	...	96		96	
		<i>Wentworth.</i>							
1	1	<i>d</i>	Customs' Officer	...	...	250		250	
1	1		Messenger	...	...	96		96	
		<i>Swan Hill.</i>							
1	1	<i>d</i>	Customs' Officer	...	...	250		250	
		<i>Euston.</i>							
1	1	<i>d</i>	Customs' Officer	...	...	250		250	
1	1		Messenger	...	...	96		96	
		<i>Corowa.</i>							
1	1	<i>d</i>	Customs' Officer	...	...	250		250	
1	1		Messenger	...	...	96		96	
							2,730		2,730
		INLAND BONDED WAREHOUSES.							
		<i>Yass.</i>							
...	1		Locker	...	...	.....		250	
		<i>Goulburn.</i>							
...	1		Locker	...	...	.....		250	
		<i>Wagga Wagga.</i>							
...	1		Locker	...	...	.....		250	
									750
							24,446		25,571
		Allowances to extra Tide Waiters, and for occasional Clerical Assistance				3,000		3,500	
		Rent				470		470	
		New Boats				100		100	
		Gauging Instruments, &c.				100		100	
		Rent of 5 Offices, at £20, Murray River				100		100	
		Allowance for Forage for 7 horses, do.				350		350	
		Rent of Bonding Warehouse, Albury				200		180	
		Incidental Expenses				150		150	
							4,470		4,950
126	130	TOTAL				£	28,916		30,521

a Provided with Quarters.
c Receive £25 each for House Rent.

b Provided with Quarters, and allowed £50 per annum for Forage.
d Receives £20 per annum for Office Rent, and £50 per annum for Forage.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.									
No. of Persons.						SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
						£		£	
Colonial Distilleries and Refineries.									
DISTILLERIES' BRANCH.									
1	1	Chief Inspector of Distilleries	...	...	...	500		500	
3	3	Inspectors of Distilleries, at £400	...	...	...	1,200		1,200	
							1,700		1,700
Instruments and Books						30		30	
Cleaning Offices						40		40	
Porterage...						5		5	
Incidental Expenses						20		20	
Rewards for information as to illicit Distillation						50		50	
						145		145	
							145		145
							1,845		1,845
REFINERIES' BRANCH.									
^a Chief Inspector of Refineries						150		150	
1	1	Inspector of Refineries	...	...	...	300		300	
1	1	Do.	...	...	...	275		275	
1	1	Watchman	...	...	...	100		100	
1	1	Gatekeeper	...	...	...	80		80	
1	1	Boy Messenger	...	...	...	40		40	
						945		945	
Clerical Assistance						55		55	
							1,000		1,000
9	9	TOTAL ...				£	2,845	.....	2,845

^a Duty performed by the Chief Inspector of Distilleries.

* To meet this expenditure, the Colonial Sugar Company are assessed at the rate of £1,000 per annum on the working capabilities of their Refinery.

No. of Persons.		No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
						£		£	
		Printing, Bookbinding, Stamps, and Railway Tickets.							
1	1	Government Printer and Inspector of Stamps ...	...	...	...	600		600	
1	1	Superintendent ... ..	...	...	...	400		400	
1	1	Overseer ... ..	...	...	...	300		300	
		ACCOUNT BRANCH.							
1	1	Accountant ... ..	...	...	...	300		300	
1	1	Clerk ... ..	...	...	...	150		150	
		RECORDS, INDEXING, &c.							
1	1	Clerk ... ..	...	...	...	200		200	
1	1	Do. (Sale Room) ... ..	...	...	...	200		200	
		PRINTING, BOOKBINDING, AND PUBLISHING.							
1	1	Foreman of Bookbinding Branch ... ..	...	...	...	300		300	
1	1	Do. Press Room... ..	...	...	...	250		250	
3	3	Sub-Overseers { Gazette ... ..	...	...	...	230		230	
		{ Jobbing ... ..	...	...	...	230		230	
		{ Bills ... ..	...	...	...	230		230	
1	1	Publisher... ..	...	...	...	230		230	
1	1	Reader ... ..	...	...	...	200		200	
2	2	Do., 1 at £200, and 1 at £120 ... ..	...	...	...	320		320	
106	56	Compositors, Machinists, Pressmen, Bookbinders, Paper Rulers, Assistants, and others ... ..	...	...	...	7,835		7,949	
	58	Extra Hands and Overtime,—during the Session ... ..	...	...	...	1,070		1,200	
		Improvers, Apprentices, Folders and Sewers, and others, at rates varying from 8s. to 1s. per diem, according to length of service ... ..	...	...	...	4,260		5,018	
		POSTAGE AND ADHESIVE DUTY STAMPS.							
1	1	Foreman ... ..	...	...	...	300		300	
2*	2	Printers, at £200 ... ..	...	...	...	200		400	
2	2	Assistants, 1 at £150, and 1 at £70 ... ..	...	...	...	220		220	
		RAILWAY TICKETS.							
2	2	Printer at £200, Assistant ditto, at £150 ... ..	...	...	...	350		350	
		Type, Repairs to Machinery, and Incidental Expenses...				150		200	
129	137	TOTAL				£	18,525	.....	19,777

* One Printer paid as an Extra Hand, during the year 1867.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.					
No. of Persons.		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
Stores and Stationery.					
1	1	£		£	
1	1	Clerk of Stores	400	450	
1	1	Clerk	150	150	
1	1	Messenger and Labourer... ..	110	120	
			660		720
		Conveyance of Stores	800	800	
		Packing and other Expenses	150	150	
		Clerical Assistance and Labour, in connection with the Superintendence of Colonial Military Stores, by the Assistant Superintendent of Imperial Stores	240	240	
		Stores and Stationery for the Public Service generally	44,000	46,500	
		Fuel and Light for Departments within the District of Sydney	2,800	2,800	
			47,990		50,490
3	3	TOTAL £	48,650	51,210	
Gunpowder Magazines.					
GOAT ISLAND.*					
1	1	Clerk	150	175	
1	1	Foreman	225	225	
			375	400	
		Allowance to Assistant Military Storekeeper, for extra duties	50	50	
		Wages to Cooper, at 1s. 6d.; and to four Labourers, at 9d. each	71	72	
		Boat Hire, at 8s. per week	21	21	
		Military Labourers	30	30	
		Repairs to Machinery for hoisting Gunpowder, Utensils, &c. ... ..	.....	
2	2		172	173	
			547		573
SPECTACLE ISLAND.					
1	1	Foreman in charge	200	200	
...	1	Medical Attendant ... ..	.....	25	
			200	225	
		Allowance to Assistant Military Storekeeper, for extra duties	50	50	
		Wages to four Labourers, at 9d. per diem each... ..	55	56	
		Extra allowance to Labourers for attending Boat, at 2s. per diem	37	38	
		Military Labourers	12	12	
		Night Watchman for Island, in lieu of Guard, at 2s. per night	37	38	
		Repairs to Machinery for hoisting Gunpowder, Utensils, &c. ... ..	.....	
		Provisions, Fuel, and Light	92	107	
		Boat for the Island	20	.....
1	2		303	301	
			503		526
3	4	TOTAL £	1,050	1,099	

* This Magazine is placed in charge of the Assistant Superintendent of Military Stores, by the Act of Council 16 Vic, No. 47.—£68 8s. 9d. of the Foreman's salary is paid by the Imperial Government.

NO. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Health and Emigration Officers.					
1	1	a Health and Emigration Officer, Port Jackson ...	530	600	
1	1	b Health Officer, Newcastle ...	50	50	
1	1	Clerk to Emigration Officer, Port Jackson ...	175	175	
			755		825
		Rent of Office ...	.....	.....	75
3	3	TOTAL ...	£ 755		900
Quarantine.					
1	1	c Overseer of Stores ...	150	150	
2	2	c Boatmen, at £75... ..	150	150	
			300		300
		Expenses of Vessels in Quarantine ...	.....	600	600
3	3	TOTAL ...	£ 900		900
Shipping Masters.					
<i>Sydney.</i>					
1	1	Shipping Master ...	350	350	
1	1	Clerk ...	300	300	
1	1	Do. ...	175	200	
1	2	Clerks, at £100 and £150 ...	100	250	
2	2	Messengers, at £120 ...	208	240	
1	1	Office-keeper ...	15	15	
<i>Newcastle.</i>					
1	1	d Shipping Master ...	150	150	
1	1	Boy Messenger ...	52	52	
			1,350		1,557
		Incidental Expenses ...	.....	20	20
9	10	TOTAL ...	£ 1,370		1,577
Glebe Island Abattoir.					
1	1	Inspector ...	250	300	
1	1	Assistant Inspector ...	150	150	
1	1	Engine Driver for Pumping Water ...	120	120	
1	1	Labourer ...	80	80	
			600		650
		Forage Allowance for Inspector ...	50	50	
		Incidental Expenses ...	150	150	
		Coals for Pump Engine ...	80	80	
		New Pipes for carrying off the refuse discharged from the Abattoir ...	190	.....
		Two Sheepfolds ...	.....	50	
			470		330
4	4	TOTAL ...	£ 1,070		980

a Member of Immigration Board.

b Vaccinator—2s. 6d. for each successful case.
d Clerk to the Harbour Master—Salary, £150 per annum.

a Provided with Quarters.

No. of Persons.		No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
1867	1868	SALARIES AND CONTINGENCIES.				
		Amount Voted for 1867.		Amount Required for 1868.		
		£		£		
Harbours, Light Houses, and Pilot Department.						
1	1	Superintendent of Pilots, Light Houses, and Harbours...	.....	650	.....	650
STEAM NAVIGATION AND PILOT BOARDS.						
4	4	Members of the Steam Navigation Board (Non-official)...	150		150	
1	1	Engineer Surveyor	350		350	
1	1	<i>a</i> Inspector for the purposes of the Steam Navigation Act	100		100	
1	1	Shipwright Surveyor, at £1 10s. each Survey	200		200	
1	1	Messenger	75		75	
				875		875
HARBOUR MASTERS.						
1	1	Harbour Master, Sydney... ..	350		350	
1	1	Do. Newcastle	350		350	
1	1	Do. Twofold Bay	250		250	
1	1	Clerk and Accountant (to act as Secretary to the Steam Navigation and Pilot Boards)	250		250	
1	1	Clerk, Sydney	175		175	
1	1	<i>b</i> Do. Newcastle	150		150	
				1,525		1,525
COLONIAL LIGHT HOUSES.						
<i>Principal Light-Keepers.</i>						
1	1	Port Jackson—Macquarie Light	180		180	
1	1	Do. Hornby Light	180		180	
1	1	Newcastle (acting also as Signal Master)	250		250	
1	1	Cape St. George	180		180	
1	1	Port Stephens	180		180	
1	1	Light Ship "Bramble"	180		180	
2	2	Fort Denison Light, Sergeant and Private in charge	73		73	
<i>First Assistant Light-Keepers.</i>						
1	1	Port Jackson—Macquarie Light	96		96	
1	1	Do. Hornby Light	96		96	
1	1	Newcastle... ..	96		96	
1	1	Cape St. George	96		96	
1	1	Port Stephens	96		96	
1	1	Light Ship "Bramble," Mate	96		96	
<i>Second Assistant Light-Keepers.</i>						
1	1	Port Jackson—Macquarie Light	96		96	
1	1	Do. Hornby Light	96		96	
1	1	Newcastle... ..	96		96	
1	1	Cape St. George	96		96	
1	1	Port Stephens	96		96	
3	3	Light Ship "Bramble," Crew, at £96	288		288	
				2,567		2,567
37	37	Carried forward	£	5,617	.....	5,617

a Duties to be performed by the Engineer Surveyor.*b* Also Shipping Master; proposed Salary, £150 per annum.

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.					
No. of Persons.		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Harbours, Light Houses, and Pilot Department—					
continued.					
119	122		Brought forward	19,012	19,330
TELEGRAPH STATIONS.					
1	1		Signal Master, Fort Phillip	200	200
1	1		Signal Master's Assistant	84	84
1	1		Signal Master, South Head	180	180
1	1		Junior Operating Clerk	80	100
				544	564
				19,556	19,894
AUSTRALIAN COAST LIGHT HOUSES.					
			Contribution of one-half the expense of maintaining the Light House on Gabo Island	750	750
			Do. do. do. Wilson's Promontory	750	750
			Contribution of one-fourth the expense of maintaining the Light House on King's Island	450	450
			Contribution of one-third the expense of maintaining the Light House on Kent's Group	400	400
				2,350	2,350
CONTINGENCIES.					
			Travelling Expenses	150	150
			New Boats and repairs, and repairs to Boat-sheds and Pilot Stations	400	445
			Forage and Farriery	150	150
			Expense of Communication	100	100
			Incidental Expenses	300	300
			For the maintenance of the four Leading Lights on the Beacons erected in the Port of Newcastle	24	48
			Expense of sounding a Gong at Fort Denison during foggy weather	6	6
			Mooring and Warping Buoy for Sydney Cove	80	.....
				1,210	1,199
123	126		TOTAL	23,116	23,443
Lifeboats.					
			For the purchase of a new Lifeboat for Port of Newcastle	350	.....
			Erecting two Beacons at Newcastle, and cost of moving the Lifeboat Shed at that place to another site	250	.....
			Gratuities to Coxswains and Crews of Lifeboats, Sydney and Newcastle	400	400
				1,000	400
News and Telegraph Agent at Galle.					
			Salary of Government Agent	100	.....
			Telegrams and other Expenses	500	.....
				600	.....

No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.

	Amount Voted for 1867.		Amount Required for 1868.	
	£		£	
Miscellaneous Services.				
Postage of the various Public Departments	6,000		6,500	
Advertising for the Public Service generally	4,000		4,000	
For the transmission of Telegraphic Messages	7,000		7,000	
Duty Stamps for the Public Service generally	1,500		1,500	
Interest on Public Accounts overdrawn at the Banks where such are kept... ..	30,000		15,000	
Interest on temporary Loans from other Institutions	10,000		6,000	
One-half per cent. Commission on payments in England, by the Government Financial Agents, on (say) £600,000	3,000		3,000	
Exchange on Remittances within and beyond the Colony	3,000		3,000	
To provide for a Queen's Plate to be run for annually, on Rand- wick Racecourse, under the auspices of the Australian Jockey Club (Resolution of Assembly)	200		200	
To meet the Expense of carrying on the Coast Surveys	1,500		1,500	
Allowance for Postage and Stationery, to Clerks of Petty Sessions, Land Agents, and Registrars of District Courts	1,050		1,050	
Provisions to be left on Booby Island, for the relief of Shipwrecked Persons	30		30	
Guns—Six American 450-pounders, with Carriages	3,000		.....
To meet Unforeseen Expenses, to be hereafter accounted for	2,000		3,000	
For procuring from England a supply of Copper Coins for general circulation in the Colony	4,000		.....
			
		76,280		51,780

VI.

Secretary for Lands.

SUMMARY.

	Voted for 1867.	Required for 1868.
CHARGEABLE ON REVENUE.		
Department of Lands	11,724	11,920
Survey of Lands... ..	67,095	69,128
Commission to Land Agents, Appraisers, &c., and Rent of Buildings... ..	4,300	4,300
Occupation of Lands	12,640	14,038
Gold Fields	3,005	2,748
Prevention of Scab in Sheep	8,868	11,720
Inspection of Cattle	300	305
Coal Fields	1,300	1,360
Botanic Gardens... ..	2,928	3,138
Government Domains and Hyde Park	3,008	4,358
Roads other than Main Roads	53,907	54,750
Haslem's Creek General Cemetery	204	204
Aborigines	500	500
Miscellaneous Services	2,670	8,394
TOTAL	£ 172,449	186,863

*The Treasury, New South Wales,
7th September, 1867:*

GEOFFREY EAGAR,
Treasurer.

No. of Persons.		No. VI.—SECRETARY FOR LANDS.				SALARIES AND CONTINGENCIES.																							
1867	1868					Amount Voted for 1867.*		Amount Required for 1868.																					
		Department of Lands.				£		£																					
1	1	Secretary for Lands	1,500		1,500																					
1	1	Under Secretary	800		800																					
2	2	Chief Clerks, at £500	1,000		1,000																					
3	3	Clerks, at £400	1,200		1,200																					
2	2	Clerks, at £350	700		700																					
2	2	Clerks, at £300	600		600																					
4	4	Clerks, at £250	1,000		1,000																					
4	7	Clerks, at £200	800		1,400																					
13	10	Clerks, at £150	1,950		1,500																					
30	30						7,250		7,400																				
<i>Extra Clerks.</i>																													
2	2	Extra Clerks, at 7s. 6d. per diem	274		275																					
7	6	Extra Clerks, at 6s. per diem	768		659																					
9	8						1,042		934																				
6	...	Messengers—1 at £104, 2 at £100, 1 at £50, and 2 at £40	434																						
...	6	Messengers—1 at £104, 1 at £100, 3 at £75, and 1 (boy) at £40		469																					
4	4	Office-keepers and Assistants—1 at £61, 1 at £50, 1 at £36, and 1 at £26	173		173																					
...	1	Watchman, at 5s. per diem		92																					
		Preparation of Deeds	*500		500																					
		Incidental Expenses	25		52																					
10	11						607		734																				
								500																					
								52																					
10	11						525		552																				
51	51	TOTAL	£	11,724	11,920																				
Survey of Lands.																													
SURVEY STAFF.																													
1	1	Surveyor General	1,000		1,000																					
1	1	Deputy Surveyor General	800		800																					
5	5	a District Surveyors, at £730	3,650		3,650																					
6	7	b Surveyors, 1st Class, at £630	3,780		4,410																					
6	7	c Do. 2nd Class, at £530	3,180		3,710																					
17	17	Field Assistants to Surveyors, at 6s. each per diem	1,862		1,867																					
68	76	d Wages and Provisions to Surveying Parties	5,263		5,866																					
							19,535		21,303																				
104	114	Carried forward	£	19,535	21,303																				
<p>a Including £500 Salary and £230 Allowance for Equipment, viz. :—</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Interest on purchase and wear and tear</td><td>£100</td></tr> <tr><td>Provisions for self</td><td>25</td></tr> <tr><td>Forage for three horses</td><td>125</td></tr> <tr><td>Horse-shoeing</td><td>10</td></tr> <tr><td>Wear and tear of survey instruments</td><td>10</td></tr> <tr><td>Stationery and postage</td><td>5</td></tr> <tr><td>Contingencies</td><td>5</td></tr> <tr><td></td><td>£230</td></tr> <tr><td>Less...</td><td>60</td></tr> <tr><td></td><td>£230</td></tr> </table> <p>b Including £400 Salary and £230 Allowance. c Including £300 Salary and £230 Allowance.</p> <p>d Being estimated at the rate of 4s. and 4s. 6d. per diem for 68 Labourers; with £194 to meet special expenditure where necessary.</p>										Interest on purchase and wear and tear	£100	Provisions for self	25	Forage for three horses	125	Horse-shoeing	10	Wear and tear of survey instruments	10	Stationery and postage	5	Contingencies	5		£230	Less...	60		£230
Interest on purchase and wear and tear	£100																												
Provisions for self	25																												
Forage for three horses	125																												
Horse-shoeing	10																												
Wear and tear of survey instruments	10																												
Stationery and postage	5																												
Contingencies	5																												
	£230																												
Less...	60																												
	£230																												
* For the joint Departments of the Secretary for Lands and the Surveyor General.																													

No. of Persons.		No. VI.—SECRETARY FOR LANDS.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
104	114	Survey of Lands—continued.			
		£	19,535	£	21,303
		
		Brought forward			
		DRAWING AND LITHOGRAPHIC STAFF.			
1	1	Chief Draftsman	600	600	
6	...	Draftsmen, 1st Class—1 at £450, 3 at £400, and 2 at £350	2,350	.....
...	6	Draftsmen, 1st Class—1 at £450, 3 at £400, 1 at £350, and 1 at £300 ... ..	.....	2,300	
13	...	Draftsmen, 2nd Class—6 at £300, 4 at £240, and 3 at £220	3,420	.....
...	15	Draftsmen, 2nd Class—9 at £300, 4 at £250, and 2 at £200 ... ..	.....	4,100	
19	...	Draftsmen, 3rd Class—12 at £200, 6 at £150, and 1 at £100	3,400	.....
...	18	Draftsmen, 3rd Class—11 at £200, 6 at £150, and 1 at £100 ... ..	.....	3,200	
7	7	Supernumerary Draftsmen, at £75 each	525	525	
2	3	Description Writers—1 at £100, 1 at £150, and 1 at £220	250	470	
3	3	Lithographic Draftsmen, at £300	900	900	
3	4	Lithographic Printers—1 at £285, 1 at £210, 1 at £175, and 1 at £75	680	745	
1	1	Plan Mounter	200	200	
55	58		12,275		13,040
		CLERICAL STAFF.			
1	1	Accountant	400	400	
1	1	Clerk, at £300	300	300	
1	1	Do. at £250	250	250	
1	1	Do. at £200	200	200	
1	1	Do. at £150	150	150	
1	1	Supernumerary Clerk, at 6s. per diem	110	110	
6	6		1,410		1,410
		To complete Base Line for Triangulation	1,000	500	
		Allowance, in lieu of Forage for one horse, to Surveyor General	50	50	
		Fees to Licensed Surveyors	30,000	30,000	
		Passage and Freight	150	150	
		^b Incidental Expenses	225	225	
		Extra Forage Allowance in special cases	500	500	
		Purchase of Surveying Instruments	250	250	
		Lithographic Drawing, Printing, and Materials	600	600	
		Do. do. Patented Inventions	150	150	
		Rent of Rooms for deposit of Records in Country Towns by Surveyors	250	250	
		Fees to Draftsmen employed by Contract in drawing Diagrams on Deeds	600	600	
		Rent of Branch Survey Office, Pitt-street	100	100	
			33,875		33,375
165	178	TOTAL	67,095		69,128
		Rent of additional Offices for Land Departments	300	300	
		Commission to Land Agents, Appraisers, and others	4,000	4,000	
			4,300		4,300

^a Provided with Quarters, Fuel, and Light.

^b Including Special Allowance, when necessary, for District Surveyors.

No. of Persons.		No. VI.—SECRETARY FOR LANDS.				SALARIES AND CONTINGENCIES.				
1867	1868	Occupation of Lands.				Amount Voted for 1867.		Amount Required for 1868.		
						£		£		
HEAD QUARTERS.										
1	1	Chief Commissioner of Crown Lands	...	...	...	800		800	
1	1	Chief Clerk	...	...	...	400		400	
1	1	Clerk	...	...	...	300		300	
1	1	Do.	...	...	...	250		250	
...	1	Do.	...	...	...	.....		225	
2	2	Clerks, at £200	...	...	...	400		400	
1	1	Clerk	...	...	...	175		.....	
1	1	Do.	...	...	...	150		150	
1	1	Do.	...	...	...	75		100	
1	1	Bailiff	...	...	...	200		200	
1	1	Messenger	...	...	...	52		75	
1	1	House-keeper	...	...	...	26		26	
							2,828		2,926	
12	13									
PASTORAL DISTRICTS.										
2	2	Commissioners of Crown Lands, at £500	...	...	...	1,000		1,000	
4	5	Do.	£450	...	...	1,800		2,250	
4	3	Do.	£400	...	...	1,600		1,200	
14	14	Bailiffs, at £183	...	...	...	2,562		2,562	
10	10	Camp-keepers, at £40	...	...	...	400		400	
							7,362		7,412	
34	34						10,190		10,338	
Expenses of Exploration Parties of Commissioners engaged in allotting New Country 1,000										
Fees for Special Appraisements and similar Services 1,000										
Allowance to Commissioners in lieu of Quarters 250										
Incidental Expenses 200										
Forage Allowances, when specially sanctioned										
							2,450		3,700	
46	47	TOTAL				£	12,640		14,038
Gold Fields.										
3	3	Commissioners, at £500	...	...	...	1,500		1,500	
3	3	Clerks to Gold Commissioners, at £175	...	...	...	525		525	
							2,025		2,025	
Allowance in lieu of Forage for Commissioners... .. 300										
Carriage of Stores, Wood, Water, &c. 84										
Erection of, and Repairs to, Buildings 100										
Rent of Premises 130										
Travelling Expenses of Commissioners (when specially sanctioned) 200										
To meet Unforeseen Expenses at the Gold Fields 250										
							980		723	
6	6	TOTAL				£	3,005		2,748

No. VI.—SECRETARY FOR LANDS.

No. of Persons.			SALARIES AND CONTINGENCIES.				
1867	1868		Amount Voted for 1867.		Amount Required for 1868.		
			£		£		
		Prevention of Scab in Sheep.					
1	1	Chief Inspector	500		500		
1	1	Inspector	375		375		
5	6	Inspectors, at £350	1,750		2,100		
21	22	Inspectors, at £250 each	5,250		5,500		
...	2	Inspectors, at £200 ... ..	.....		400	
2	2	Inspectors, at £100	200		200		
...	2	Inspectors, at £50 ... ..	.....		100	
4	...	Inspectors, at £30	120		.....	
...	8	Boundary Riders on the Murray, at £150. ... ..	.....		1,200	
				8,195		10,375	
		Forage:—					
		Chief Inspector, at £50	100		100		
		1 Inspector, at £50	200		200		
		Travelling Expenses, when specially sanctioned ... ..	.....		400	
		Travelling Expenses to Sheep Directors	40		.....	
		Postage and Stationery for Chief Inspector	125		150		
		Do. for 30 Inspectors, at £5 per annum each	8		10		
		Do. for 4 at £2 10s. each	200		200		
		Incidental Expenses, including Law Costs and Charges ... ..	.....		65	
		Rent of Quarantine Ground, Sydney ... ..	.....		150	
		Forage for Sheep in Quarantine... ..	.....		20	
		Medicaments for Dressing ... ..	.....		50	
		Keeping Quarantine Yards, Sydney ... ..	.....	673		1,345
34	44	TOTAL	£	8,868		11,720	
		Inspection of Cattle.					
1	1	Inspector, Sydney	25		25		
1	1	Do. Eden	100		100		
1	1	Do. Newcastle	150		150		
				275		275	
		Postage and Stationery for Inspectors at Newcastle and Eden					
		Incidental Expenses	5		5		
			20		25		
				25		30	
3	3	TOTAL	£	300		305	
		Coal Fields.					
1	1	Examiner (Northern) and Keeper of Mining Records... ..	600		600		
1	1	Inspector	300		300		
				900		900	
		Incidental Expenses					
		Rent of Office	400		400		
			.....		60	
				400		460	
2	2	TOTAL	£	1,300		1,360	

No. of Persons.		No. VI.—SECRETARY FOR LANDS.			
1867	1868	SALARIES AND CONTINGENCIES.			
		Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Botanic Gardens.					
1	1	Director	400	400	
1	1	Overseer	150	150	
1	1	Clerk and Librarian	150	150	
1	1	Bailiff	108	108	
			808		808
		Wages to Gardeners and Labourers	1,300	1,400	
		Travelling and other Expenses of the Director, in the discharge of his duties	100	100	
		Forage for one Horse	50	50	
		Cases for Plants, and to meet the expenses of transmission	40	40	
		Towards the formation of a Public Botanical Library	50	50	
		Purchase of Coals and Manure	40	40	
		Incidental Expenses	100	100	
		To defray Cost of Aviary	200	200	
		For draining do. ... ..	.....	100	
		Painting and repairing Seats	25	25	
		To drain, trench, form, and plant the Land formerly the Road between the Upper and Lower Gardens	200	100	
		Towards labelling the Plants and Shrubs in Botanic Gardens	15	25	
		To form, trench, and drain the land at the Western Lodge ... ..	.....	100	
			2,120		2,330
4	4	TOTAL ... .. £	.....	2,928	.....
					3,138
Government Domains and Hyde Park.					
1	1	General Overseer... ..	150	150	
1	1	Bailiff	108	108	
			258		258
		Wages to Labourers	700	700	
		Forage for one Horse	50	50	
		Gravel to keep in repair Roads and Paths	200	300	
		Formation and improvement of Paths	100	100	
		Repair of Gates and Fences	200	200	
		To trench and fence in Ground for additional Plantations	150	150	
		Soil and Manure	50	50	
		Incidental Expenses	50	50	
		To continue improvement of the Domain	250	500	
		Towards enclosing Inner Domain with ornamental Railings ... ..	.....	1,000	
			1,750		3,100
		For the improvement of Hyde Park ... ..	.....	1,000	1,000
2	2	TOTAL ... .. £	.....	3,008	.....
					4,358

ESTIMATES OF EXPENDITURE—1868.

No. of Persons.		No. VI.—SECRETARY FOR LANDS.			
		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
		Minor Roads.			
		For the construction and maintenance of Subordinate Roads, as classified per Schedule 41,000 41,000			
		For Minor Bridges and Roads not classified 8,000 8,000			
		Alignment Posts for Towns 500 500			
		To meet Expense of Fencing Public Roads where proclaimed through enclosed Lands 3,000 4,000			
		Formation of Streets through Crown Lands in City of Sydney 500 750			
		For the erection of Gates on Roads passing through enclosed Lands 500 500			
		Other Votes, 1867 907		.....
			53,907		54,750
		Haslem's Creek General Cemetery.			
1	1	Overseer 104 104			
		Clearing Roads and repairing Fences 100 100			
			204		204
		Aborigines.			
		Medicines and Medical Attendance 500 500			

ESTIMATES OF EXPENDITURE—1868.

No. VI.—SECRETARY FOR LANDS.			
No. of Persons.		SALARIES AND CONTINGENCIES.	
1867	1868	Amount Voted for 1867.	Amount Required for 1868.
Miscellaneous Services.		£	£
		200	200
		50	50
		390	1,000
		5,000
		150
		94
		145
		45
		50
		1,110
		450
		100
		2,030	
		2,670	8,394

VII.

Secretary for Public Works.

SUMMARY.

	Voted for 1867.	Required for 1868.
CHARGEABLE ON REVENUE.		
Department of Public Works	£ 4,350	£ 4,191
Railways :—		
General Establishment	2,300	2,950
Works in Progress Establishment	6,050	6,324
Existing Lines—Working Expenses	101,460	101,940
Harbours and River Navigation :—		
Establishments	15,093	25,543
Public Works	5,800	16,300
Colonial Architect	5,590	5,815
Public Works and Buildings	94,360	76,582
Roads and Bridges :—		
General Establishment	2,650	2,600
Superintendence	5,700	5,700
Construction and Maintenance	104,534	108,562
Fitz Roy Dock	5,447	6,827
Miscellaneous Services	70	620
	353,404	363,954
TO BE RAISED BY LOAN.		
Railways	33,000	7,131
Harbours and River Navigation	10,000	115,100
Roads	6,000	58,000
Electric Telegraphs ... ..	.....	59,276
	49,000	239,507
TOTAL	£ 402,404	603,461

*The Treasury, New South Wales,
7th September, 1867.*

GEOFFREY EAGAR,
Treasurer.

ESTIMATES OF EXPENDITURE—1868.

No. of Persons.		No. VII.—SECRETARY FOR PUBLIC WORKS.						SALARIES AND CONTINGENCIES.			
1867	1868							Amount Voted for 1867.		Amount Required for 1868.	
								£		£	
Department of Public Works.											
1	1	Secretary for Public Works	...	...	...	...	...	1,500		1,500	
1	1	Under Secretary	...	...	...	...	...	800		600	
1	1	Chief Clerk	...	...	...	...	...	450		450	
1	1	Clerk	...	...	...	...	...	300		300	
1	1	Do.	...	...	...	...	...	250		250	
1	1	Do.	...	...	...	...	...	200		200	
1	1	Messenger	...	...	...	...	...	120		150	
1	1	House-keeper	...	...	...	...	...	50		61	
									3,670		3,511
		Rent	...	...	...	...	...	650		650	
		Incidental Expenses	...	...	...	...	...	30		30	
									680		680
8	8	TOTAL	...	...	...	...	...	£ .....	4,350		4,191
 Railways. 											
GENERAL ESTABLISHMENT.											
...	1	Commissioner.	..	...	...	...	...	.....		700	
1	1	Accountant	...	...	...	...	...	500		500	
1	1	Chief Clerk	...	...	...	...	...	400		400	
1	1	Clerk	...	...	...	...	...	300		300	
1	1	Do.	...	...	...	...	...	300		250	
1	1	Do.	...	...	...	...	...	250		250	
1	1	Do.	...	...	...	...	...	200		200	
1	1	Clerk	...	...	...	...	...	50		50	
1	1	Messenger	...	...	...	...	...	100		100	
									2,100		2,750
		Travelling and Incidental Expenses	...	...	...	...	...	.....	200		200
8	9	TOTAL	...	...	...	...	...	£ .....	2,300		2,950

NO. VII.—SECRETARY FOR PUBLIC WORKS.

No. of Persons.		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Railways—continued.					
WORKS IN PROGRESS.					
<i>Valuation of Land.</i>					
1	1	Valuator	500	500	
		Travelling Expenses	100	100	
			600		600
1	1				
<i>Works in Progress—Authorized Extensions.</i>					
1	1	Engineer-in-Chief	1,500	1,500	
1	1	Assistant Engineer	700	700	
1	...	Assistant Engineer for Trial Surveys	*800	.....
1	1	Chief Draftsman	500	500	
1	1	Draftsman	200	200	
1	1	Clerk *	350	350	
			4,050		3,250
		Travelling Expenses	300	300	
		Incidental Expenses	100	100	
		Contingent sum to provide such further Assistance as may be required	1,000	2,000	
		Forage allowance for Engineer-in-Chief... ..	.....	74	
			1,400		2,474
6	5	TOTAL	£	6,050	6,324
EXISTING LINES—WORKING EXPENSES.					
ENGINEER'S BRANCH.					
1	1	Engineer	550	550	
1	1	Locomotive Foreman	400	300	
1	1	Do.	300	300	
1	1	Superintendent of Way and Works	400	400	
2	2	Inspectors of Permanent Way, at £275	550	550	
1	1	Clerk	175	200	
...	1	Do. ... ..	.....	150	
1	1	Telegraph Instrument Fitter for Railway Lines	150	150	
			2,525		2,600
TRAFFIC BRANCH.					
1	1	Traffic Manager, Southern and Western Lines	500	500	
1	1	Traffic Manager, Northern Line... ..	500	500	
34	...	Station Masters—6 at £250; 10 at £200; 3 at £175; 11 at £150; and 4 at £120	6,155	.....
...	36	+ Station Masters—6 at £250; 11 at £200; 2 at £175; 14 at £150; and 3 at £120 ... ..	.....	6,510	
1	1	Wharfinger, Newcastle	200	200	
			7,355		7,710
REVENUE AUDIT.					
1	1	Clerk	200	250	
1	1	Do.	180	180	
			380		430
STORE.					
1	1	Storekeeper	300	300	
1	1	Do.	250	250	
1	1	Clerk	200	200	
			750		750
		Allowance to Station Masters for House Rent	450	450	
		Traffic Expenses, Maintenance of Way and Works, Wages to Workmen, Stores, and Incidental Expenses	90,000	90,000	
			90,450		90,450
50	53	TOTAL	£	101,460	101,940

* Including £200 for equipment and travelling allowance. † With an allowance not exceeding £50 per annum for House Rent, where no residence is provided. ‡ Paid formerly from Revenue.

ESTIMATES OF EXPENDITURE—1868.

		No. VII.—SECRETARY FOR PUBLIC WORKS.						SALARIES AND CONTINGENCIES.			
No. of Persons.								Amount Voted for 1867.		Amount Required for 1868.	
1867	1868							£		£	
		Harbours and River Navigation.									
		ENGINEER'S DEPARTMENT.									
1	1	Engineer-in-Chief...	...	...	...	...	1,100		1,100	
1	1	Chief Surveyor and Draftsman	...	...	...	...	400		400	
1	1	Draftsman	...	...	...	...	300		300	
1	1	Do.	...	...	...	...	300		275	
1	1	Chief Clerk and Accountant	...	...	...	...	300		300	
1	1	Clerk	...	...	...	...	175		200	
...	1	Harbour Bailiff	...	...	...	...	.....		200	
1	1	Messenger	...	...	...	...	50		50	
							2,625		2,825		
							120		200		
							50		50		
							170		250		
7	8							2,795		3,075	
		STEAM DREDGE "HUNTER."									
1	1	Chief Engineer	...	...	...	...	300		300	
14	14	Crew	...	...	...	...	1,520		1,520	
							1,820		1,820		
15	15	Repairs and Renewals, Coals, Stores, Steam Tug, and other Incidental Expenses	...	...	...	...	2,000		2,000	
							3,820		3,820		
		STEAM DREDGE "HERCULES."									
1	1	Master	...	...	...	...	250		250	
9	9	Crew	...	...	...	...	924		924	
							1,174		1,174		
10	10	Repairs and Renewals, Coals, Stores, and other Incidental Expenses, including new Boiler	...	...	...	...	1,000		1,500	
							2,174		2,674		
Carried forward							£	8,789	9,569

No. VII.—SECRETARY FOR PUBLIC WORKS.

	Amount voted for 1867.	Amount required for 1868.
	£	£
Public Works and Buildings.		
For ordinary repairs, alterations, and additions to Public Buildings generally ...	12,000	12,000
For providing Furniture and Fittings for Public Offices generally ...	3,000	3,000
For repairs to Military Barracks and Buildings ...	1,500	2,000
For lighting Lamps, sweeping Chimneys, &c., Victoria Barracks...	250	250
For lighting Government Lamps in Streets of Sydney and Domain ...	700	700
For Furniture and repair of same for Government House...	200	200
To provide Building and other Materials for completion or repair of Gaols and other Public Buildings, by the labour of Prisoners in Gaol ...	6,500	6,500
Additions, Sydney Gaol ...	2,000	2,000
Police Buildings ...	5,000	5,000
Gaols, Court Houses, and Lock-ups ...	15,000	15,000
Supply of Coffins for Paupers ...	600	600
Furniture for, and Repair of, Telegraph Stations ...	2,000	2,000
Additions, Alterations, and Repairs, Protestant Orphan School, Parramatta ...	1,000	2,000
Additions, Alterations, and Repairs, &c., Lunatic Asylum, Tarban ...	9,500	5,000
Additions to the New Gaol at Maitland ...	.....	2,000
Additions and Alterations, Benevolent Asylum, Liverpool ...	2,000	2,000
Repairs to Workshops and Officers' Quarters, Cockatoo Island ...	250	690
Alterations to Abattoirs, Glebe Island ...	3,000	.....
Erection of a Post Office, Deniliquin ...	.....	1,500
Erection of a Residence for the Telegraph Station Master, South Head ...	.....	600
Erection of Shed for Colonial Military Stores ...	.....	1,000
Improvements and Additions, Powder Magazine, Goat Island ...	.....	1,000
Additions and Improvements, Lunatic Asylum, Parramatta ...	.....	3,000
Residence for Surgeon, Darlinghurst Gaol... ..	.....	1,700
Erection of a Light-house at Barrenjuey—entrance to Broken Bay ...	.....	500
Dwarf Wall and Iron Railing, Commissariat Offices, George-street ...	.....	192
Residence for the Director of the Botanic Gardens ...	.....	2,000
Repairs and Alterations, Sydney Mint ...	.....	1,200
Enclosing sites of Surgeon's Residence, Watch-house, and Lunatic Receiving House, Darlinghurst ...	.....	1,700
For providing additional Cabinets and Fittings for the Australian Museum ...	.....	1,000
Engine Driver and fuel, Lunatic Asylum, Tarban Creek... ..	.....	250
Other Votes, 1867 ...	29,860	.....
TOTAL	£ 94,360	76,582

No. of Persons.		No. VII.—SECRETARY FOR PUBLIC WORKS.			
		SALARIES AND CONTINGENCIES.			
1867	1868	Amount Voted for 1867.		Amount Required for 1868.	
		£		£	
Fitz Roy Dock.					
1	1	Superintendent and Engineer-in-Chief	700		700
1	1	Assistant Superintendent and Clerk of Works	350		350
1	1	Storekeeper	190		190
1	1	Accountant and Clerk	200		200
1	1	Foreman of Works	200		200
1	1	Engineer Mechanic	190		190
2	2	Foremen of Works, at £164	328		328
1	1	Shipwright Carpenter	220		220
1	1	Fireman	146		146
1	1	Messenger and Boatman	108		108
			2,632		2,632
		Fuel, Light, and Provisions	160		160
		For docking and undocking Vessels	400		600
		Stationery and Printing	25		20
		Machinery, Works, and other Services (as per Schedule below)*	2,178		3,333
		Rent of Office	52		52
		New Boat... ..	.....		30
			2,815		4,195
11	11	TOTAL	£	5,447	.....
					6,827
Miscellaneous Services.					
		Attending to the lighting and extinguishing of the Gas, &c., in the Parliamentary Buildings	70		70
		Compensation to the Lessee of the Annandale, Pitt Row, and Hebersham Toll-bars ... ..	.....		200
		Improving Water Reserve, Cootamundry ... ..	.....		350
				70	620
* SCHEDULE.					
		Incidental Free Labour			£ 300
		To procure, from England, one Whitworth Bolt and Nut-screwing Machine, Freight, Package, and Insurance			200
		To procure from England, or to construct on the Works, one set of Tubular Masting Sheers capable of lifting 50 tons, with chain falls hoisting gear complete			1,000
		Freight, Package, and Insurance			150
		Foundation and Erecting			250
		Material and Labour for constructing, on the Works, a Boring-bar, from 10 to 25-inch cylinders			50
		Forage for two Draught Horses			80
		Timber, Iron, Coal for Engine, Paint, Driving-belts, Oil, Tallow, Cotton Waste, Incidental Stores, and Materials for general service			600
		Gratuities to Prisoners			400
					£3,030
		Unforeseen Contingencies, 10 per cent.			303
					£3,333

No. VII.—SECRETARY FOR PUBLIC WORKS.

	Amount Voted for 1867.		Amount Required for 1868.	
	£		£	
To be raised by Loan.				
RAILWAYS.				
Engine Shed, Windsor and Richmond Railway	3,000		.....
Trial Surveys for the extension of the Great Southern and Western Railways	5,000		.....
Compensation for Land taken on the Ultimo Estate	25,000		.....
One half the cost of Telegraph Line from Picton to Goulburn, along the line of Railway, chargeable to Railways ... ..	.....		3,412	
One half the cost of Telegraph Line from Penrith to Bathurst, along the line of Railway, chargeable to Railways ... ..	.....		3,719	
		33,000		7,131
HARBOURS AND RIVER NAVIGATION.				
Removing obstructions and improving the Navigation of the Rivers Murray, Murrumbidgee, and Darling	10,000		10,000	
Towards repair of the Southern Breakwater, Newcastle ... ..	.....		5,000	
Coal Staiths, Newcastle—further sum ... ..	.....		6,600	
Bridge and Approaches, West Maitland ... ..	.....		1,000	
Steam Cranes, Wharfs, &c., Darling Harbour ... ..	.....		35,000	
Cuttings at Yanko Creek for purposes of Irrigation ... ..	.....		45,000	
Steam Dredge for the Moruya River ... ..	.....		8,000	
Additional Punt for new Steam Dredge, Sydney Harbour ... ..	.....		4,500	
		10,000		115,100
ROADS AND BRIDGES.				
Road and Railway Bridge over the River Murray, at Echuca	6,000		.....
Bridge over the Macquarie River, at Wellington ... ..	.....		8,000	
Iron Bridge over the Lower Murrumbidgee ... ..	.....		13,000	
Iron Bridge at Yass ... ..	.....		10,000	
Iron Bridge at Bathurst ... ..	.....		12,000	
Bridge over the Nimboiy, between Grafton and New England ... ..	.....		15,000	
		6,000		58,000
ELECTRIC TELEGRAPHS.				
¹ Glen Innes to Inverell ... ..	.....		1,750	
¹ Tamworth to Fort Bourke ... ..	.....		25,000	
² Morpeth, <i>via</i> Raymond Terrace, to Port Stephens ... ..	.....		1,750	
Armidale to Port Macquarie ... ..	.....		7,250	
³ Burrowa to Young ... ..	.....		1,500	
⁴ Araluen to Moruya ... ..	.....		2,500	
⁴ Kiandra to Cooma ... ..	.....		2,500	
⁴ Bombala to Panbula and Eden ... ..	.....		2,500	
⁶ Parramatta to Wiseman's Ferry ... ..	.....		1,800	
Re-insulating Line, Sydney to Albury ... ..	.....		1,095	
Telegraph Stations, Balranald, Moulamein, and Wellington ... ..	.....		4,500	
One half the cost of Telegraph Line from Picton to Goulburn, along the line of Railway, chargeable to Telegraphs ... ..	.....		3,413	
One half the cost of Telegraph Line from Penrith to Bathurst, along the line of Railway, chargeable to Telegraphs ... ..	.....		3,718	
				59,276
TOTAL	£	49,000	.....	239,507

¹ To be carried out on the guarantee principle.
² Connecting Line between Southern and Western Districts.

³ To connect the Light House and Harbour of Refuge.

⁴ Coast Lines.

⁵ Connecting Line between Southern and Coast Districts.

⁶ To avoid Windsor, Richmond, and the Hawkesbury River during floods.

VIII.

The Postmaster General.

SUMMARY.

	Voted for 1867.	Required for 1868.
Post Office	166,180	169,670
Money Order Department	2,525	2,837
Electric Telegraphs	30,341	32,420
TOTAL	£ 199,046	204,927

The Treasury, New South Wales,
7th September, 1867.

GEOFFREY EAGAR,
Treasurer.

No. of Persons.		No. VIII.—THE POSTMASTER GENERAL.						SALARIES AND CONTINGENCIES.	
1867	1868							Amount Voted for 1867.	Amount Required for 1868.
								£	£
Post Office.									
1	1	Postmaster General	...	...	...	...	950	1,500
1	1	Secretary	...	...	...	...	600	600
<i>Correspondence Branch.</i>									
1	1	Clerk	...	...	...	...	300	300
1	1	Do.	...	...	...	...	225	225
1	1	Do.	...	...	...	...	200	200
1	1	Do.	...	...	...	...	150	150
1	2	Do. at £132	...	...	...	...	132	264
1	1	Do. (Records)	...	...	...	...	200	250
1	1	Do. (do.)	...	...	...	...	175	175
1	1	Do. (Stores)	...	...	...	...	150	150
...	1	Do. (Probationary)	...	...	...	...	.....	50
<i>Account Branch.</i>									
1	1	Accountant	...	...	...	...	530	450
1	1	Clerk	...	...	...	...	132	200
...	1	Do.	...	...	...	...	.....	132
1	1	Do. (Probationary)	...	...	...	...	50	70
<i>Cash and Stamp Sale Branch.</i>									
1	1	Cashier and Clerk in Charge	...	...	...	...	350	350
1	1	Window Clerk	...	...	...	...	200	200
1	1	Clerk	...	...	...	...	100	100
<i>Mail Branch.</i>									
1	1	Superintendent	...	...	...	...	400	400
<i>Receiving and Delivering Office.</i>									
1	1	Clerk	...	...	...	...	300	300
1	1	Do.	...	...	...	...	250	250
1	1	Do.	...	...	...	...	225	225
1	1	Do.	...	...	...	...	175	175
1	1	Do.	...	...	...	...	175	175
1	1	Do.	...	...	...	...	150	150
1	2	Do. (Probationary), at £50	...	...	...	...	50	100
...	1	Stamper and Sorter (1st Class)	...	...	...	...	.....	150
2	1	Do do. (2nd Class)	...	...	...	...	264	132
6	6	Letter Carriers (1st Class), at £144	...	...	...	...	864	864
12	14	Do. do. (2nd Class), at £132	...	...	...	...	1,584	1,848
10	12	Do. do. (3rd Class), at £120	...	...	...	...	1,200	1,440
<i>Despatching Office.</i>									
1	1	Clerk	...	...	...	...	300	300
1	2	Do. at £200	...	...	...	...	200	400
1	1	Clerk	...	...	...	...	175	175
1	1	Do.	...	...	...	...	175	175
1	1	Do.	...	...	...	...	175	175
1	1	Do.	...	...	...	...	150	150
1	1	Do.	...	...	...	...	132	132
1	1	Do. (Probationary)	...	...	...	...	50	50
...	3	Stampers and Sorters (1st Class), at £150	...	...	...	...	.....	450
6	3	Do. do. (2nd Class), at £132	...	...	...	...	792	396
1	1	Shipping Messenger	...	...	...	...	132	132
1	1	Messenger	...	...	...	...	108	108
3	3	Mail Boys, at £78	...	...	...	...	234	234
2	2	Do. at £50	...	...	...	...	100	100
<i>Registry Office.</i>									
1	1	Clerk	...	...	...	...	250	250
1	1	Do.	...	...	...	...	175	175
77	86	Carried forward						£ 13,229	14,977

ESTIMATES OF EXPENDITURE—1868.

83

No. of Persons.		No. VIII.—THE POSTMASTER GENERAL.				SALARIES AND CONTINGENCIES.			
1867	1868					Amount Voted for 1867.		Amount Required for 1868.	
		Post Office—continued.				£		£	
77	86	Brought forward				13,229		14,977	
		<i>Dead Letter Office.</i>							
1	1	Clerk				250		250	
1	1	Do.				132		132	
2	2	Postal Inspectors, at £300				600		600	
2	2	Messengers, at £108				216		216	
1	1	Night Watchman				84		84	
1	1	Office-keeper				61		61	
2	2	Mail Guards, at £150				300		300	
12	14	†Country Letter Carriers, at £120				1,440		1,680	
							16,312		18,300
		COUNTRY POSTMASTERS ... ..				.....	14,000		14,250
		Fuel and Light for Official Post Offices ... ..				.....		60	
		Overtime for Sorting English Mails				400		400	
		Uniforms for Letter Carriers and Guards				200		250	
		*Allowance of Rent to Official Postmasters (<i>Vide</i> Schedule)				558		600	
		Forage and Farriery for six Horses				300		300	
		*Allowance for Forage to Letter Carriers at Parramatta, East and West Maitland, Bathurst, Mudgee, Singleton, Newcastle, Goulburn, and Morpeth (<i>Vide</i> Schedule)				370		370	
		Pillar Boxes				120		120	
		Incidental Expenses				500		500	
		Travelling Expenses for purposes of Inspection				500		500	
							2,948		3,100
		CONVEYANCE OF MAILS.							
		Inland Mails				54,000		54,000	
		Gratuities for Ships' Mails, Foreign and Coastwise				3,000		4,000	
		Porterage Allowances, including Landing and Shipping Mails				600		700	
		Receiving and delivering Mails, Intercolonial and Coastwise, after Post Office hours... ..				120		120	
		Expense of Supplementary English Mails, and the transhipment of Mails at Melbourne				200		200	
		Expense of Steam Postal Communication with Great Britain, <i>via</i> Suez				20,000		20,000	
		Expense of Steam Postal Communication with Great Britain, <i>via</i> Panama... ..				55,000		55,000	
							132,920		134,020
99	110	TOTAL				£	166,180	.....	169,670

SCHEDULE OF OFFICIAL POST OFFICES.

PLACES.	Salary of Postmaster.	Allowance for Rent.	Salary of Assistant.	LETTER CARRIERS.		
				Number.	Salary.	Forage Allowance.
	£	£ s. d.	£		£	
Albury	230	34 0 0	.....	.....	.....
Armidale*	200	Nil.	.....	.....	.....
Bathurst	300	44 10 0	.....	1	120	2s. per diem.
Campbelltown	200	29 10 0	.....	.....	.....
Deniliquin	200	29 10 0	50	.....	.....
East Maitland	230	29 10 0	.....	1	120	2s. "
Forbes	200	40 0 0	50	.....	.....
Goulburn	300	44 10 0	.....	1	120	2s. "
Mudgee	250	29 10 0	50	1	120	2s. "
Newcastle*	280	Nil.	150	2	240	2s. " for one Letter [Carrier only.
Parramatta	280	41 0 0	.....	1	120	2s. "
Penrith	200	29 10 0	.....	.....	.....
Singleton	200	29 10 0	.....	1	120	2s. "
Tamworth*	200	.....	.....	.....	.....
Windsor	200	40 0 0	.....	1	120	
West Maitland*	300	Nil.	100	2 at £120 each	240	2s. " for one Letter [Carrier only.
Wollongong	200	70 0 0	.....	.....	.....
Yass	200	29 10 0	52	.....	.....
TOTAL	4,170	520 10 0	452	11	1,320	

† The Post Office, Morpeth, although not an Official Post Office, is allowed a Letter Carrier, at £120, with Forage Allowance of 2s. per diem.

* No allowance for Rent, as Government Building is provided.

ESTIMATES OF EXPENDITURE—1868.

No. VIII.—THE POSTMASTER GENERAL.													
No. of Persons.										SALARIES AND CONTINGENCIES.			
1867	1868									Amount Voted for 1867.		Amount Required for 1868.	
										£		£	
Money Order Department.													
1	1	Superintendent	...	...	...	...	...	...	...	500		600	
1	1	Chief Clerk	...	...	...	...	...	...	...	300		400	
1	1	Clerk	...	...	...	...	...	...	...	250		250	
1	1	Do.	...	...	...	...	...	...	...	200		200	
1	1	Do.	...	...	...	...	...	...	...	150		150	
1	1	Do.	...	...	...	...	...	...	...	100		100	
1	1	Messenger	...	...	...	...	...	...	...	100		100	
...	1	Housekeeper	...	...	...	...	...	...	...	.....		12	
											1,600		1,812
		Extra Clerical Assistance	...	...	...	...	...	...	...	50		100	
		Travelling Expenses	...	...	...	...	...	...	...	100		100	
		Incidental Expenses	...	...	...	...	...	...	...	25		25	
		Intercolonial Offices—Commission	...	...	...	...	...	...	...	100			
		Commission to Country Postmasters	...	...	...	...	...	...	...	300			
		To pay the Imperial Government 4d. per Order for Money Orders drawn upon the United Kingdom, and 10s. per cent. on (say) £30,000	...	...	...	...	...	...	...	350			
											925		1,025
7	8	TOTAL	...	...	...	...	...	...	£	.....	2,525		2,837

No. of Persons.		No. VIII.—THE POSTMASTER GENERAL.				SALARIES AND CONTINGENCIES.				
1867	1868					Amount Voted for 1867.		Amount Required for 1868.		
						£		£		
Electric Telegraphs.										
1	1	Superintendent				700		700		
1	1	Assistant Superintendent				350		450		
1	1	Accountant				300		400		
1	1	Bookkeeper				250		300		
1	1	Clerk				200		200		
1	1	Do.				150		150		
1	1	Booking Clerk (Inwards)				225		250		
1	1	Do. (Outwards)				150		200		
1	1	Instrument Fitter				300		300		
1	1	Storekeeper				104		104		
1	1	Battery Man				104		104		
1	1	Head Messenger and Stable-keeper				104		104		
							2,987		3,262	
12	12									
67	...	Station Masters and Line Repairers—2 at £300; 3 at £250; 13 at £200; 25 at £180; 12 at £150; 11 at £120, and 1 at £25				11,595		.....	
...	69	Station Masters and Line Repairers—2 at £300, 3 at £250, 14 at £200, 25 at £180, 15 at £150, 9 at £120, 1 at £52 ... ..				.....		12,032	
20	...	Operators—1 at £200; 5 at £150; 10 (Juniors) at £104; and 4 at £52				2,198		.....	
...	23	Operators—1 at £200; 2 at £175; 7 at £150; 8 (Juniors) at £104; and 5 at £52 ... ..				.....		2,692	
14	...	Messengers—11 at £52; 1 at £26; and 2 at £25				648		.....	
...	14	Messengers—11 at £52, 1 at £26, and 2 at £25 ... ..				.....		648	
							14,441		15,372	
101	106									
ADDITIONAL OFFICERS required in consequence of extension of Office hours:—										
...	1	Additional Operator, at £150 ... ..				.....		150	
...	1	Do. Messenger at £52 ... ..				.....		52	
...	2								202	
Horse Equipment, Forage Allowance, and Farriery, for 65 horses for use of Line Repairers and Messengers. (51 in 1867)										
						3,663		3,809		
Travelling Expenses of Line Repairers and Officers of Department generally										
						1,000		1,000		
Rent of Temporary Offices, including Chief Office, Stables, and Store, Sydney										
						1,300		1,500		
Allowance to Station Masters for working over-hours, at 2s. per hour										
						100		100		
Station Messengers' Uniform										
						200		200		
Working Expenses of 3,600 miles of Line										
						2,600		2,600		
To replace Instruments and Batteries, and for Portage, and Unforeseen Expenses										
						900		1,000		
Repairs to Lines generally										
						2,000		3,000		
Fuel and Light for 65 Stations. (62 in 1867)										
						200		250		
Allowance in lieu of Quarters to Assistant Superintendent										
						.....		75	
Telegraph Books										
						.....		50	
Telegraph Station at Wagga Wagga										
						1,000		.....	
							12,963		13,584	
113	120									
TOTAL						£	30,341	32,420

SUPPLEMENTARY ESTIMATES

OF THE

EXPENDITURE

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR

1867,

AND PREVIOUS YEARS.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
11 SEPTEMBER, 1867.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, One Shilling.]

SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1864 and Previous Years.				
No. III.—CHIEF SECRETARY.				
GOLD AND ESCORT.				
For the Conveyance of Gold and Escort in 1863, further sum ... ..	.....	79 10 0	.....	79 10 0
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
POSTAGE of the various Public Departments, further sum ... ..	.....	5 17 6	5 17 6	.....
No. VI.—SECRETARY FOR LANDS.				
COMMISSION to Land Agents and others, and for advertising for the Public Service generally—				
Further sum for 1862	26 17 0			
Do. for 1863	21 6 6			
		48 3 6	48 3 6	.....
UNCLASSIFIED EXPENDITURE.				
To cover PAYMENTS made on account of 1864 and Previous Years, after the Balances of Appro- priations available for such were written off, as per annexed Schedule, page 13 ... ..	.....	539 7 2	539 7 2	.....
TOTAL FOR 1864 AND PREVIOUS YEARS ...	£	672 18 2	593 8 2	79 10 0
Services of 1865.				
No. III.—CHIEF SECRETARY.				
POLICE.				
For the Conveyance of Prisoners and Police, further sum... ..	.....	8 0 0	8 0 0	.....
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
POSTAGE of the various Public Departments, further sum ... ..	.....	16 1 6	16 1 6	.....
TOTAL FOR 1865 SERVICES ...	£	24 1 6	24 1 6	.....

4 SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1866.				
No. III.—CHIEF SECRETARY.				
POLICE.				
Forage, Rent of Premises, and other Contingent Expenses, further sum		6,000 0 0	5,621 18 7	378 1 5
LUNATIC ASYLUM, PARRAMATTA.				
Provisions, Fuel, Light, and Incidental Expenses, further sum		78 1 1	59 4 11	18 16 2
PROTESTANT ORPHAN SCHOOL.				
Provisions, Fuel, Light, and Incidental Expenses, further sum		75 0 0	45 10 11	29 9 1
ROMAN CATHOLIC ORPHAN SCHOOL.				
Provisions, Fuel, Light, Forage, Medicines, and Incidental Expenses, further sum		419 6 3	413 19 9	5 6 6
GAOLS GENERALLY.				
Conveyance of Prisoners while under Escort of Police to Gaols other than the place of sentence, further sum	95 0 0		93 13 8	1 6 4
Extra Warders, further sum	10 0 0		4 3 6	5 16 6
		105 0 0		
CHARITABLE ALLOWANCES.				
For the support of Women and Children in the Benevolent Asylum, Sydney, further sum		920 0 0	920 0 0	.....
MISCELLANEOUS.				
Fees for examining Lunatics, further sum	30 0 0		21 13 6	8 6 6
Cost of Specimens of Gold purchased for the Paris Exhibition of 1867	643 10 9		643 10 9	.....
Packing and retransmitting Exhibits from Melbourne to Sydney	200 0 0		200 0 0	.....
Expense of Special Parties sent out in pursuit of Bushranger Thomas Clarke and others	334 16 10		334 16 10	.....
Fire-arms	85 1 0		85 1 0	.....
		1,293 8 7		
No. IV.—ADMINISTRATION OF JUSTICE.				
CORONERS' INQUESTS.				
Fees to Coroners, Magistrates, and Surgeons, further sum		100 0 0	66 2 7	33 17 5
PETTY SESSIONS.				
Police Magistrate, Grenfell, from 21st November to 31st December, at £350 per annum		37 6 8	37 6 8	.....
MISCELLANEOUS.				
Widow of Sir Francis Forbes—Towards equalizing the sum received by the late Sir Francis Forbes, Knight, the first Chief Justice of this Colony, by way of Pension, with the present rate of Judicial Pensions (Resolution of Assembly)		2,063 0 0	500 0 0	1,563 0 0
Carried forward	£	11,091 2 7	9,047 2 8	2,043 19 11

SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

5

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1866—continued.				
Brought forward ... £	.....	11,091 2 7	9,047 2 8	2,043 19 11
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.				
STORES AND STATIONERY.				
Stores and Stationery for the Public Service generally, further sum ... ..	.....	5 10 9	5 10 9	.....
HARBOURS, LIGHT HOUSES, AND PILOT DEPART- MENT.				
Inspector for the purposes of the Steam Navi- gation Act, from 1st October to 31st Decem- ber ... ..	.....	25 0 0	25 0 0	.....
MISCELLANEOUS.				
Expenses of the Commission appointed to inquire into the present condition of the Harbour of Port Jackson, further sum ...	69 6 0		69 6 0	.....
Expenses of the Commission appointed to inquire into the Wreck of the Steam-ship "Cawarra," further sum	75 12 0		60 18 0	14 14 0
Expense of conveying Shipwrecked Seamen from Cleveland Bay to Sydney	150 0 0		150 0 0	.....
Coast Surveys—Colonial Allowance of Com- mander Sidney, during leave of absence, from 1st April to 30th September, 1866	183 0 0		183 0 0	.....
Exchange on Remittances, further sum ...	81 18 4		81 18 4	.....
		539 16 4		
No. VI.—SECRETARY FOR LANDS.				
COMMISSION to Land Agents, Appraisers, and others, further sum ... ..	.....	2,000 0 0	1,831 1 4	168 18 8
No. VII.—SECRETARY FOR PUBLIC WORKS.				
RAILWAYS.				
Working Expenses, further sum ... ..	.....	3,471 5 5	3,461 4 2	10 1 3
HARBOURS AND RIVER NAVIGATION.				
Steam Dredge "Hunter"—New buckets ...	.....	99 0 0	.....	99 0 0
PUBLIC WORKS AND BUILDINGS.				
Repairs to Military Barracks and Buildings, further sum	130 0 0	.....	95 7 11	34 12 1
Furniture and Fittings for Public Offices generally, further sum	100 0 0	.....	100 0 0	.....
To provide building and other materials for completion or repair of Gaols and other Buildings by the labour of Prisoners in Gaol, further sum	400 0 0	.....	341 9 1	58 10 11
		630 0 0		
ELECTRIC TELEGRAPHS.				
Station Master, Scone—difference of Salary between £25 and £52 per annum, from 8th August ... ..	.....	10 14 10	10 14 10	.....
MISCELLANEOUS.				
Compensation, at the rate of one month's pay for each year of service, to Shipwright Carpenter, Fitz Roy Dock, for loss of office..	.....	33 6 8	33 6 8	.....
TOTAL FOR THE YEAR 1866 ... £	.....	17,925 16 7	15,495 19 9	2,429 16 10

6 SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.	
	AMOUNT.	TOTAL.			
Services of 1867.					
No. I.—SCHEDULES.					
SUPPLEMENT TO SCHEDULE B.—PENSIONS.					
Pension to Hannah Pope, formerly Housekeeper in the Colonial Secretary's Office, at the rate of 1s. 3d. per diem, from 10th May ...	14	15	0		
Pension to J. L. Horsey, formerly Clerk in the Convict Branch of the Inspector General's Office, from 1st June, 1866, at the rate of £55 1s. 2d. per annum ...	87	3	6		
Pension, at the rate of £50 per annum, from 22nd June, to Mrs. Margaret Edwards, widow of Pilot Edwards, of Wollongong, who lost his life in endeavouring to render assistance to the crew of the vessel "Margaret," during the severe gales of June last ...	26	5	0		
Pension, at the rate of £150 per annum, from 29th July, to Mrs. Julia Robinson, widow of Pilot Robinson, who lost his life during the late gale, whilst in the discharge of his duty ...	63	14	2		
Pension, at the rate of £75 per annum, from 29th July, to Mrs. Jane Reader, widow of Pilot Reader, who lost his life during the late gale, whilst in the discharge of his duty ...	31	17	1		
			223	14	9
No. II.—EXECUTIVE AND LEGISLATIVE.					
LEGISLATIVE COUNCIL.					
Extra Messengers—two for 4 months, at £110 per annum ...			73	6	8
LEGISLATIVE ASSEMBLY.					
Extra Messengers—five for 2 months, at £110 per annum ...			91	13	4
LEGISLATIVE COUNCIL AND ASSEMBLY.					
Extra Servants—two for 4 months, at £110 per annum ...	73	6	8		
Additional Waiter, from 1st July, at £110 per annum ...	55	0	0		
			128	6	8
No. III.—CHIEF SECRETARY.					
CHIEF SECRETARY.					
Extra Clerk, from 1st March, at £150 per annum ...			125	0	0
VOLUNTEERS.					
Difference between salary voted for Artillery, Drill Instructor, who was also in receipt of Military Pay, and salary of an Instructor, appointed without such Military Allowance, viz., 2s. per diem, from 1st July ...			18	8	0
POLICE.					
Additional Constables forwarded to Southern District and Emu Creek Gold Fields, Remount Horses, Forage, and other Contingencies ...	5,000	0	0		
Salary of Sub-Inspector Wright, from 1st May, at £200 per annum ...	133	6	8		
			5,133	6	8
Carried forward ... £			5,793	16	1
			359	14	1
			5,434	2	0

SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

7

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	5,793 16 1	359 14 1	5,434 2 0
No. III.—CHIEF SECRETARY—continued.				
GAOL, SYDNEY.				
Gratuities to Warders Darby, Murray, and Mahoney, for their vigilance and conduct on the recent attempt to convey gunpowder into the Gaol	30 0 0	.....	30 0 0	.....
Provisions, Medical Comforts, Medicines, Surgical Instruments, and Incidental Expenses, further sum	500 0 0	.....	.....	500 0 0
		530 0 0		
GAOL, PARRAMATTA.				
Four additional Warders, at 6s. 6d. per diem, from 1st June ... ..	.....	273 4 0	79 6 0	193 18 0
GAOL, BATHURST.				
Provisions, Fuel, Light, Water, Medical Comforts, Medicines, and Incidental Expenses, further sum ... ..	.....	600 0 0	.....	600 0 0
GAOL, MUDGEES.				
Provisions, Fuel, Light, Water, Medical Comforts, Medicines, and Incidental Expenses, further sum ... ..	.....	40 0 0	.....	40 0 0
GAOL, WAGGA WAGGA.				
Provisions, Fuel, Light, Water, Medical Comforts, Medicines, and Incidental Expenses, further sum ... ..	.....	50 0 0	.....	50 0 0
GAOLS, COUNTRY DISTRICTS.				
Provisions and Medical Attendance for Prisoners confined in Lock-ups proclaimed as Gaols, further sum ... ..	.....	200 0 0	.....	200 0 0
GAOLS GENERALLY.				
Extra Warders, at 6s. 6d. per diem, further sum	700 0 0			
For purchase of Materials for, and incidental expenses connected with, employment of Prisoners in Gaols, further sum	1,500 0 0			
For conveyance of Prisoners, &c., further sum	300 0 0			
		2,500 0 0	.....	2,500 0 0
LUNATIC ASYLUM, PARRAMATTA.				
Clerk, from 1st January to 28th February, at £120 per annum ... ..	.....	20 0 0	20 0 0	.....
REGISTRAR GENERAL.				
Extra Clerical Assistance in Statistical Branch	.....	100 0 0	88 8 7	16 11 5
OBSERVATORY.				
To purchase Instruments for obtaining Rainfall Observations ... ..	.....	100 0 0	.....	100 0 0
ROMAN CATHOLIC ORPHAN SCHOOL.				
Farm Labourer ... ..	.....	35 0 0	.....	35 0 0
Carried forward ... £	.....	10,242 0 1	572 8 8	9,669 11 5

8 SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	10,242 0 1	572 8 8	9,669 11 5
No. III.—CHIEF SECRETARY—continued.				
CHARITABLE ALLOWANCES.				
In aid of the Sydney Infirmary and Dispensary, on condition of an equal amount being raised by private contributions, further sum ...	500 0 0			
For the erection of an Hospital or Infirmary at the Destitute Children's Asylum, Randwick ...	2,000 0 0			
For the erection of detached Quarters for the Superintendent of the Destitute Children's Asylum, Randwick, so as to render available thereby, accommodation for 150 additional children ...	1,000 0 0			
Towards the erection of an Hospital, Deniliquin, on condition of an equal amount being raised by private contributions ...	159 11 1			
For the support of Infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children, Randwick, further sum ...	2,700 0 0			
In aid of the Orange Hospital, on condition of an equal amount being raised by private contributions ...	250 0 0			
		6,609 11 1		6,609 11 1
FLOODS RELIEF VOTE.				
Relief to Sufferers by Floods in the following Districts, including expenses incurred by the Government in rescuing individuals from perilous positions, viz. :—				
Windsor ...	842 0 3		840 10 3	1 10 0
Penrith ...	119 17 0		115 6 6	4 10 6
Lower Hawkesbury and Richmond ...	911 5 10		829 4 10	82 1 0
Maitland District ...	1,550 0 0		1,050 0 0	500 0 0
Morpeth ...	468 16 0		468 16 0	.....
Raymond Terrace and Hexham ...	700 0 0		700 0 0	.....
Wollombi ...	200 0 0		200 0 0	.....
Araluen ...	448 7 6		448 7 6	.....
		5,240 6 7		
MISCELLANEOUS.				
New South Wales' proportion of the expense of the mission of the "Victoria" to the Auckland Islands in search of shipwrecked persons ...	743 12 5			743 12 5
Testimonial to Captain and Crew of H.I.M. Brig "Marceau," for valuable services rendered to the distressed British Ship "Ethiopian" ...	102 16 6		102 16 6	.....
Rewards for the apprehension of offenders, further sum ...	1,000 0 0		765 0 0	235 0 0
Expense of Labour and new Type required in printing the Electoral Rolls for this year, which it is intended to keep "standing" ...	2,650 0 0		747 13 4	1,902 6 8
To remunerate the City Health Officer for his services in granting certificates to applicants for Licenses under the Sydney Burial Grounds Act of 1866, for the period from 15th January to 31st May, 1867 ...	25 0 0			25 0 0
Carried forward ... £	4,521 8 11			
Carried forward ... £	.....	22,091 17 9	6,840 8 7	19,778 3 1

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	22,091 17 9	6,840 3 7	19,773 3 1
No. III.—CHIEF SECRETARY—continued.				
MISCELLANEOUS—continued.				
Brought forward ... £	4,521 8 11			
Expenses of Special Parties sent out in pursuit of Bushranger Thomas Clarke and others, including expense of the Braidwood Commission	880 4 0		880 4 0	.....
Firearms	68 15 0		68 15 0	.....
Allowance to Widows and Children of murdered Constables	550 0 0		30 0 0	520 0 0
Compensation, at the rate of one month's pay for each year of service, to Mr. C. E. Robinson, late Secretary to the Denominational School Board, for loss of office	687 10 0		.....	687 10 0
To be paid to James Graves, late Sergeant in the Gold Guard, in satisfaction of his claim for compensation for bodily injuries sustained while in the performance of his duty, in addition to a pension of 3s. per diem granted from the Consolidated Revenue Fund	400 0 0		.....	400 0 0
Gratuity to Mrs. M'Cann, widow of H. B. M'Cann, late Inspector of National Schools, Southern District, who was drowned whilst in the discharge of his duty	100 0 0		.....	100 0 0
To meet current expenses connected with the Paris Exhibition Commission	400 0 0		400 0 0	.....
Expense of conveying by sea the Volunteers from the Hunter River District, who attended the Review in Sydney, on the last Anniversary of Her Majesty's Birthday	111 12 6		78 18 6	32 14 0
To provide for the proper reception of His Royal Highness the Duke of Edinburgh, on the occasion of his intended visit to this Colony.	5,000 0 0		.....	5,000 0 0
Fees for examining Lunatics, further sum	30 0 0		.....	30 0 0
		12,749 10 5		
No. IV.—ADMINISTRATION OF JUSTICE.				
DISTRICT COURTS.				
Metropolitan and Coast District—				
To reimburse the Bailiff of East and West Maitland, for loss caused by reduction of Salary for the year 1866, from £100 to £50	50 0 0			
Southern District—				
Registrar, Bombala, at £40 per annum, from 1st September	13 6 8			
Bailiff, Bombala, at £30 per annum, for same period	10 0 0			
Western District—				
Registrar, Carcoar, at £40 per annum, from 1st September	13 6 8			
Bailiff, Carcoar, at £30 per annum, for same period	10 0 0			
		96 13 4		96 13 4
PETTY SESSIONS.				
Police Magistrate, Grenfell	350 0 0		175 0 0	175 0 0
Allowance to the Police Magistrate and Clerk of Petty Sessions, Menindee, for visiting Wilcannia (Mount Murchison), in his magisterial capacity, once a month, at the rate of £50 per annum, from 1st June	29 3 4		8 6 8	20 16 8
		379 3 4		
Carried forward ... £	.....	35,317 4 10	8,481 7 9	26,835 17 1

10 SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	35,317 4 10	8,481 7 9	26,835 17 1
No. V.—TREASURER AND SECRETARY. FOR FINANCE AND TRADE.				
MISCELLANEOUS.				
Examining Indexes of Probates and Adminis- trations, and comparing same with original documents	25 0 0			
150 copies of Connell's New South Wales Magisterial Digest, for the use of the several Benches of Magistrates throughout the Colony	252 0 0			
Gratuity to Mrs. E. M. Callaghan, Widow of the late District Judge Callaghan	500 0 0			
		777 0 0	.....	777 0 0
TREASURY.				
Clerk engaged in the preparation of a Return in connection with the Queensland Debt ...	95 8 8		78 15 4	16 13 4
Extra Clerical Assistance, in consequence of the temporary transfer of two Clerks to the Public Works Department and the General Post Office, and the absence, from ill health, of two others	121 1 9		121 1 9	.....
		216 10 5		
CUSTOMS.				
Allowance to Clearing Clerk for acting as Auctioneer	25 0 0		.....	25 0 0
For erecting a Paling Fence round the Custom House Reserve, at Moama	45 0 0		45 0 0	.....
To compensate two Customs Officers for losses sustained by their recall from the Murray River to Sydney in 1865, and their sub- sequent immediate return thereto	148 5 0		.....	148 5 0
		218 5 0		
PRINTING, BOOKBINDING, AND POSTAGE STAMPS.				
Demy Printing Machine	71 0 0		71 0 0	.....
Incidental Expenses, further sum	100 0 0		43 8 4	56 11 8
		171 0 0		
GUNPOWDER MAGAZINE, SPECTACLE ISLAND.				
Medical Attendant, from 1st July, at £25 ...	.....	12 10 0	.....	12 10 0
HEALTH AND EMIGRATION OFFICERS.				
Rent of Office for the Health and Emigration Officer, Sydney, from 11th February, including expense of removing office furniture... ..	.....	58 17 0	24 16 0	34 1 0
SHIPPING MASTERS.				
Extra Clerk, Sydney, from 25th March, at £100	.....	76 17 7	35 4 3	41 13 4
HARBOURS, LIGHT-HOUSES, AND PILOT DEPARTMENT.				
Three additional Boatmen for the Port of New- castle, at £96 per annum, viz., 1 from 16th April, 1 from 25th April, 1 from 13th May	194 10 9		74 10 9	120 0 0
Mooring Chains, Kiama Harbour	100 0 0		.....	100 0 0
Buoy for Flagship's Moorings, Farm Cove ...	110 0 0		.....	110 0 0
		404 10 9		
LIFE-BOATS.				
New Life-boat for Port of Newcastle, further sum ... ..	.....	200 0 0	200 0 0	.....
Carried forward ... £	.....	37,452 15 7	9,175 4 2	28,277 11 5

SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

11

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	37,452 15 7	9,175 4 2	28,277 11 5
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE—continued.				
MISCELLANEOUS.				
Gratuity of one month's pay for each year of service to William Parker, late Assistant Light-keeper, Macquarie Light House ...	49 6 8		.....	40 6 8
Gratuity of one month's pay for each year of service to John Wise, formerly Clerk in the Colonial Storekeeper's Department... ..	61 2 2		.....	61 2 2
Gratuity to the Widow of John Williams, who lost his life on duty in the Newcastle Life- boat, in June last	150 0 0		.....	150 0 0
Gratuity to the Widow of Robert Green, who lost his life during the late gale, whilst endeavouring to render assistance to the late Pilots Robinson and Reader and their boats' crews	500 0 0		.....	500 0 0
Expense of cutting through the scrub on the narrow portion of the Point above Stock- ton, lying between the Hunter and the Sea, and the erection of a Beacon at each end ...	30 0 0		.....	30 0 0
For the purchase of two Boats for Police and Postal Services, Bega... ..	40 0 0		20 0 0	20 0 0
Expense of replacing and remooring the Light- ship (including cost of new chains, shackles, &c.), consequent upon her having parted from her moorings during the late disastrous gale.	138 6 7		138 6 7	.....
Hire of the steamer "Vesta" on the occasion of the late accident at the Heads	10 10 0		10 10 0	.....
Expense of replacing Fittings and Stores for the Life-boat, Newcastle	34 16 0		34 16 0	.....
Probable amount of Murray River Customs Collections, from 1st February to 31st December, payable to the Government of Victoria under the 5th, 6th, and 7th clauses of the Agreement of 12th January, 1867 ...	15,000 0 0		.....	15,000 0 0
Interest on Temporary Loans, further sum ...	1,939 12 2		.....	1,939 12 2
		17,953 13 7		
No. VI.—SECRETARY FOR LANDS.				
DEPARTMENT OF LANDS.				
Night Watchman, at 5s. per diem, from 1st April	.....	68 15 0	13 0 0	55 15 0
PREVENTION OF SCAB IN SHEEP.				
1 Inspector at Menindie, from 1st January, at £250	250 0 0		145 16 8	104 3 4
1 ditto, on Upper Murray, from 1st January, at £200	200 0 0		116 13 4	83 6 8
1 ditto, Corowa, from 18th April, at £200 ...	140 12 0		57 8 0	83 4 0
1 ditto, Grafton, from 1st January, at £50 ...	50 0 0		29 3 4	20 16 8
1 ditto, Braidwood, from 14th June, at £50 ...	27 7 2		.....	27 7 2
Postage and Stationery for 2 Inspectors, from 1st January, at £5	10 0 0		5 16 8	4 3 4
Ditto ditto for 1, from 18th April, at £5 ...	3 10 5		1 8 7	2 1 10
Ditto ditto for 1, from 1st January, at 30s. ...	1 10 0		0 17 6	0 12 6
Ditto ditto for 1, from 14th June, at 50s. ...	1 7 5		.....	1 7 5
Erecting Yards and Sheds on the Sheep Quarantine Ground in Botany-street ...	400 0 0		150 0 0	250 0 0
To render available for the purposes of the Diseases in Sheep Act of 1866 (30 Vic., No. 16), the unexpended Balance at the credit of the Fund created under the Scab in Sheep Act of 1863 (27 Vic., No. 6, and 29 Vic., No. 13)	7,774 2 11		.....	7,774 2 11
		8,858 9 11		
Carried forward ... £	.....	64,333 14 1	9,899 0 10	54,434 13 3

12 SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	64,333 14 1	9,899 0 10	54,434 13 3
No. VI.—SECRETARY FOR LANDS—continued.				
CATTLE DISEASES PREVENTION.				
Increase to Salaries of Sheep Inspectors, at the rate of £25 each per annum, for performing the duties of Cattle Inspectors; Compensation for Cattle destroyed; and other necessary Expenses connected with the working of the "Cattle Diseases Prevention Act of 1866"....	.....	1,000 0 0	496 10 10	503 9 2
REGISTRATION OF BRANDS.				
Assistant Registrar of Brands....	250 0 0		145 16 8	104 3 4
Three Assistant Registrars, from 28th January to 31st October, at £200 per annum ...	456 9 0		306 9 0	150 0 0
1 Clerk, at £150, from 25th March to 31st October ...	90 6 5		52 16 5	37 10 0
1 ditto, at £150, from 27th March to 31st October ...	89 10 4		52 0 4	37 10 0
Two Extra Clerks, three months each, at the rate of £150 per annum ...	75 0 0		13 8 0	61 12 0
Salaries to Sheep Inspectors for acting as Deputy Registrars of Brands, viz.:—				
1 Chief Inspector, at £50, and 32 Inspectors, at £25 per annum ...	850 0 0		495 16 8	354 3 4
Printing and other Incidental Expenses ...	2,000 0 0		1,390 0 11	609 19 1
		3,811 5 9		
ROADS OTHER THAN MAIN ROADS.				
Repair of the Roads and reconstruction of Bridges in the Districts of Nelligen and Eden, damaged and carried away by recent Floods ...	500 0 0		100 10 0	399 10 0
Compensation for Land taken for the prolongation of Brougham-street, Woolloomooloo Bay	250 0 0		250 0 0	.....
Repair of the Road from Mossvale Railway Station to the Township of Robertson ...	400 0 0		200 0 0	200 0 0
Clearing and erecting Culverts on the Road from Dubbo to Mudgee ...	300 0 0		.....	300 0 0
Repair of damages by Floods to the various Minor Roads and Bridges of the Colony ...	3,000 0 0		1,261 5 0	1,738 15 0
Rent of the Windsor Ferry, for half-year, ended 31st December, 1866, refunded to the Trustees, to enable them to keep in order the approaches and works in connection with the Ferry ...	172 10 0		172 10 0	.....
		4,622 10 0		
MISCELLANEOUS.				
Compensation for 566 Sheep, destroyed under the provisions of the "Scab in Sheep Act of 1861" ...	113 4 0		113 4 0	.....
Purchase-money of Land at Watson's Bay required in connection with the Harbour Defences ...	106 0 0		106 0 0	.....
Refund to Mr. J. D. Morley, on account of Purchase-money of flooded Allotments at Gundagai ...	35 0 0		.....	35 0 0
Compensation to Mr. Thomas Paterson, for loss of Crops, &c., caused by the Southern Approach to the Pitnacree Bridge passing through his land ...	64 10 0		64 10 0	.....
Laying on Water and fixing Hydrants, &c., Lands Department, as a prevention against fire	71 0 0		.....	71 0 0
Wharf at Parramatta ...	150 0 0		.....	150 0 0
		539 14 0		
Carried forward ... £	.....	74,307 3 10	15,119 18 8	59,187 5 2

SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	74,307 3 10	15,119 18 8	59,187 5 2
No. VII.—SECRETARY FOR PUBLIC WORKS.				
RAILWAYS.				
Junior Telegraph Operator for Railways, at Nattai, from 1st May, at £104 per annum	69 6 8		26 0 0	43 6 8
For the payment of Salaries and Wages of certain Officials of the Railway Department, embezzled by Eastwood, late Cashier	323 6 8		323 6 8	.....
		392 13 4		
HARBOURS AND RIVER NAVIGATION.				
Erection of a Steam Crane, for specific accommodation of Steam Colliers at Newcastle ...	2,100 0 0			
Approaches to Pitnacree Bridge ...	1,400 0 0			
New Steam Dredge for Sydney Harbour—Salaries and Contingencies for two months...	640 0 0			
To replace Fencing erected to prevent sand-drift at Wollongong, recently destroyed by Floods ...	45 0 0			
Tramway, Harbour Works, Ulladulla...	33 13 2			
		4,218 13 2	33 13 2	4,185 0 0
PUBLIC WORKS AND BUILDINGS.				
For repairs to Military Barracks and Buildings, further sum ...	500 0 0		.....	500 0 0
Alterations at Fort Denison and Dawes' Battery ...	339 0 0		339 0 0	.....
Drainage, fencing, &c., Lunatic Receiving House, Darlinghurst Gaol ...	810 0 0		.....	810 0 0
Drainage, Lunatic Asylum, and Gaol, Parramatta ...	4,000 0 0		.....	4,000 0 0
Life-boat Shed at Watson's Bay ...	350 0 0		220 0 0	130 0 0
Working Engineer, and Fuel for Engine, Lunatic Asylum, Tarban Creek ...	150 0 0		28 7 0	121 13 0
Additional accommodation for Lands and Survey Offices...	450 0 0		200 0 0	250 0 0
Paving Footways in front of Public Buildings.	800 0 0		104 0 0	696 0 0
Buildings for Pilots and Boats' Crews, Newcastle, further sum ...	30 0 0		.....	30 0 0
Erection of a Shed on Cockatoo Island, for use of Shipwrights ...	150 0 0		.....	150 0 0
Dwarf Wall and Iron Railing on the west side of the approach to the new Domain Gates, St. Mary's Road ...	600 0 0		.....	600 0 0
Purchase of materials for the erection of a Drill Room for Naval Brigade at Newcastle.	50 0 0		.....	50 0 0
		8,229 0 0		
ROADS AND BRIDGES.				
*Bridge over Cox's Creek ...	1,000 0 0			
*Bridge at Breeza ...	700 0 0			
*Bridge over the Wollondilly, Goulburn ...	1,900 0 0			
*Approach to Wahgunyah Bridge ...	400 0 0			
Approach to Dunmore Bridge ...	242 0 0			
Tolls collected on Western Road in excess of Estimate, to be expended where collected...	1,634 10 0			
Tolls collected on Northern Road in excess of Estimate, to be expended where collected...	1,148 0 0			
Urgent Works on Road between Wagga Wagga and Deniliquin ...	450 0 0			
		7,474 10 0	.....	7,474 10 0
Carried forward ... £	.....	94,622 0 4	16,394 5 6	78,227 14 10

* Voted conditionally on Estimates for 1865.

14 SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS.

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	94,622 0' 4	16,394 5 6	78,227 14 10
No. VII.—SECRETARY FOR PUBLIC WORKS—continued.				
FLOODS DAMAGE VOTE.				
Reconstruction of Coila Bridge, between Moruya and Bodalla	800 0 0		45 0 0	755 0 0
Reconstruction of Milfield Bridge	700 0 0		.....	700 0 0
General Repairs to Roads, Moruya District	500 0 0		.....	500 0 0
Construction of Temporary Bridge in lieu of Denison Bridge, and gravelling Approach to same	700 0 0		.....	700 0 0
Restoration of Rylstone Bridge	1,000 0 0		.....	1,000 0 0
Additional Maintenance, Metal, &c., for Main Western Road	1,000 0 0		.....	1,000 0 0
Ditto ditto Main Southern Road	1,000 0 0		.....	1,000 0 0
Ditto ditto Main Northern Road	800 0 0		.....	800 0 0
Ditto ditto Mudgee Road	200 0 0		.....	200 0 0
General Flood Repairs, Cooma and Twofold Bay Roads	600 0 0		.....	600 0 0
General Flood Repairs, Braidwood Roads	500 0 0		.....	500 0 0
For the re-erection of a Bridge over the Vale Creek, on Road from Rockley to Bathurst	700 0 0		.....	700 0 0
Miscellaneous Flood Repairs	1,500 0 0		.....	1,500 0 0
		10,000 0 0		
TELEGRAPHS.				
Extension of Telegraph Line to Grenfell ... ..	.....	400 0 0	.....	400 0 0
MISCELLANEOUS.				
Compensation, at the rate of one month's pay for each year of service, to Mr. Flew, for loss of office as Foreman of Works, Colonial Architect's Department ... ..	.....	59 0 6	.....	59 0 6
No. VIII.—POSTMASTER GENERAL.				
POST OFFICE.				
Three Clerks, from 1st July—one at £200, one at £132, and one (probationary) at £50 per annum	191 0 0		16 13 4	174 6 8
Overtime for sorting English Mails, further sum	100 0 0		.....	100 0 0
Incidental Expenses, further sum	200 0 0		.....	200 0 0
Travelling Expenses for purposes of Inspection, further sum	150 0 0		.....	150 0 0
Gratuities for Ships' Mails, Foreign and Coast-wise, further sum	500 0 0		.....	500 0 0
Steam Postal Communication <i>via</i> Suez, further sum	495 11 9		.....	495 11 9
		1,636 11 9		
Carried forward ... £	.....	106,717 12 7	16,455 18 10	90,261 13 9

SUPPLEMENTARY ESTIMATES FOR 1867 AND PREVIOUS YEARS. 15

HEAD OF SERVICE.	TO BE VOTED.		PAID TO 31 AUGUST, 1867.	UNPAID ON 31 AUGUST, 1867.
	AMOUNT.	TOTAL.		
Services of 1867—continued.				
Brought forward ... £	.....	106,717 12 7	16,455 18 10	90,261 13 9
ELECTRIC TELEGRAPHS.				
Station Master and Line Repairer at Bombala, from 1st May, at £180 per annum ...	120 0 0		45 0 0	75 0 0
Station Master and Line Repairer, Wiseman's Ferry, from 1st August, at £150 per annum	62 10 0		.....	62 10 0
Station Master, Scone—difference of salary between £25 and £52 per annum ...	27 0 0		15 15 0	11 5 0
Station Master, Inverell—3 months, at £200...	50 0 0		.....	50 0 0
Difference between salary of Line Repairer and Station Master, Burrowa ...	20 0 0		.....	20 0 0
Line Repairer at Wagga Wagga—difference of salary between £120 and £150, from 1st June ...	17 10 0		5 0 0	12 10 0
Junior Operator, Glen Innes—6 months, at £104	52 0 0		.....	52 0 0
Junior Operator, Adelong ...	104 0 0		60 13 4	43 6 8
Junior Operator at Deniliquin, from 1st April, at £150 per annum ...	112 10 0		50 0 0	62 10 0
Allowance in lieu of Quarters to Assistant Superintendent ...	75 0 0		43 15 0	31 5 0
Additional Officers required in consequence of Extension of Office Hours, viz:—				
One Assistant Operator, at £150 per annum, from 1st August ...	62 10 0		.....	62 10 0
One Assistant Messenger, at £52 per annum, from 1st August ...	21 13 4		.....	21 13 4
		724 13 4		
TOTAL FOR 1867 SERVICES... £	.....	107,442 5 11	16,676 2 2	90,766 3 9
GRAND TOTAL, REVENUE ACCOUNT £	.....	126,065 2 2	32,789 11 7	93,275 10 7
To be Raised by Loan.				
No. VII.—SECRETARY FOR PUBLIC WORKS.				
PUBLIC WORKS AND BUILDINGS.				
Erecting Receiving Houses at the Redfern Railway Station and the Necropolis...	11,000 0 0		1,668 1 1	9,331 18 11
Additions and alterations to Abattoirs, Glebe Island, including Water Supply ...	13,000 0 0		.....	13,000 0 0
		24,000 0 0		
ELECTRIC TELEGRAPHS.				
Stations at Euston and Wentworth ...	.....	1,900 0 0	.....	1,900 0 0
TOTAL, LOANS ACCOUNT... £	.....	25,900 0 0	1,668 1 1	21,231 18 11

The Treasury, New South Wales,
7th September, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY FAGAR,
Treasurer.

**SCHEDULE TO SUPPLEMENTARY ESTIMATES FOR 1867
AND PREVIOUS YEARS.**

(In explanation of the item "UNCLASSIFIED EXPENDITURE," £539 7s. 2d., page 1.)

STATEMENT of PAYMENTS made on account of Services of 1864 and Previous Years,
after the Balances available for such were written off.

SERVICE.	AMOUNT.	TOTAL.
	£ s. d.	£ s. d.
1859.		
Roads generally ... ..	.....	16 0 0
1860.		
Subordinate Roads—Northern ... ..	.....	2 18 6
1861.		
Subordinate Roads—		
Northern	103 3 9	
Clearing Track from Clyde River to Araluen	14 2 6	
		117 6 3
1862.		
Subordinate Roads—		
Northern	4 14 5	
Western	131 4 4	
Southern	8 8 1	
Minor Bridges and Roads not classified	12 0 0	
		156 6 10
1863.		
Stores and Stationery	4 15 6	
Fuel and Light for Departments in the District of Sydney	3 0 0	
Minor Bridges and Roads not classified	136 6 6	
Fitzroy Dry Dock—Contingencies	30 19 4	
		175 1 4
1864.		
Gaol, Grafton—Contingencies	0 4 4	
Preparation of Electoral Lists	26 18 6	
Law Officers—Contingencies	7 10 0	
Sheriff—Contingencies	0 5 0	
District Courts—Contingencies	1 15 7	
Stores and Stationery	1 6 5	
Subordinate Roads—Balance of Vote	31 1 5	
Vaccine—Salaries	1 12 6	
Post Office—Contingencies	1 0 6	
		71 14 3
TOTAL	£	539 7 2

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FURTHER SUPPLEMENTARY ESTIMATES FOR 1867,
AND ADDITIONAL ESTIMATES FOR 1868.

(MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 6 April, 1868.

BELMORE,

Message No. 11.

Governor.

In accordance with the provisions contained in the 54th Clause of the Constitution Act, His Excellency the Governor recommends to the consideration of the Legislative Assembly a Further Supplementary Estimate of Expenditure for the year 1867, and an Additional Estimate of Expenditure for 1868.

*Government House,
Sydney, 6th April, 1868.*

229

FURTHER SUPPLEMENTARY ESTIMATES

OF THE

EXPENDITURE

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR

1867.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

6 APRIL, 1868.



SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[Price, 8d.]

FURTHER SUPPLEMENTARY ESTIMATES—1867.

No. IV.—ADMINISTRATION OF JUSTICE.	£	s.	d.
LAW OFFICERS OF THE CROWN.			
Travelling Expenses—further sum	307	0	9
Incidental Expenses	0	17	3
Messrs. Oliverson, Peachey, Denby, and Peachey, Solicitors, London—Balance of Costs in matter of Appeal to Privy Council, Queen v. Bertrand	270	1	9
Advance to Messrs. Oliverson and others, on account of Costs in Appeal to Privy Council, Queen v. Murphy	250	0	0
Law Expenses in the case Deane <i>ats.</i> Cooper and others	60	0	0
			887 19 9
PETTY SESSIONS.			
<i>Bourke.</i>			
Police Magistrate—For visiting Breewarrina; from 1st July, to 31st December, 1867, at £50 per annum ... ..	.....		25 0 0
TOTAL...	£		912 19 9

*The Treasury, New South Wales,
6th April, 1868.*

GEOFFREY EAGAR,
Treasurer.

ADDITIONAL ESTIMATES

OF THE

EXPENDITURE

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR

1868.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
6 APRIL, 1868.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[Price, 3d.]

ADDITIONAL ESTIMATES, 1868.

No. III.—CHIEF SECRETARY.		
MISCELLANEOUS.		
Allowance in lieu of House-rent to the Commodore commanding the Naval Squadron on this Station, for 9 months ... ..	.....	375 0 0
No. IV.—ADMINISTRATION OF JUSTICE.		
LAW OFFICERS OF THE CROWN.		
2 Parliamentary Draftsmen at £250 each, substituted in lieu of one Draftsman at £500 per annum, withdrawn from Estimates-in-chief, from 1st January to 31st December, 1868 ... ..	.....	500 0 0
SUPREME COURT.		
Difference between £250 and £300, proposed as Salary of 3rd Clerk, on re-arrangement of duties in Supreme Court Office, from 1st February to 31st December, 1868 ... ..	.....	45 16 8
PETTY SESSIONS.		
<i>Rockley.</i>		
Police Magistrate—increase of Salary from £300 to £450 per annum; from 1st January to 31st December, 1868	150 0 0	
<i>Scone.</i>		
Police Magistrate—for visiting Murrurundi, from 1st January to 31st December, 1868, at £50 per annum	50 0 0	
<i>Cowra.</i>		
Clerk of Petty Sessions; from 1st January to 31st December, 1868	175 0 0	
<i>Tuena.</i>		
Acting Clerk of Petty Sessions; from 1st January to 31st December, 1868	50 0 0	
<i>Wallabadah.</i>		
Acting Clerk of Petty Sessions, from 1st January to 31st December, 1868	50 0 0	
<i>Coonamble.</i>		
Acting Clerk of Petty Sessions—increase of Salary from £50 to £175 per annum; from 1st January to 31st December, 1868	125 0 0	600 0 0
TOTAL		£ 1,520 16 8

*The Treasury, New South Wales,
6th April, 1868.*

GEOFFREY EAGAR,
Treasurer.

Finance, 1868.

ESTIMATES

OF THE

WAYS AND MEANS

OF THE

GOVERNMENT

OF

NEW SOUTH WALES,

FOR THE YEAR

1868.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED, 12 SEPTEMBER, 1867.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, 1s. 10d.]

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Account of the Issue of Debentures, under authority of 29 Vict., No. 4, in payment of authorized Services for the year 1864	11
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ACCOUNT
OF THE
ISSUE OF TREASURY BILLS,
UNDER AUTHORITY OF 27 VIC., No. 8,
IN PAYMENT OF
AUTHORIZED SERVICES
FOR 1863 AND PREVIOUS YEARS.

AUTHORIZED SERVICES for the Year 1863 and previous Years, in Account
Dr.

NO.		£	s.	d.	£	s.	d.
1	To OVERDRAFT ON THE CONSOLIDATED REVENUE FUND, on 31st December, 1863, as per Cash Book	67,014	11	6			
	<i>Less</i> —Amount recovered in 1864 from the Govern- ment of New Zealand, on account of Advances from the Consolidated Revenue Fund in 1863	4,050	0	0			
		62,964	11	6			
2	„ AMOUNT OF PAYMENTS on account of SERVICES OF 1863 AND PREVIOUS YEARS, from 1 January, 1864, to 31st August, 1867.....	321,943	4	5			
					384,907	15	11
3	„ AMOUNT OF OUTSTANDING LIABILITIES on 31st August, 1867, in respect of Services of 1863 and previous Years, as per annexed Statement.....				2,304	15	7
4	„ BALANCE not likely to be required for Services of 1863 and previous Years				11,637	2	11
	TOTAL				£ 398,849	14	5

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

Current with ISSUE of TREASURY BILLS under authority of 27 Vic., No. 8.

Cr.

NO.		£ s. d.	£ s. d.
1	By PROCEEDS of £398,500 TREASURY BILLS issued under authority of 27 Vic., No. 8 .....	.....	398,849 14 5
TOTAL... ..		£	398,849 14 5

GEOFFREY EAGAR,
Treasurer.

STATEMENT of OUTSTANDING LIABILITIES in the Books of the Treasury,
on the 31st August, 1867, for Services of 1863 and previous years.

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
	1861.	£ s. d.	£ s. d.
467	Subordinate Roads—Northern ... ..	.....	1 4 0
	1862.		
698	Legislative Council—Reading Room... ..	69 7 0	
363	Subordinate Roads—Western	6 0 0	
691	Bridge over the Macquarie River, at Dubbo ...	358 4 7	
			433 11 7
	1863.		
656	Survey of Lands—Contingencies	1,663 8 9	
222	Subordinate Roads—Northern	40 13 9	
252	Punt for the River Darling at Fort Bourke... ..	165 17 6	
			1,870 0 0
	TOTAL	£	2,304 15 7

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

ACCOUNT
OF THE
ISSUE OF DEBENTURES,
UNDER AUTHORITY OF 29 VIC., No. 4,
IN PAYMENT OF
AUTHORIZED SERVICES
FOR THE YEAR
1864.

AUTHORIZED SERVICES for the Year 1864, in Account Current

Dr.

NO.		£ s. d.	£ s. d.
1	To AMOUNT overdrawn on the CONSOLIDATED REVENUE FUND ACCOUNT, at the Bank of New South Wales, on the 31st December, 1864	258,261 18 9	
2	,, AMOUNT of PAYMENTS on account of SERVICES of 1864, from 1st January, 1865, to 31st August, 1867	214,238 16 4	472,500 15 1
3	,, AMOUNT of OUTSTANDING LIABILITIES on 31st August, 1867, for SERVICES of 1864, as per annexed Statement	.....	8,767 4 5
4	,, BALANCE, being estimated Surplus ... ..	.....	92,420 12 11
TOTAL		£	573,688 12 5

The Treasury, New South Wales,
12th September, 1867.JAMES THOMSON,
Accountant.

with ISSUE of DEBENTURES under authority of 29 Vic., No. 4.

Cr.

NO.		£ s. d.			£ s. d.		
1	BY AMOUNT due from the proceeds of TREASURY BILLS issued in 1865, in repayment of Advances from the CONSOLIDATED REVENUE FUND, to 31st December, 1864, on account of Services of 1863 and previous Years ... ..	.....			65,604	18	1
2	„ AMOUNT refunded from the LOANS' ACCOUNT in 1865, for the following Payments temporarily made from the Consolidated Revenue Fund in 1864, viz. :—						
	Reclamation of Woolloomooloo Bay	2,962	13	10			
	Dwarf Wall, &c., Domain	250	0	0			
					3,212	13	10
3	„ AMOUNT of COLLECTIONS in 1864, under the SCAB IN SHEEP ACT OF 1863	9,630	16	6			
	Less—Refunds in 1864	104	6	0			
					9,526	10	6
4	„ PROCEEDS of DEBENTURES issued (to the amount of £550,000) under 29 Vic., No. 4, on account of the Deficit of 1864 and previous Years ... ..	.....			495,344	10	0
TOTAL					£ 573,688	12	5

GEOFFREY EAGAR,
Treasurer.

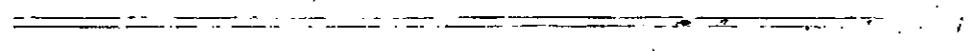
STATEMENT of OUTSTANDING LIABILITIES in the Books of the Treasury, on the 31st August, 1867, for the Service of the Year, 1864.

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
No. III.—CHIEF SECRETARY.		£ s. d.	£ s. d.
212	Gaol, Grafton—Contingencies	0 8 0	
278	Gaol, Windsor—Contingencies	0 18 0	
302	Gaols, Country Districts—Contingencies	2 6 0	
314	Penal Establishment—Contingencies	1 10 0	
384	Asylums for the Infirm and Destitute—Purchase of premises adjoining the Liverpool Asylum	480 0 0	
429	Sydney Infirmary—Erection of an additional Wing and quarters for Officers and Servants	4,084 0 0	
482	Erection of a Public Pound at Hartley	20 0 0	
			4,589 2 0
No. IV.—ADMINISTRATION OF JUSTICE.			
521	District Courts—Contingencies	0 5 4	
723	Coroners—Contingencies	38 19 4	
562	Court of Claims	2 2 0	
522	Law Expenses—Moruya River Works	13 4 9	
			54 11 5
No. VI.—SECRETARY FOR LANDS.			
629	Survey of Lands—Contingencies	2,600 6 3	
632	Botanic Gardens—Library	79 15 2	
70	Bridge over Dillon's Creek, on road from Albury to Howlong	187 0 0	
71	Bridge over Hendric's Creek on Road from Albury to Howlong	267 0 0	
84	Fencing Road from J. Kelly's 22 acres to Bridge over Tumut	20 0 0	
85	Fencing Road from Nowra to Terara	107 0 0	
98	Approaches to proposed Bridge over Cox's River, at Glenroy	200 0 0	
614	Fencing Road from Blandford to Box-tree Flat	18 4 0	
697	Bridge over Wyong Creek	200 0 0	
122	Fencing General Cemetery at Waratah	80 0 0	
579	Compensation for Land taken for the formation of Audley-street	1 10 0	
			3,760 15 5
No. VII.—SECRETARY FOR PUBLIC WORKS.			
97	Bridge at Talbragar, on Road from Mudgee to Coolah	62 15 7	
82	Punt, River Darling, at Walgett	300 0 0	
			362 15 7
TOTAL		£	8,767 4 5

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

No. 1.



ACCOUNT CURRENT

OF THE

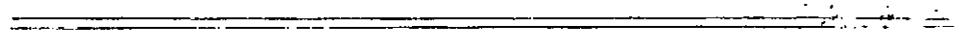
CONSOLIDATED REVENUE FUND

OF

NEW SOUTH WALES,

FOR

1865.



ACCOUNT CURRENT OF THE CONSOLIDATED REVENUE

Dr.

No.	PARTICULARS.	AMOUNT.	TOTAL.
		£ s. d.	£ s. d.
1	To AMOUNT appropriated for GENERAL SERVICES, as per APPROPRIATION ACT, 29 VICT., No. 10	1,373,386 8 5	
2	„ AMOUNT OF SPECIAL APPROPRIATIONS, as per Estimates-in-Chief for 1865, page 1	391,458 0 0	
3	„ AMOUNT provided by CONSTITUTIONAL AND COLONIAL ACTS, as per Estimates-in-Chief, pages 1 and 5 ...	59,400 0 0	
4	„ AMOUNT APPROPRIATED for an Additional Judge, under 28 Vict., No. 7... ..	1,027 15 6	
			1,825,272 3 11
5	„ AMOUNT OF SUPPLEMENTARY APPROPRIATIONS for GENERAL SERVICES for 1865, as per APPROPRIATION ACT, 29 VICT., No. 24, including a sum of £300 improperly placed under 1863 and previous Years' Services, in said Act ... ..	.....	75,922 16 9
6	„ AMOUNT OF FURTHER APPROPRIATIONS for 1865, as per APPROPRIATION ACT, 30 VICT., No. 24 ... ..	.....	6,041 11 8
7	„ AMOUNT OF ADDITIONAL SUPPLEMENTARY ESTIMATE, page 2 ... ..	.....	24 1 6
8	„ SPECIAL APPROPRIATIONS—		
	Drawbacks, and Refund of Duties, further sum ...	1,903 12 8	
	Charges on Collections, further sum... ..	1,967 13 6	
	Preliminary Expenses of Municipal Institutions ...	18 11 3	
	Payments under the Scab in Sheep Act of 1863 ...	4,051 6 6	
			7,941 3 11
9	„ BALANCE, being estimated Surplus on the year 1865 ... ..	.....	38,133 12 2
	TOTAL	£	1,953,335 9 11

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

A.

STATEMENT of BALANCES of APPROPRIATIONS for the Service of the Year 1865, not likely to be required.

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
No. I.—SCHEDULES.		£ s. d.	£ s. d.
6	Schedule A	903 6 8	
10	Schedule A—Supplement	69 8 10	
Schedule B—Pensions:—			
18	Pensions to Political Officers	440 7 2	
38	Pensions to Superannuated Officers and others	30 14 9	
36	Schedule B—Supplement	24 9 1	
Schedule C—			
Church of England—			
41	Diocese of Sydney	280 0 6	
46	Diocese of Newcastle	289 18 1	
48	Presbyterian Church	0 15 11	
49	Wesleyan Methodist Church	0 0 2	
52	Roman Catholic Church	1,440 7 2	
			3,479 8 4
No. II.—EXECUTIVE AND LEGISLATIVE.			
His Excellency the Governor—			
57	Salaries	10 19 11	
61	Contingencies	243 14 11	
67	Executive Council—Contingencies	6 15 6	
73	Legislative Council—Contingencies	218 16 6	
Legislative Assembly—			
77	Salaries	170 5 6	
80	Contingencies	706 16 9	
Legislative Council and Assembly—			
83	Salaries	25 18 8	
86	Contingencies	79 12 0	
92	Parliamentary Library—Contingencies	15 10 3	
			1,478 10 0
No. III.—CHIEF SECRETARY.			
Chief Secretary—			
101	Salaries	19 4 10	
102	Contingencies	60 9 5	
Military Allowance—			
105	Infantry	4,229 5 0	
109	Artillery	1,925 14 10	
Volunteers—			
113	Salaries	18 19 11	
198	Contingencies	1,432 4 3	
119	Naval Brigade	896 15 7	
Police—			
Executive—			
123	Inspector General—Salaries	8 1 8	
197	Constabulary—Salaries	0 1 0	
236	Contingencies	9 12 8	
Judicial—			
Police Clerks and Clerks of Petty Sessions—			
180	Salaries	762 4 1	
191	Contingencies	828 6 5	
192	Gold and Escort	234 13 4	
200	Inspector of Prisons	754 11 8	
	Gaol, Sydney—Contingencies	2 0 3	
218	Gaol, Parramatta—Contingencies	480 13 6	
	Gaol, Bathurst—		
223	Salaries	5 8 3	
223	Contingencies	2 14 4	
243	Gaol, Goulburn—Contingencies	191 17 1	
Carried forward		£ 11,862 18 1	
Carried forward		£	4,957 18 4

STATEMENT—*continued.*

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
	Brought forward				4,957	18	4
No. III.—CHIEF SECRETARY— <i>continued.</i>							
	Brought forward	11,862	18	1			
247	Gaol, Berrima— Salaries	43	19	3			
252	Contingencies	929	1	9			
257	Gaol, Albury—Salaries	0	10	2			
265	Gaol, Braidwood— Salaries	7	18	6			
268	Contingencies	96	3	0			
273	Gaol, Mudgee— Salaries	4	8	0			
278	Contingencies	75	15	11			
283	Gaol, Grafton— Salaries	0	15	0			
285	Contingencies	40	0	7			
289	Gaol, Wollongong—Salaries	1	8	0			
295	Gaol, Armidale— Salaries	3	1	0			
298	Contingencies	45	13	4			
301	Gaol, Wagga Wagga—Salaries	0	2	6			
311	Gaol, Eden— Salaries	59	6	10			
314	Contingencies	66	16	8			
317	Gaol, Yass— Salaries	57	6	6			
329	Contingencies	0	5	0			
345	Gaol, Windsor— Salaries	127	6	11			
345	Contingencies	211	12	8			
335	Gaol, Deniliquin— Salaries	50	16	6			
339	Contingencies	0	5	0			
342	Gaol, Gundagai—Salaries	0	7	6			
358	Gaol, Port Macquarie— Salaries	56	18	6			
360	Contingencies	31	11	9			
344	Gaol, Tamworth—Salaries	4	19	6			
348	Gaol, Orange—Salaries	0	8	6			
352	Gaol, Tenterfield—Salaries	1	7	0			
356	Gaol, Wellington—Salaries	0	7	6			
399	Gaols, Country Districts— Salaries	65	11	8			
373	Contingencies	46	9	7			
380	Gaols generally	4,065	9	7			
383	Penal Establishment, Cockatoo Island— Salaries	1	0	0			
389	Contingencies	610	5	4			
393	Visiting Justice at Sydney Gaol, and Penal Establishment, Cockatoo Island	2	3	0			
403	Lunatic Asylum, Tarban— Salaries	242	16	8			
407	Contingencies	715	12	4			
411	Lunatic Asylum, Parramatta— Salaries	217	15	7			
415	Contingencies	195	6	5			
417	Medical Board, Salary of Clerk	3	4	1			
	Carried forward	£ 19,947	5	8			
	Carried forward	£			4,957	18	4

STATEMENT—*continued.*

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
	Brought forward	£ s. d.	£ s. d. 4,957 18 4
No. III.—CHIEF SECRETARY— <i>continued.</i>			
	Brought forward	19,947 5 8	
	Vaccine Institution—		
424	Salaries	604 17 0	
429	Contingencies	18 3 6	
	Auditor General—		
433	Salaries	318 0 11	
441	Contingencies	73 9 10	
	Registrar General—		
440	Salaries	266 9 2	
449	Contingencies	355 9 0	
456	Observatory—Books	0 0 6	
	Protestant Orphan School—		
473	Salaries	6 17 5	
478	Contingencies	105 18 2	
	Roman Catholic Orphan School—		
481	Salaries	41 6 0	
486	Contingencies	1 13 4	
490	Asylums for the Infirm and Destitute	44 15 10	
498	Mechanics' Institute, Yass... ..	25 4 9	
494	For the support of Paupers in the Colonial Hospitals	231 11 8	
497	For the support of Infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children at Randwick	25 18 8	
	In aid of Hospitals—		
502	Newcastle	55 1 0	
504	Port Macquarie	168 3 0	
505	Yass	36 17 0	
507	Sofala	112 4 6	
509	Port Stephens	183 5 0	
510	Kiandra	183 4 6	
511	Murrurundi	118 11 4	
516	Maitland	93 4 4	
524	Young	203 11 1	
525	Grafton	50 0 0	
526	Adclong	7 8 6	
534	Queanbeyan	59 17 6	
520	In aid of the Benevolent Society, Parramatta	56 4 0	
523	In aid of the Penrith Hospital and Benevolent Society	90 17 8	
528	In aid of the Albury Hospital and Benevolent Society	88 4 6	
530	In aid of the erection of an Hospital at Deniliquin	362 17 6	
532	In aid of the erection of a Benevolent Asylum and Hospital at Cooma... ..	2 6 6	
	Miscellaneous Services—		
728	Expenses attending the preparation of the Electoral Lists	345 10 11	
561	For defraying Expenses of the Returning Officers of the several Electoral Districts	399 14 4	
536	Newspapers and Almanacs	9 13 6	
568	Burials of Destitute Persons	173 1 6	
542	Maintenance of Deserted Children, Paupers, &c.	261 14 5	
546	Fees for examining Lunatics	0 5 0	
			25,123 19 0
	Carried forward ... .. £	.....	30,081 17 4

STATEMENT—continued.

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
	Brought forward	£ s. d.	£ s. d. 30,081 17 4
No. IV.—ADMINISTRATION OF JUSTICE.			
Law Officers of the Crown—			
583	Salaries	63 17 10	
586	Contingencies	0 7 4	
Supreme and Circuit Courts—			
591	Salaries	502 2 1	
594	Contingencies	1,674 15 8	
Sheriff's Department—			
601	Salaries	50 1 1	
607	Contingencies	1,108 15 6	
611	Insolvent Court—Salaries	22 4 5	
District Courts—			
Salaries—			
615	Metropolitan and Coast	3 6 8	
626	Southern	23 6 8	
634	South-western	268 6 8	
650	Northern	507 12 10	
658	Hunter River	12 10 0	
	Contingencies generally	0 10 2	
679	Quarter Sessions—Contingencies	449 9 4	
731	Court of Claims	100 0 0	4,787 6 3
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE.			
Treasury—			
763	Salaries	191 15 7	
761	Contingencies	50 3 1	
Customs—			
767	Salaries	132 7 6	
775	Contingencies	717 12 1	
Colonial Distilleries and Refineries—			
785	Salaries	501 2 3	
787	Contingencies	157 15 6	
Sydney Branch of the Royal Mint—			
799	Salaries	634 4 6	
794	Contingencies	204 17 3	
798	Gold Receivers—Salaries	74 4 2	
Post Office—			
804	Salaries	363 17 9	
1026	Country Postmasters	641 4 4	
814	Contingencies	397 3 5	
842	Conveyance of Mails	6,595 0 5	
847	Steam Postal Communication with Great Britain <i>via</i> Suez	1,863 4 9	
Money Order Department—			
852	Salaries	9 3 4	
856	Contingencies	846 18 11	
Colonial Stores—			
862	Salaries	0 10 0	
865	Contingencies	17 2 6	
878	Conveyance of Stores	8 8 5	
906	Packing and other Expenses	105 13 5	
1073	Stores and Stationery generally	2,745 11 3	
1206	Fuel and Light, Departments, District of Sydney	156 19 9	
Government Printer—			
896	Printing and Binding Branch—Contingencies	130 19 11	
Postage Stamps—			
902	Salaries	72 0 0	
901	Contingencies	47 10 0	
	Carried forward	£ 16,665 10 1	
	Carried forward	£	34,869 3 7

STATEMENT—continued.

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
	Brought forward	£ s. d.	£ s. d. 34,869 3 7
No. V.—TREASURER AND SECRETARY FOR FINANCE AND TRADE—continued.			
	Brought forward	16,665 10 1	
	Gunpowder Magazine, Goat Island—		
917	Salaries	112 4 3	
919	Contingencies	102 7 6	
	Quarantine—		
929	Salaries	18 0 0	
931	Contingencies	494 6 5	
	Shipping Masters—		
935	Salaries	26 0 0	
936	Contingencies	0 4 0	
942	Glebe Island Abattoirs—Contingencies	651 18 0	
	Harbours, Light Houses, and Pilot Department—		
947	Steam Navigation and Pilot Board—Salaries... ..	11 8 8	
981	Boatmen—Salaries	195 2 3	
989	Contingencies generally	599 8 9	
	Miscellaneous Services—		
1038	For the transmission of Telegraphic Messages	1,889 1 3	
1044	Provisions to be left on Booby Island, for the relief of Shipwrecked Persons	9 14 10	
1052	To meet Unforeseen Expenses... ..	381 18 10	
1059.	To meet the Expense of carrying on the Coast Surveys	81 0 1	
1057	Duty Stamps for the Public Service generally	110 15 7	
			21,349 0 6
No. VI.—SECRETARY FOR LANDS.			
	Department of Lands—		
1137	Salaries	276 9 8	
1138	Contingencies	89 16 0	
	Occupation of Lands—		
1210	Salaries	172 5 6	
1216	Contingencies	116 1 2	
	Immigration Department—		
1221	Salaries	20 3 10	
1225	Contingencies	453 12 5	
	Gold Fields—		
1246	Salaries	278 17 6	
1261	Contingencies	1,283 19 2	
1270	Management of Alpacas	50 0 0	
	Prevention of Scab in Sheep—		
1284	Salaries	699 1 5	
1314	Contingencies	0 0 7	
1296	Inspection of Cattle—Contingencies	20 0 1	
	Coal Fields—		
1299	Salaries	133 6 8	
1302	Contingencies	130 12 9	
1310	Botanic Gardens—Contingencies	117 12 11	
1322	Government Domains—Contingencies	157 7 11	
	Minor Roads—		
	Construction and Maintenance of Subordinate Roads—		
7	Sydney or Metropolitan Roads	200 3 0	
15	Northern Roads	964 8 8	
73	Western Roads	3,042 11 11	
44	Southern Roads	1,927 13 11	
1	Balance of Vote	1,175 0 0	
104	For Minor Bridges and Roads not classified	6,317 4 2	
118	Alignment Posts for Towns	384 14 6	
	Carried forward	£ 18,011 3 9	
	Carried forward	£	56,218 4 1

STATEMENT—*continued.*

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
	Brought forward	£ s. d.	£ s. d. 56,218 4 1
	No. VI.—SECRETARY FOR LANDS— <i>continued.</i>		
	Brought forward	18,011 3 9	
124	To meet Expense of fencing Public Roads where pro- claimed through enclosed lands	146 3 11	
130	Formation of Streets through Crown Lands in Sydney...	310 10 0	
149	Mudbank and Bunnerong Road	0 1 0	
141	Building and repair of Bridges, on condition of assistance by the inhabitants... ..	2,000 0 0	
133	Fencing Cemetery, Armidale	4 3 4	
1333	Aborigines	246 13 6	
	Miscellaneous Services—		
1337	Sinking Wells on route from the Darling to the Lachlan and to the Warrego	2,500 0 0	
1336	Erection of Pounds	96 12 6	
			23,315 8 0
	No. VII.—SECRETARY FOR PUBLIC WORKS.		
	Department of Public Works—		
1357	Salaries	183 18 7	
1359	Contingencies	88 9 0	
	Railways—		
1365	General Establishment—Contingencies	123 17 0	
1369	Valuation of Land—Contingencies	23 4 8	
	Works in Progress—		
1373	Salaries	158 6 11	
1376	Contingencies	833 18 4	
1388	Working Expenses—Existing Lines	6,176 0 4	
	Harbours and River Navigation—		
	Engineer's Department—		
1395	Salaries	37 18 7	
1398	Contingencies	123 0 1	
	Steam Dredge "Hunter"—		
1436	Salaries	167 9 5	
1404	Contingencies	6 1 6	
	Steam Dredge "Hercules"—		
1436	Salaries	3 1 0	
1409	Contingencies	79 12 10	
	Steam Dredge "Pluto"—		
1441	Salaries	116 7 2	
1415	Contingencies	709 0 2	
	Steam Dredge "Vulcan"—		
1428	Salaries	68 10 0	
1467	Contingencies	49 7 7	
	Steam Cranes, Newcastle—		
1424	Salaries	465 9 8	
1459	Contingencies	260 17 6	
188	Preliminary Harbour Surveys	118 2 5	
193	Landing Silt from Dredge, and forming Ground...	202 17 6	
194	Repairs to Glebe Island Road	82 16 6	
199	Incidental Repairs to Wharfs, Bridges, and other Public Works	1 8 1	
203	Repairs and Improvements, Cook's River Dam	152 6 0	
	Carried forward	£ 10,232 0 10	
	Carried forward	£	79,533 12 1

STATEMENT—continued.

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
	Brought forward	£ s. d.	£ s. d. 79,533 12 1
No. VII.—SECRETARY FOR PUBLIC WORKS— <i>continued.</i>			
	Brought forward	10,232 0 10	
	Colonial Architect—		
1431	Salaries	452 0 4	
1468	Contingencies	162 15 9	
1441	Fortifications—Contingencies	25 0 0	
236	Ordinary Repairs, Alterations, and Additions to Public Buildings generally	1 15 1	
258	Furniture and Fittings for Public Offices generally	88 5 7	
268	Repairs to Military Barracks and Buildings	89 19 9	
273	Lighting Lamps, sweeping Chimneys, &c., Victoria Barracks	90 11 9	
276	Lighting Government Lamps in Streets of Sydney	114 0 0	
279	Furniture and Repair of same, Government House	3 0 0	
296	For providing Materials and Implements for employment of Prisoners	17 4 2	
343	Additions, Sydney Gaol	30 0 5	
308	Police Buildings	563 14 10	
325	Gaols, Court Houses, and Lock-ups	4,052 9 2	
334	Supply of Coffins for Paupers	273 12 0	
346	Alterations and Repairs, Protestant Orphan School, Parramatta	13 14 0	
357	Repairs, Alterations, &c., to Lunatic Asylum, Tarban	9 11 11	
363	Additions, Magazine, Goat Island	149 0 0	
361	Fittings, &c., Magazine, Spectacle Island	10 10 0	
	Roads and Bridges—		
	General Establishment—		
1445	Salaries	1 18 11	
1450	Contingencies	112 14 1	
1454	Survey of Clarence River Road	67 14 6	
1452	Superintendence	124 7 1	
	Construction and Maintenance—		
395	Main North Road	6,783 0 6	
406	Main South Road	16,856 2 5	
416	Main West Road	1,518 14 10	
436	Mudgee Road	1,500 1 4	
	Minor Roads—		
454	Northern Roads	1,407 3 0	
489	Western Roads	2,883 15 11	
475	Southern Roads	4,576 0 5	
508	Contingent Works on Minor Bridges and Roads, Approaches to Railway Stations, &c.	1,897 10 1	
519	Repairs to Bridges	1,804 12 4	
523	Constructing and repairing Toll-bars	308 9 0	
526	Bridge, Brown's Creek, Paterson	267 0 0	
528	Bridge, Cox's Creek	667 0 0	
532	Bridge, Breeza	467 0 0	
534	Bridge, Grawin Creek	200 0 0	
536	Bridge, Carlisle Gully and Kentucky	667 0 0	
540	Bridge, Mount Hunter Creek, Brownlow Hill	200 0 0	
544	Bridge over Fawcett's or Fairy Mount Creek, near Casino	200 0 0	
550	Bridge over Cedar Party Creek, Manning River	400 0 0	
556	Low-level Bridge at Douglass Park	333 0 0	
558	Bridges on Road, Wagga Wagga to Narrandra	333 0 0	
560	Bridge over the Wollondilly	1,667 0 0	
	Carried forward	£ 61,622 10 0	
	Carried forward	£	79,533 12 1

STATEMENT—*continued.*

Appropriation Ledger Folio.	PARTICULARS.	AMOUNT.	TOTAL.
	Brought forward	£ s. d.	£ s. d. 79,533 12 1
	No. VII.—SECRETARY FOR PUBLIC WORKS— <i>continued.</i>		
	Brought forward	61,622 10 0	
	Electric Telegraphs—		
	Establishment—		
1458	Salaries	1,378 0 7	
1465	Contingencies	1,156 13 0	
1475	Working Expenses	1,474 10 3	
1489	Fitz Roy Dock Establishment—Contingencies	1,366 14 8	
			66,998 8 6
	SPECIAL APPROPRIATIONS.		
1126	Interest on Debentures	39,593 1 1	
1118	Interest on Treasury Bills	3,758 12 3	
1075	Revenue and Receipts returned	1,241 15 6	
580	Endowments under the Municipalities Act, 22 Vic., 13...	370 18 10	
			44,964 7 8
	GRAND TOTAL	£	191,496 8 3

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

No. 2.

ACCOUNT CURRENT

OF THE

CONSOLIDATED REVENUE FUND

OF

NEW SOUTH WALES,

FOR THE YEAR

1866.

ACCOUNT CURRENT OF THE CONSOLIDATED REVENUE FUND

Dr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	To AMOUNT appropriated for GENERAL SERVICES AS PER APPROPRIATION ACT, 29 VICT., No. 24	1,379,950	15	1			
2	„ AMOUNT OF SPECIAL APPROPRIATIONS, as per Estimates-in-Chief for 1866, page 1	485,500	0	0			
3	„ AMOUNTS provided by CONSTITUTIONAL AND COLONIAL ACTS, as per Estimates-in-Chief for 1866, pages 1 and 5	59,302	5	6	1,924,753	0	7
4	„ AMOUNT OF FURTHER APPROPRIATIONS for 1866, AS PER APPROPRIATION ACT, 30 VICT., No. 24				170,207	7	6
5	„ AMOUNT OF ADDITIONAL SUPPLEMENTARY ESTIMATES for 1866, page 5				17,925	16	7
6	„ SPECIAL APPROPRIATIONS—						
	Drawbacks and Refund of Duties, further sum	22,610	1	1			
	Revenue and Receipts returned, further sum	1,958	10	9			
	Sydney Branch of the Royal Mint, 28 Vic., No. 3	5,753	0	0			
	Preliminary Expenses of Municipal Institutions	90	12	4			
	Payments under the Scab in Sheep Acts, 27 Victoria, No. 6, and 29 Victoria, No. 13—refunded	1,509	3	9			
					31,921	7	11
7	„ BALANCE, being estimated Surplus				111,882	19	10
	TOTAL				£ 2,256,690	12	5

The Treasury, New South Wales,
12th September, 1867.JAMES THOMSON,
Accountant.

2.

OF THE COLONY OF NEW SOUTH WALES, FOR THE YEAR 1866.

Cr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	By Estimated Surplus on the Year 1865, brought forward	.....			38,133	12	2
2	„ AMOUNT OF ACTUAL REVENUE AND RECEIPTS for the Year 1866, as per Statement marked C, page 49...	2,038,079	3	7			
	<i>Less</i> —Advances and other Payments refunded ...	7,328	10	4	2,030,750	13	3
3	„ AMOUNTS APPROPRIATED for the Service of 1866, estimated as not likely to be required for expenditure, as per Statement marked B, page 41 ...	.....			187,806	7	0
TOTAL		£	2,256,690	12	5		

GEOFFREY EAGAR,
Treasurer.

B

STATEMENT shewing the BALANCES OF APPROPRIATIONS in the Books of the Treasury, on the 31st August, 1867, for Services of the Year 1866; the Amounts estimated as not likely to be required; and the Balances estimated as Liabilities.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.	Amounts estimated as not likely to be required.	Balances estimated as Liabilities.
		£ s. d.	£ s. d.	£ s. d.
	No. I.			
6	Schedule A.	56 9 0	56 9 0	.....
	Schedule B—			
	Pensions to Judges			
17	Political Officers	67 14 10	67 14 10	.....
28	Superannuation	171 1 5	171 1 5	.....
36	Schedule B—Supplement	0 0 1	0 0 1	.....
	Schedule C—			
40	Church of England, Diocese of Sydney	0 3 0	0 3 0	.....
48	Wesleyan Methodist Church	0 0 2	0 0 2	.....
52	Roman Catholic Church	150 0 0	150 0 0	.....
		£ 445 8 6	445 8 6	.....
	No. II.			
	His Excellency the Governor—			
57	Salaries	4 1 8	4 1 8	.....
101	Contingencies	131 18 8	131 18 8	.....
66	Executive Council—Contingencies	6 17 2	6 17 2	.....
	Legislative Council—			
70	Salaries	91 2 4	91 2 4	.....
73	Contingencies	182 1 11	182 1 11	.....
	Legislative Assembly—			
76	Salaries	50 0 0	50 0 0	.....
79	Contingencies	679 0 11	679 0 11	.....
	Legislative Council and Assembly—			
82	Salaries	0 0 1	0 0 1	.....
85	Contingencies	55 13 9	55 13 9	.....
	Parliamentary Library—			
89	Contingencies	20 8 6	20 8 6	.....
93	Books and Periodicals	299 4 10	.....	299 4 10
94	Council Reading Room	90 13 8	.....	90 13 8
97	Assembly Reading Room	36 15 6	.....	36 15 6
		£ 1,647 19 0	1,221 5 0	426 14 0
	No. III.			
	Chief Secretary—			
104	Salaries	3 7 11	3 7 11	.....
117	Contingencies	36 8 4	36 8 4	.....
	Volunteers—			
108	Salaries	46 0 6	46 0 6	.....
113	Contingencies	761 12 2	.....	761 12 2
	Naval Brigade—			
116	Salaries	23 18 7	23 18 7	.....
119	Contingencies	17 4 6	17 4 6	.....
207	Gold and Escort—Unforeseen Expenses	94 6 10	94 6 10	.....
216	Gaol, Sydney—Salaries	74 17 2	74 17 2	.....
	Gaol, Parramatta—			
226	Salaries	29 0 6	29 0 6	.....
233	Contingencies	209 14 8	209 14 8	.....
236	Gaol, Bathurst—Salaries	2 11 9	2 1 9	0 10 0
	Carried forward	£ 1,299 2 11	537 0 9	762 2 2
	Carried forward...	£ 2,093 7 6	1,666 13 6	426 14 0

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.	Amounts estimated as not likely to be required.	Balances estimated as Liabilities.
		£ s. d.	£ s. d.	£ s. d.
	Brought forward	2,093 7 6	1,666 13 6	426 14 0
	No. III—continued.			
	Brought forward	1,299 2 11	537 0 9	762 2 2
244	Gaol, Maitland—Salaries	108 2 6	108 2 6	.....
250	Gaol, Goulburn—Salaries	3 3 6	3 3 6	.....
	Gaol, Berrima—			
258	Salaries	15 10 9	15 10 9	.....
263	Contingencies	143 17 5	143 17 5	.....
266	Gaol, Albury—Salaries	13 4 5	13 4 5	.....
272	Gaol, Braidwood—Salaries	13 2 6	13 2 6	.....
278	Gaol, Mudgee—Salaries	3 8 6	3 8 6	.....
286	Gaol, Grafton—Salaries	4 19 6	4 19 6	.....
292	Gaol, Wollongong—Salaries	0 10 0	0 10 0	.....
	Gaol, Armidale—			
300	Salaries	0 2 6	0 2 6	.....
303	Contingencies	15 7 7	15 7 7	.....
	Gaol, Wagga Wagga—			
306	Salaries	0 2 6	0 2 6	.....
310	Contingencies	30 10 3	30 10 3	.....
313	Gaol, Eden—Salaries	20 7 6	20 7 6	.....
320	Gaol, Yass—Salaries	50 10 0	50 10 0	.....
327	Gaol, Windsor—Salaries	0 7 6	0 7 6	.....
332	Gaol, Deniliquin—Salaries	7 2 2	7 2 2	.....
360	Gaol, Port Macquarie—Salaries	23 7 2	23 7 2	.....
347	Gaol, Gundagai—Salaries	0 7 6	0 7 6	.....
349	Gaol, Tamworth—Salaries	90 2 6	90 2 6	.....
351	Gaol, Orange—Salaries	90 2 6	90 2 6	.....
353	Gaol, Tenterfield—Salaries	38 14 6	38 14 6	.....
355	Gaol, Wellington—Salaries	0 7 6	0 7 6	.....
	Gaols generally—			
382	Trades Overseers, Parramatta and Berrima Gaols	300 0 0	300 0 0	.....
384	Trades Foremen	471 10 0	471 10 0	.....
386	Books for the use of Prisoners, and Materials for binding and repairing	0 4 8	0 4 8	.....
402	Conveyance of Prisoners, being Lunatics, Infirm Persons, or Paupers, under Escort, other than Police	63 10 6	63 10 6	.....
406	Contingencies	651 12 1	637 7 8	14 4 5
	Penal Establishment, Cockatoo Island—			
417	Salaries	95 3 8	95 3 8	.....
415	Contingencies	650 11 8	650 11 8	.....
423	Allowance to Medical Board, Lunatic Asylums	125 0 0	125 0 0	.....
	Lunatic Asylum, Tarban—			
428	Salaries	57 7 2	57 7 2	.....
433	Contingencies	190 9 0	190 9 0	.....
436	Lunatic Asylum, Parramatta—Salaries	48 9 6	48 9 6	.....
452	Vaccine Institution—Contingencies	951 18 6	900 0 0	51 18 6
	Auditor General—			
456	Salaries	180 0 0	180 0 0	.....
458	Contingencies	136 3 8	136 3 8	.....
	Registrar General—			
462	Salaries	96 11 6	96 11 6	.....
469	Contingencies	336 5 0	336 5 0	.....
481	Observatory—New Instruments	3 9 4	3 9 4	.....
500	Protestant Orphan School—Salaries	19 8 11	19 8 11	.....
	Carried forward	£ 6,350 8 10	5,522 3 9	828 5 1
	Carried forward	£ 2,093 7 6	1,666 13 6	426 14 0

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.			Amounts estimated as not likely to be required.			Balances estimated as Liabilities.		
		£	s.	d.	£	s.	d.	£	s.	d.
	Brought forward	2,093	7	6	1,666	13	6	426	14	0
	No. III—continued.									
	Brought forward	6,350	8	10	5,522	3	9	828	5	1
	Roman Catholic Orphan School—									
508	Salaries	0	6	0	0	6	0	.....	.....	.....
555	Asylums for the Infirm and Destitute	61	7	0	42	1	10	19	5	2
	Grants in aid of Public Institutions—									
	In aid of the following Institutions, viz. :—									
521	Bathurst School of Arts	88	5	0	88	5	0	.....	.....	.....
523	Grafton School of Arts	7	7	6	7	7	6	.....	.....	.....
526	Morpeth School of Arts	16	1	5	16	1	5	.....	.....	.....
528	Parramatta School of Arts	200	0	0	.....	.....	.....	200	0	0
529	Richmond School of Arts... ..	54	6	8	.....	.....	.....	54	6	8
530	St. Leonards School of Arts	88	5	2	.....	.....	.....	88	5	2
531	Windsor School of Arts	110	4	4	110	4	4	.....	.....	.....
532	West Maitland School of Arts	8	8	0	.....	.....	.....	8	8	0
533	Wollongong School of Arts	57	14	5	.....	.....	.....	57	14	5
534	Yass Mechanics' Institute	131	17	2	131	17	2	.....	.....	.....
535	Albury School of Arts	36	13	0	36	13	0	.....	.....	.....
537	Bellambi and Bulli School of Arts	3	5	6	3	5	6	.....	.....	.....
539	Braidwood Literary Institute	24	2	2	24	2	2	.....	.....	.....
541	Paterson School of Arts	100	0	0	100	0	0	.....	.....	.....
544	Waverley School of Arts	100	0	0	100	0	0	.....	.....	.....
601	Waratah School of Arts	8	10	0	8	10	0	.....	.....	.....
	In aid of the erection of Buildings for the following Institutions, viz. :—									
546	Deniliquin Mechanics' Institute	408	10	0	.....	.....	.....	408	10	0
547	Kempsey School of Arts	373	11	3	.....	.....	.....	373	11	3
598	Newcastle School of Arts	252	7	8	.....	.....	.....	252	7	8
549	Yass Mechanics' Institute	1,000	0	0	.....	.....	.....	1,000	0	0
	Charitable Allowances—									
551	For the support of Paupers in the Colonial Hospitals	189	15	4	189	15	4	.....	.....	.....
557	For the support of Infants removed from the Benevolent Asylum, Sydney, to the Asylum for Destitute Children, at Randwick	80	2	7	80	2	7	.....	.....	.....
	In aid of Hospitals—									
563	Port Macquarie	177	19	6	177	19	6	.....	.....	.....
565	Armidale and New England	94	6	3	94	6	3	.....	.....	.....
566	Sofala	96	12	0	96	12	0	.....	.....	.....
568	Port Stephens	190	0	0	190	0	0	.....	.....	.....
569	Kiandra	173	7	6	173	7	6	.....	.....	.....
570	Murrurundi	200	0	0	200	0	0	.....	.....	.....
578	Maitland	164	4	2	164	4	2	.....	.....	.....
579	Parramatta	100	17	4	100	17	4	.....	.....	.....
581	Bathurst	292	15	10	292	15	10	.....	.....	.....
586	Young	219	18	9	219	18	9	.....	.....	.....
587	Grafton	150	0	0	150	0	0	.....	.....	.....
588	Adelong	6	19	6	6	19	6	.....	.....	.....
590	Tenterfield	107	19	3	107	19	3	.....	.....	.....
632	Towards the erection of an Hospital, Dubbo	300	0	0	.....	.....	.....	300	0	0
594	Towards the erection of an Hospital, Orange	92	4	1	.....	.....	.....	92	4	1
582	In aid of the Benevolent Society, Parramatta	265	19	2	265	19	2	.....	.....	.....
583	In aid of the Benevolent Society, Singleton and Patrick's Plains	2	12	4	2	12	4	.....	.....	.....
585	In aid of the Penrith Hospital and Benevolent Society	69	16	0	69	16	0	.....	.....	.....
1217	Immigration—Contingencies	347	9	4	347	9	4	.....	.....	.....
	Carried forward	£ 12,804	10	0	9,121	12	6	3,682	17	6
	Carried forward	£ 2,093	7	6	1,666	13	6	426	14	0

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.	Amounts estimated as not likely to be required.	Balances estimated as Liabilities.
		£ s. d.	£ s. d.	£ s. d.
	Brought forward	2,093 7 6	1,666 13 6	426 14 0
	No. III—continued.			
	Brought forward	12,804 10 0	9,121 12 6	3,682 17 6
	Miscellaneous Services—			
619	Expenses attending the preparation of the Electoral Lists	84 12 11	.....	84 12 11
623	For defraying Expenses of the Returning Officers of the several Electoral Districts	702 10 0	650 0 0	52 10 0
625	Newspapers and Almanacs	9 18 6	9 18 6	.....
823	Burials of Destitute Persons	31 8 6	.....	31 8 6
631	Maintenance of Deserted Children, Paupers, &c.	134 17 5	134 17 5	.....
642	Rewards for apprehension of Offenders	78 0 0	.....	78 0 0
837	Cost of Seed Wheat supplied to distressed Wheat Farmers	24 19 0	24 19 0	.....
		£ 13,870 16 4	9,941 7 5	3,929 8 11
	No. IV.			
677	Law Officers of the Crown—Contingencies	274 12 0	274 12 0	.....
	Supreme and Circuit Courts—			
680	Salaries	367 10 0	367 10 0	.....
685	Contingencies	1,972 1 8	1,971 14 8	0 7 0
	Sheriff's Department—			
706	Salaries	156 15 6	156 15 6	.....
708	Contingencies	584 3 1	584 3 1	.....
	District Courts—			
	Salaries—			
705	Metropolitan and Coast	27 5 9	27 5 9	.....
727	Southern	24 3 11	24 3 11	.....
735	South-western	6 8 6	6 8 6	.....
763	Northern	6 18 7	6 18 7	.....
774	Contingencies generally	101 1 3	101 1 3	.....
783	Quarter Sessions—Contingencies	145 19 9	145 19 9	.....
	Petty Sessions—			
193	Salaries	303 18 10	303 18 10	.....
193	Contingencies	644 5 4	500 0 0	144 5 4
821	Court of Claims	17 0 0	17 0 0	.....
	Miscellaneous—			
825	Law Expenses in the Colony in the case <i>Berry v. Graham</i>	54 15 6	.....	54 15 6
		£ 4,686 19 8	4,487 11 10	199 7 10
	No. V.			
	Treasury—			
840	Salaries	100 3 7	100 3 7	.....
895	Contingencies	4 15 3	1 12 9	3 2 6
	Stamp Duties—			
850	Salaries	18 16 4	18 16 4	.....
853	Contingencies	2 18 6	2 18 6	.....
	Customs—			
856	Salaries	445 5 0	445 5 0	.....
860	Contingencies	308 3 4	303 3 4	.....
867	Colonial Distilleries and Refineries—Contingencies	84 19 9	84 19 9	.....
	Sydney Branch of the Royal Mint—			
869	Salaries	4,334 14 6	*4,334 14 6	.....
872	Contingencies	2,100 9 6	*2,100 9 6	.....
877	Gold Receivers—Salaries	172 10 0	20 0 0	152 10 0
882	Printing, Bookbinding, &c.	7 15 3	7 15 3	.....
	Carried forward	£ 7,580 11 0	7,424 18 6	155 12 6
	Carried forward	£ 20,651 3 6	16,095 12 9	4,555 10 9

* Payments from 21st April, made under the Sydney Mint Act, 25 Vic., No. 3.

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.			Amounts estimated as not likely to be required.			Balances estimated as Liabilities.			
		£	s.	d.	£	s.	d.	£	s.	d.	
	Brought forward	20,651	3	6	16,095	12	9	4,555	10	9	
	No. V—continued.										
	Brought forward	7,580	11	0	7,424	18	6	155	12	6	
	Stores and Stationery—										
902	Salaries	0	10	0	0	10	0	.....		
915	Conveyance of Stores	44	0	3	35	18	3	8	2	0	
980	Packing and other Expenses	78	12	8	77	12	8	1	0	0	
904	Colonial Military Stores	6	8	6	6	8	6	.....		
994	Fuel and Light, Departments, District of Sydney	379	2	8	378	5	2	0	17	6	
	Gunpowder Magazine, Goat Island—										
1000	Salaries	68	9	3	68	9	3	.....		
1003	Contingencies	52	7	2	52	7	2	.....		
1068	Gunpowder Magazine, Spectacle Island—Contingencies	2	0	1	2	0	1	.....		
	Quarantine—										
1014	Salaries	18	0	0	18	0	0	.....		
1016	Contingencies	282	11	10	282	11	10	.....		
1098	Shipping Masters—Contingencies	4	15	3	4	15	3	.....		
1055	Glebe Island Abattoirs—Contingencies	300	2	7	68	2	7	232	0	0	
	Harbours, Light Houses, and Pilot Department—										
1041	Colonial Light Houses—Salaries... ..	40	0	0	40	0	0	.....		
	Australian Coast Light Houses—										
1042	Gabo Island	749	10	0	.....			749	10	0
1044	Wilson's Promontory	749	9	7	.....			749	9	7
1046	Kent's Group	500	0	0	.....			500	0	0
1048	King's Island	350	0	0	.....			350	0	0
1059	Boatmen—Salaries... ..	193	9	9	193	9	9	.....		
1067	Contingencies generally	339	17	11	300	0	0	39	17	11	
1069	Fixing Buoys at Tathra	6	0	0	6	0	0	.....		
	Miscellaneous Services—										
1089	Postage of Public Departments	736	5	10	600	0	0	136	5	10	
1156	Advertising for the Public Service generally	945	14	2	900	0	0	45	14	2	
1114	For the transmission of Telegraphic Messages	1,576	12	9	1,576	12	9	.....		
1116	Interest on overdrawn Bank Accounts	1,681	17	11	1,681	17	11	.....		
1138	To meet Unforeseen Expenses	743	2	6	743	2	6	.....		
1133	Duty Stamps for the Public Service generally	1,053	16	9	1,053	16	9	.....		
1143	Commission on Payments in England, by the Government Financial Agents	735	8	7	735	8	7	.....		
1145	Interest on Advance on Treasury Bills by the Bank of New South Wales	285	9	0	285	9	0	.....		
		£	19,504	6	0	16,535	16	6	2,968	9	6
	No. VI.										
	Department of Lands—										
1162	Salaries	36	2	0	36	2	0	.....		
1201	Contingencies	1	19	6	1	19	6	.....		
	Survey of Lands—										
1169	Salaries	2,037	16	8	.....			2,037	16	8
1178	Contingencies	3,209	11	1	.....			3,209	11	1
	Occupation of Lands—										
1199	Salaries	173	12	0	173	12	0	.....		
1209	Contingencies	38	16	2	38	16	2	.....		
1591	Appraisalment of Runs	226	10	0	226	10	0	.....		
1254	Gold Fields	1,516	16	10	1,516	16	10	.....		
1252	Compensation to Commissioners of Gold Fields for loss of office... ..	450	0	0	.....			450	0	0
1257	Management of Alpacas	343	0	0	343	0	0	.....		
	Carried forward	£	8,034	4	3	2,336	16	6	5,697	7	9
	Carried forward	£	40,155	9	6	32,631	9	3	7,524	0	3

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.	Amounts estimated as not likely to be required.	Balances estimated as Liabilities.
		£ s. d.	£ s. d.	£ s. d.
	Brought forward	40,155 9 6	32,631 9 3	7,524 0 3
	No. VI—continued.			
	Brought forward	8,034 4 3	2,336 16 6	5,697 7 9
	Prevention of Scab in Sheep—			
1271	Salaries	131 8 1	131 8 1	.....
1287	Contingencies	2 11 6	2 11 6	.....
1293	Inspection of Cattle—Contingencies	18 12 6	18 12 6	.....
1299	Coal Fields—Contingencies	40 6 6	40 6 6	.....
	Botanic Gardens—			
1304	Salaries	18 4 2	18 4 2	.....
1309	Contingencies	313 1 1	313 1 1	.....
1310	Library	50 0 0	.....	50 0 0
1322	Government Domains—Contingencies	202 1 7	202 1 7	.....
1321	Improvement of Hyde Park	1 3 0	.....	1 3 0
	Subordinate Roads:—			
	Construction and Maintenance of Subordinate Roads—			
1660	Sydney or Metropolitan Roads	82 13 4	.....	82 13 4
1667	Northern Roads	2,413 18 10	.....	2,413 18 10
1697	Western Roads	3,965 3 10	.....	3,965 3 10
1728	Southern Roads	260 7 11	.....	260 7 11
1760	For Minor Bridges and Roads not classified	2,855 5 3	.....	2,855 5 3
1784	Alignment Posts for Towns	201 0 6	.....	201 0 6
1798	To meet Expense of fencing Public Roads where proclaimed through enclosed lands	209 2 3	.....	209 2 3
1794	Formation of Streets through Crown Lands in Sydney	639 10 0	.....	639 10 0
1800	Punt over the M'Intyre River, at Gundiwindi	200 0 0	.....	200 0 0
1825	Road from Hoddle's Track to Booral or Nattai	250 0 0	.....	250 0 0
1810	Formation of Bridle Track from Burragorang to adjacent Table Lands	250 0 0	.....	250 0 0
1812	Fencing Road from Sutton Forest to the old Argyle Road	18 10 0	.....	18 10 0
1815	Bridge over the Lachlan at or near Booligal	500 0 0	.....	500 0 0
1819	Extension of Riley-street to Palmer-street, &c.	299 15 9	.....	299 15 9
1828	Aborigines	326 2 10	326 2 10	.....
	Miscellaneous Services—			
1332	For the erection of Public Pounds	190 0 0	.....	190 0 0
1336	For sinking Wells, so as to render practicable the route from the Darling to the Lachlan and to the Warrego	2,500 0 0	.....	2,500 0 0
1341	Bonus to Producers of Cotton	23 18 6	.....	23 18 6
1340	Compensation for land, &c., required for Approach to Pitnacree Bridge	93 0 0	.....	93 0 0
1344	New Fence for Burial Ground at Tarban Creek Asylum	50 0 0	.....	50 0 0
		£ 24,140 1 8	3,389 4 9	20,750 16 11
	No. VII.			
1364	Department of Public Works—Contingencies Railways—	5 0 3	5 0 3	.....
	General Establishment—			
1368	Salaries	0 0 3	0 0 3	.....
1371	Contingencies	98 13 4	98 13 4	.....
1376	Valuation of Land—Contingencies	32 16 6	32 16 6	.....
	Works in Progress—			
1382	Contingencies	775 8 8	775 8 8	.....
1399	Workmen's Wages, Singleton Bridge Works	64 12 0	64 12 0	.....
	Carried forward	£ 976 11 0	976 11 0	.....
	Carried forward	£ 64,295 11 2	36,020 14 0	28,274 17 2

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.	Amounts estimated as not likely to be required.	Balances estimated as Liabilities.
		£ s. d.	£ s. d.	£ s. d.
	Brought forward	64,295 11 2	36,020 14 0	28,274 17 2
	No. VII—continued.			
	Brought forward	976 11 0	976 11 0	.....
	Harbours and River Navigation—			
	Engineer's Department—			
1402	Salaries	125 0 0	125 0 0	.....
1405	Contingencies... ..	46 9 8	46 9 8	.....
	Steam Dredge "Hunter"—			
1408	Salaries	0 11 7	0 11 7	.....
1435	Contingencies... ..	0 19 4	0 19 4	.....
	Steam Dredge "Hercules"—			
1414	Salaries	2 7 1	2 7 1	.....
1438	Contingencies... ..	17 14 0	17 14 0	.....
1423	Steam Dredge "Pluto"—Contingencies	222 14 11	222 14 11	.....
	Steam Dredge "Vulcan"—			
1426	Salaries	0 17 4	0 17 4	.....
1436	Contingencies... ..	530 0 4	530 0 4	.....
	Steam Cranes, Newcastle—			
1430	Salaries	1,162 2 2	1,162 2 2	.....
1433	Contingencies... ..	543 19 2	543 19 2	.....
1860	Preliminary Harbour Surveys	0 17 7	0 17 7	.....
1865	Landing Silt from Dredge, and forming Ground ...	222 8 10	222 8 10	.....
1861	Repairs to Wharf at Tathra	200 0 0	.....	200 0 0
1874	Incidental Expenses to Wharfs, Bridges, and other Public Works	0 4 3	0 4 3	.....
1877	Grassing Sand Hills, Wollongong	3 14 9	3 14 9	.....
1879	Forming, Levelling, and Draining the Circular Quay	4,507 7 10	.....	4,507 7 10
1875	Erection of a Beacon at the entrance of Port Macquarie	60 0 0	.....	60 0 0
1913	Removing obstructions and improving the navigation of the Rivers Murray, Murrumbidgee, and Darling	359 19 2	.....	359 19 2
1886	Contribution towards Repair of River Breach Road Damage to High-street, West Maitland	1,847 13 6	.....	1,847 13 6
1885	One-third the cost of Grassing the Sand Hills at Newcastle	334 0 0	.....	334 0 0
	Colonial Architect—			
1442	Salaries	66 18 9	66 18 9	.....
1450	Contingencies	217 13 9	217 13 9	.....
	Fortifications—			
2093	Gun Carriages and Platforms for dismounted Guns at Fort Macquarie	123 0 0	123 0 0	.....
1904	Ordinary Repairs, Alterations, and Additions to Public Buildings generally	1,132 5 4	.....	1,132 5 4
1970	Lighting Lamps, sweeping Chimneys, &c., Victoria Barracks	103 0 0	94 15 0	8 5 0
1972	Lighting Government Lamps in Streets of Sydney and Domain	87 0 6	87 0 6	.....
1974	Furniture and Repair of same, Government House... ..	38 15 0	38 15 0	.....
1996	Additions, Sydney Gaol	1,189 18 5	.....	1,189 18 5
2001	Police Buildings	876 12 6	.....	876 12 6
2018	Gaols, Court Houses, and Lock-ups	3,878 18 2	.....	3,878 18 2
2026	Supply of Coffins for Paupers	309 1 4	309 1 4	.....
2029	For Repairs, Lunatic Asylum, Parramatta	2,269 14 0	.....	2,269 14 0
2034	Alterations and Repairs, Protestant Orphan School, Parramatta... ..	797 13 9	.....	797 13 9
2041	Repairs, Alterations, &c., to Lunatic Asylum, Tarban	1,409 16 7	.....	1,409 16 7
	Carried forward... ..	£ 23,666 0 7	4,793 16 4	18,872 4 3
	Carried forward... ..	£ 64,295 11 2	36,020 14 0	28,274 17 2

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.	Amounts estimated as not likely to be required.	Balances estimated as Liabilities.
		£ s. d.	£ s. d.	£ s. d.
	Brought forward	64,295 11 2	36,020 14 0	28,274 17 2
	No. VII—continued.			
	Brought forward	23,666 0 7	4,793 16 4	18,872 4 3
2044	Additions to Gaol at Wellington	850 0 0	.....	850 0 0
2048	Draining Darlinghurst Gaol to Woolloomooloo Bay	286 0 0	.....	286 0 0
2058	Building for Tide Gauge at Fort Denison	1 1 4	1 1 4	.....
2052	Shed, &c., at the Observatory	29 7 6	29 7 6	.....
2054	Contribution towards the erection of the Offices and New Wing of the Sydney Infirmary and Dispensary	5,000 0 0	.....	5,000 0 0
2061	Towards the Expense of Furniture for, and Repair of, Telegraph Stations	1,608 5 0	1,608 5 0	.....
2066	For erection of Telegraph and Post Office, Dubbo ...	26 0 0	.....	26 0 0
2068	Additions and Alterations to the Mint	12 12 5	12 12 5	.....
2082	Temporary Offices for Money Order Business	14 0 0	14 0 0	.....
2069	Repairs to Artillery Offices, Fort Denison	79 8 0	.....	79 8 0
2070	To enclose the Burying Ground attached to the Tarban Creek Lunatic Asylum with a Stone Wall	42 10 0	42 10 0	.....
2089	Additions to Post Office, Armidale	43 0 0	.....	43 0 0
2074	To provide better Gaol Accommodation in the Country Districts	2,180 0 0	.....	2,180 0 0
2084	To complete the long Wing of the new Division in Darlinghurst Gaol	6,000 0 0	6,000 0 0	.....
2088	Towards the cost of Jetty, Crane, and Tramway at Gabo Island	400 0 0	.....	400 0 0
2057	Kitchen, Custom House, Eden	49 12 2	.....	49 12 2
	Roads and Bridges—			
	General Establishment—			
1459	Contingencies	2 5 0	2 5 0	.....
1462	Superintendence	48 14 6	48 14 6	.....
	Construction and Maintenance—			
2113	Main South Road	430 12 2	.....	430 12 2
2124	Main West Road	114 15 11	.....	114 15 11
2136	Road, Clarence River to Great Northern Road	4,421 18 8	.....	4,421 18 8
	Minor Roads—			
2151	Northern Roads	1,595 9 8	.....	1,595 9 8
2167	Western Roads	1,988 17 3	.....	1,988 17 3
2192	Southern Roads	3,262 13 11	.....	3,262 13 11
2204	Balance	0 13 4	0 13 4	.....
2208	Contingent Works on Minor Bridges and Roads, Approaches to Railway Stations, &c.	262 1 4	.....	262 1 4
2214	Repairs to Bridges	0 12 4	.....	0 12 4
2222	Bridge over Ana-branch of the Darling at Wentworth	554 0 0	.....	554 0 0
2224	Bridge over Cox's Creek	828 6 9	.....	828 6 9
2226	Bridge at Pepper's Creek, Rockley	11 16 4	.....	11 16 4
2228	Bridge at Mammy Johnson's Creek	50 10 2	.....	50 10 2
2230	Road down Burragorang Mountain	998 10 0	.....	998 10 0
	Electric Telegraphs—			
1466	Salaries	774 19 8	774 19 8	.....
1476	Contingencies and Working Expenses	2,946 1 8	2,946 1 8	.....
2091	Telegraph Line to Richmond	129 11 0	129 11 0	.....
1550	Fitz Roy Dock—Contingencies	766 7 1	605 8 6	160 18 7
	Miscellaneous Services—			
1533	For the Improvement of the Navigation of the River Darling	713 18 7	.....	713 18 7
		£ 60,190 12 4	17,009 6 3	43,181 6 1
	Carried forward	£ 124,486 3 6	53,030 0 3	71,456 3 3

STATEMENT—continued.

Appropriation Ledger Folio.	HEAD OF SERVICE.	Balances of Appropriations, 31st August, 1867.	Amounts estimated as not likely to be required.	Balances estimated as Liabilities.
		£ s. d.	£ s. d.	£ s. d.
	Brought forward	124,486 3 6	53,030 0 3	71,456 3 3
	No. VIII.			
	Post Office—			
1492	Salaries	125 6 6	125 6 6	.....
1501	Country Postmasters	132 11 5	54 10 2	78 1 3
1510	Contingencies	221 2 11	221 2 11	.....
1522	Conveyance of Mails	1,644 16 0	1,433 9 2	211 6 10
1525	Steam Postal Communication with Great Britain, <i>viâ</i> Suez	5,711 2 10	3,434 4 8	2,276 18 2
1524	Do. do. do., <i>viâ</i> Panama	5,540 19 9	5,540 19 9	.....
	Money Order Department—			
1528	Salaries	69 14 0	69 14 0	.....
1531	Contingencies	667 2 7	465 17 7	201 5 0
		£ 14,112 16 0	11,345 4 9	2,767 11 3
	SPECIAL APPROPRIATIONS.			
1609	Interest on Debentures	105,011 0 9	105,000 0 0	11 0 9
1568	Interest on Treasury Bills	4,029 8 0	4,029 8 0	.....
1649	Charges on Collections	20 5 1	20 5 1	.....
1581	Mint Establishment, 28 Victoria, No. 3	650 0 4	650 0 4	.....
659	Endowments under the Municipalities Act, 22 Vic., 13	8,532 19 10	8,532 19 10	.....
664	Contribution towards the support of Imperial Forces in New South Wales, 28 Vic., No. 8	5,198 8 9	5,198 8 9	.....
		£ 123,442 2 9	123,431 2 0	11 0 9
	GRAND TOTAL... ..	£ 262,041 2 3	187,806 7 0	74,234 15 3

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY EAGAR,
Treasurer.

No. 3.

ACCOUNT CURRENT

OF THE

ESTIMATED REVENUE AND EXPENDITURE

OF THE

CONSOLIDATED REVENUE FUND

OF

NEW SOUTH WALES,

FOR THE YEAR

1867.

Consolidated

ACCOUNT CURRENT OF ESTIMATED REVENUE

Dr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	To AMOUNT appropriated for GENERAL SERVICES, AS PER APPROPRIATION ACT, 30 VICT., No. 24... ..	1,489,310	1	5			
2	„ AMOUNT OF SPECIAL APPROPRIATIONS, as per Estimates-in-Chief for 1867, page 1	504,500	0	0			
3	„ AMOUNTS provided by CONSTITUTIONAL AND COLONIAL ACTS, as per Estimates-in-Chief for 1867, pages 1 and 5	59,102	5	6			
					2,052,912	6	11
4	„ AMOUNT OF SUPPLEMENTARY ESTIMATES for 1867, page 15				107,442	5	11
5	„ SPECIAL APPROPRIATIONS—						
	Drawbacks and Refund of Duties, further sum ...	7,000	0	0			
	Revenue and Receipts returned, further sum ...	10,000	0	0			
	Payments under the Scab in Sheep Acts—27 Victoria, No. 6, and 29 Victoria, No. 13... ..	201	18	4			
					17,201	18	4
6	„ CHARGES proposed to be provided for by Loan				25,900	0	0
7	„ BALANCE, being estimated Surplus				251,951	6	8
	TOTAL				£ 2,455,407	17	10

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

3.

Revenue Fund.

AND EXPENDITURE, FOR THE YEAR 1867.

Cr.

No.	PARTICULARS.	AMOUNT.			TOTAL.		
		£	s.	d.	£	s.	d.
1	By Estimated Surplus on the Year 1866, brought forward	.....			111,882	19	10
2	„ AMOUNT OF ACTUAL REVENUE AND RECEIPTS to 31st August, as per Statement marked C, page 52 ...	1,202,364	0	0			
3	„ AMOUNT OF ESTIMATED REVENUE from 1st September to 31st December, as per same ...	966,792	0	0			
		2,169,156	0	0			
	<i>Less</i> —Advances refunded to 31st August ...	4,531	2	0			
					2,164,624	18	0
4	„ AMOUNTS APPROPRIATED for the Service of 1867, estimated as not likely to be required for expenditure, viz. :—						
	Interest on Debentures ...	46,000	0	0			
	Interest on Treasury Bills ...	2,000	0	0			
	Endowment of Municipalities ...	2,000	0	0			
	Contribution towards the Support of Imperial Forces in New South Wales, 28 Vic. No. 8 ...	3,000	0	0			
	Probable amount of Balances on other Votes, details of which cannot at present be accurately ascertained, say ...	100,000	0	0			
					153,000	0	0
5	„ AMOUNT proposed to be raised by Loan ...	.....			25,900	0	0
	TOTAL ...			£	2,455,407	17	10

GEOFFREY BAGAR,
Treasurer.

No. 4.

ACCOUNT

OF THE

CONSOLIDATED REVENUE FUND OF NEW SOUTH WALES,

SHEWING THE PROPOSED EXPENDITURE IN RELATION TO THE ESTIMATED INCOME,

FOR THE YEAR

1868.

No. 4.

Consolidated Revenue Fund.

ACCOUNT CURRENT OF ESTIMATED REVENUE AND EXPENDITURE FOR THE YEAR 1868.

Dr.

Cr.

To	£	s.	d.	By	£	s.	d.
CHARGES ON CONSOLIDATED REVENUE FUND:—				ESTIMATED REVENUE for 1868, as per Statement marked C ...			
General Services... ..	1,529,048	0	0		2,315,818	0	0
Provided by Constitutional and Colo- nial Acts	58,057	0	0				
Special Appropriations	531,811	0	0	AMOUNT proposed to be raised by LOAN... ..	309,507	0	0
	2,118,916	0	0				
CHARGES proposed to be provided for by LOAN	309,507	0	0				
ESTIMATED BALANCE, 31st December, 1868	196,902	0	0				
	£ 2,625,325	0	0		£ 2,625,325	0	0
				BY ESTIMATED BALANCE brought down	£ 196,902	0	0

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The Treasury, New South Wales,
12th September, 1867.

GEOFFREY EAGAR,
Treasurer.

C.

ABSTRACT STATEMENT shewing the REVENUE of 1866, the ACTUAL and ESTIMATED REVENUE for 1867, and the ESTIMATED REVENUE for the YEAR 1868.

	REVENUE OF 1866.	ACTUAL AND ESTIMATED REVENUE FOR 1867.	ESTIMATED REVENUE FOR 1868.
	£	£	£
Customs	828,710	855,785	852,400
Duty on Refined Sugar and Molasses	12,830	18,000	18,000
Duty on Spirits distilled in the Colony	22,054	21,000	22,000
Gold Revenue... ..	27,411	27,000	27,000
Mint Receipts	25,011	24,000	24,000
Land Revenue	547,139	623,110	720,705
Assessment on Sheep under Scab Acts	11,968	12,500	7,000
Fees on Inspection of Cattle	53	150	150
Postage	77,068	81,000	84,000
Money Orders' Commission	1,994	2,800	2,500
Fees under Registration of Brands Act ... ..	.....	16,000	200
Contributions under Cattle Disease Prevention Act ... ..	.....	3,500	.....
Licenses	78,870	77,750	79,040
Fees of Office... ..	26,989	29,151	32,538
Fines and Forfeitures	5,239	6,305	6,125
Rents, exclusive of Land	31,806	30,065	25,592
Stamps	65,871	65,000	120,000
Railway Receipts	176,246	178,000	190,000
Electric Telegraph Receipts	33,914	32,000	35,000
Pilotage Rates, Harbour Dues and Fees	17,813	16,500	19,500
Tonnage Dues	5,406	6,300	6,350
Rates under Chinese Act	10	60	100
Interest on City Debentures	10,000	10,000	10,000
Miscellaneous... ..	31,677	33,180	33,618
TOTALS	£ 2,038,079	2,169,156	2,315,818

The Treasury, New South Wales,
12th September, 1867.

GEORGE EAGAR,
Treasurer.

REVENUE DETAILED.					
	REVENUE OF 1866.	ACTUAL AND ESTIMATED REVENUE FOR 1867.			ESTIMATED REVENUE FOR 1868.
		Actual to 31 August.	Estimated to 31 Dec.	Total.	
	£	£	£	£	£
CUSTOMS.					
Spirits	325,789	223,464	106,536	330,000	320,000
Wine	25,514	17,862	9,138	27,000	30,000
Ale and Beer	25,429	15,539	9,461	25,000	27,000
Tobacco	55,634	41,166	18,834	60,000	60,000
Tea	43,658	32,200	22,800	55,000	60,000
Sugar and Molasses	53,270	45,427	24,573	70,000	60,000
Coffee and Chicory	6,873	4,562	2,438	7,000	8,000
Opium	9,756	5,182	1,818	7,000	6,000
Malt	1,225	780	220	1,000	1,300
Hops	851	795	305	1,100	1,100
Rice	5,596	3,939	3,061	7,000	6,000
Dried Fruits	14,122	4,793	7,207	12,000	13,000
Package Charge	45,469	27,662	17,338	45,000	.....
<i>Ad valorem</i>	156,350	72,374	52,626	125,000	200,000
Miscellaneous ... ..	.....	421	.....	421	.....
Murray River Customs	59,174	26,124	57,140	83,264	60,000
	828,710	522,290	333,495	855,785	852,400
DUTY ON REFINED SUGAR AND MOLASSES					
	12,830	12,633	5,367	18,000	18,000
DUTY ON SPIRITS DISTILLED IN THE COLONY					
	22,054	14,518	6,482	21,000	22,000
GOLD REVENUE.					
Duty on Gold	18,480	9,354	8,646	18,000	18,500
Fees for Escort and Conveyance of Gold	8,931	4,636	4,364	9,000	8,500
	27,411	13,990	13,010	27,000	27,000
MINT RECEIPTS					
	25,011	11,883	12,117	24,000	24,000
LAND REVENUE.					
Land Sales	226,139	154,563	135,437	290,000	280,000
Balances of Conditional Purchases	22,994	9,382	15,618	25,000	120,000
Interest on Land Sales to Conditional Purchasers... ..	12,457	12,834	12,166	25,000	25,000
Rent and Assessment on Pastoral Runs	272,844	26,657	241,343	268,000	280,000
Fees on Transfer of Runs	969	716	484	1,200	1,000
Quit Rents	161	8	192	200	200
Licenses to cut Timber on, and remove Material from, Crown Lands	2,587	1,302	1,198	2,500	2,500
Mineral Leases... ..	1,163	1,537	163	1,700	1,700
Leases of Auriferous Lands	910	765	435	1,200	1,350
Miners' Rights	6,165	5,551	1,674	7,225	7,625
Business Licenses	679	657	178	835	1,000
Miscellaneous	71	235	15	250	330
	547,139	214,207	408,903	623,110	720,705
ASSESSMENT ON SHEEP UNDER SCAB ACTS					
	11,968	12,151	349	12,500	7,000
FEES ON INSPECTION OF CATTLE					
	53	94	56	150	150
POSTAGE					
	77,068	54,314	26,636	81,000	84,000
COMMISSION ON MONEY ORDERS					
	1,994	1,817	933	2,800	2,500
FEES UNDER REGISTRATION OF BRANDS ACT					
	.....	13,892	2,108	16,000	200
CONTRIBUTIONS UNDER CATTLE DISEASE PRE- VENTION ACT					
	.....	3,142	358	3,500	.....
Carried forward... ..	£ 1,554,238	874,931	809,914	1,684,845	1,757,955

REVENUE DETAILED—*continued.*

	REVENUE OF 1866.	ACTUAL AND ESTIMATED REVENUE FOR 1867.			ESTIMATED REVENUE FOR 1868.
		Actual to 31 August.	Estimated to 31 Dec.	Total.	
	£	£	£	£	£
Brought forward	1,554,238	874,931	809,914	1,684,845	1,757,955
LICENSES.					
Wholesale Spirit Dealers	5,210	4,350	900	5,250	5,060
Auctioneers	1,928	910	590	1,500	2,000
Bonded Storekeepers	5,084	3,187	1,813	5,000	5,000
Retail Fermented and Spirituous Liquors	62,822	59,568	2,432	62,000	63,000
Billiard and Bagatelle Licenses to Publicans	2,421	1,855	645	2,500	2,500
Distillers and Rectifiers	56	81	19	100	60
Hawkers and Pedlers	686	651	49	700	700
Pawnbrokers	310	260	40	300	300
Colonial Wine, Cider, and Perry	121	92	8	100	120
All other Licenses	232	185	115	300	300
	78,870	71,139	6,611	77,750	79,040
FEES OF OFFICE.					
Commission to Public Officers	21	21	.....	21	.....
Certificate of Naturalization	150	102	78	180	180
Preparation and Enrolment of Title Deeds	3,388	2,403	1,097	3,500	5,000
Registrar General	3,819	2,642	1,908	4,550	5,060
Prothonotary of Supreme Court	2,490	1,552	948	2,500	2,500
Master in Equity	967	533	367	900	1,000
Curator of Intestate Estates	553	256	244	500	450
Insolvent Court... ..	1,980	1,481	519	2,000	1,800
Sheriff	688	571	329	900	1,000
District Courts	5,408	3,502	2,498	6,000	5,998
Courts of Petty Sessions	2,730	1,672	1,328	3,000	3,000
Water Police Court and Shipping Masters	2,962	1,816	1,184	3,000	3,000
Steam Navigation Board	351	216	134	350	400
Court of Claims ... ..	.....	8	42	50	50
Under Gold Fields Act	90	45	55	100	1,000
Slaughtering Fees, Glebe Island Abattoir	1,320	1,054	446	1,500	2,000
Other Fees	72	60	40	100	100
	26,989	17,934	11,217	29,151	32,538
FINES AND FORFEITURES.					
Sheriff	624	508	192	700	800
Courts of Petty Sessions	3,288	2,898	1,102	4,000	4,000
Water Police Court	506	250	130	380	500
For the Unauthorized Occupation of Crown Lands	531	620	380	1,000	500
Crown's Shares of Seizures, &c.	90	59	41	100	100
Confiscated and Unclaimed Property	183	74	26	100	200
Other Fines	17	8	17	25	25
	5,239	4,417	1,888	6,305	6,125
RENTS, EXCLUSIVE OF LAND.					
Tolls and Ferries	25,734	15,059	8,941	24,000	20,000
Wharfs	4,363	2,749	1,751	4,500	4,040
Military Canteen	39	5	.....	5	.....
Government Buildings and Premises	507	178	322	500	500
Glebe Island Bridge	144	224	236	460	500
Glebe Island Abattoir	1,019	380	220	600	552
	31,806	18,595	11,470	30,065	25,592
STAMPS	65,871	45,573	19,427	65,000	120,000
RAILWAY RECEIPTS	176,246	111,900	66,100	178,000	190,000
ELECTRIC TELEGRAPH RECEIPTS	33,914	19,379	12,621	32,000	35,000
PILOTAGE RATES, HARBOUR DUES AND FEES	17,813	10,309	6,191	16,500	19,500
Carried forward	£ 1,990,986	1,174,177	945,439	2,119,616	2,265,750

REVENUE DETAILED— <i>continued.</i>					
	REVENUE OF 1866.	ACTUAL AND ESTIMATED REVENUE FOR 1867.			ESTIMATED REVENUE FOR 1868.
		Actual to 31 August.	Estimated to 31 Dec.	Total.	
	£	£	£	£	£
Brought forward	1,990,986	1,174,177	945,439	2,119,616	2,265,750
TONNAGE DUES.					
Newcastle	5,176	3,485	2,515	6,000	6,000
Wollongong	168	115	85	200	100
Kiama	62	61	39	100	250
	5,406	3,661	2,639	6,300	6,350
RATES UNDER CHINESE ACT	10	20	40	60	100
INTEREST ON CITY DEBENTURES	10,000	5,000	5,000	10,000	10,000
MISCELLANEOUS RECEIPTS.					
Sale of Government Property	1,689	1,123	377	1,500	1,500
Support of Patients in Lunatic Asylums	672	468	120	588	718
Collections by Government Printer	2,977	2,200	1,300	3,500	4,000
Payment by the Commissariat towards the support of British Prisoners and Lunatics...	2,710	.....	2,842	2,842	2,500
Store Rent of Gunpowder	1,685	1,210	290	1,500	1,100
Work performed by prisoners in Gaol	1,152	839	161	1,000	1,000
Fees on presenting Private Bills to the Parliament, and on Letters of Registration	325	305	445	750	800
Interest on Bank Deposits	1,349	2,452	548	3,000	3,000
Docking Vessels, Fitz Roy Dry Dock	2,942	1,420	1,080	2,500	3,000
Assessment on Sugar Refinery	1,000	500	500	1,000	1,000
Other Receipts	15,176	8,989	6,011	15,000	15,000
	31,677	19,506	13,674	33,180	33,618
TOTAL	£ 2,038,079	1,202,364	966,792	2,169,156	2,315,818

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

GEOFFREY FAGAR,
Treasurer.

STATEMENT
OF THE
PARTICULARS OF THE PUBLIC DEBT OF THE COLONY
OF
NEW SOUTH WALES,
ON
31ST AUGUST, 1867.

STATEMENT OF THE PARTICULARS OF THE PUBLIC DEBT OF

SERVICES.	AUTHORITY.	AMOUNT AUTHORIZED TO BE RAISED.	AMOUNT OF DEBENTURES AND TREASURY BILLS SOLD.	AMOUNT REALIZED.	BALANCE YET TO RAISE.
		£ s. d.	£	£ s. d.	£ s. d.
DEBENTURES.					
Loan to the Sydney Railway Company ..	16 Vic., No. 39 ..	216,571 0 0	217,500	223,936 3 4	.....
Sydney Sewerage	17 Vic., No. 34 ..	200,000 0 0	209,030	201,149 11 9	.....
Sydney Water Supply	17 Vic., No. 35 ..	200,000 0 0	203,400	201,264 13 5	.....
Public Works	18 Vic., No. 35 ..	178,750 0 0	144,000	136,890 13 2	*41,859 6 10
Railways	18 Vic., No. 40 ..	666,800 0 0	666,800	630,105 11 7	36,694 8 5
Public Works	19 Vic., Nos. 38 & 40	445,323 0 0	410,500	393,427 5 8	† 51,895 14 4
To pay off Land and Immigration De- bentures	20 Vic., No. 1 ..	73,776 0 0	73,700	70,300 16 2	3,475 3 10
Railways	20 Vic., No. 1 ..	200,000 0 0	203,000	199,997 10 0	2 10 0
To pay off Land and Immigration De- bentures	20 Vic., No. 16 ..	130,400 0 0	132,300	130,311 0 0	89 0 0
Public Works	20 Vic., No. 33 ..	107,717 18 11	112,000	107,737 15 0	.....
Railways	20 Vic., No. 34 ..	300,000 0 0	299,000	300,895 12 6	.....
To pay off Debentures	22 Vic., Nos. 5 & 26	145,000 0 0	145,700	145,007 0 0	.....
Railways and Public Works	22 Vic., No. 22 ..	758,500 0 0	760,700	756,890 15 0	1,609 5 0
Public Works	22 Vic., No. 26 ..	11,600 0 0	5,000	4,962 10 0	6,637 10 0
To pay off Debentures due in 1860 ..	23 Vic., No. 5 ..	365,600 0 0	365,600	361,612 10 0	3,987 10 0
Public Works and to pay off Debentures ..	23 Vic., No. 10 ..	348,223 0 0	348,200	341,084 15 0	7,138 5 0
Railways and Public Works	24 Vic., No. 24 ..	113,535 0 0	113,900	112,209 11 6	1,325 8 6
Voluntary and Assisted Immigration ..	24 Vic., No. 26 ..	55,000 0 0	55,500	54,945 16 0	54 4 0
Railways and Public Works	25 Vic., No. 19 ..	1,782,370 14 6	1,782,300	1,696,828 5 0	85,542 9 6
Railways and Public Works	26 Vic., No. 14 ..	161,832 0 0	.....	.....	161,832 0 0
Public Works	27 Vic., No. 14 ..	670,025 12 7	.....	.....	670,025 12 7
To cover Deficit of 1864 and previous years	29 Vic., No. 4 ..	550,000 0 0	550,000	495,344 10 0	54,655 10 0
To pay off Debentures	29 Vic., No. 5 ..	300,000 0 0	300,000	270,252 5 0	29,747 15 0
Public Works and Immigration	29 Vic., No. 9 ..	219,450 0 0	96,700	85,444 0 0	134,006 0 0
Public Works	29 Vic., No. 23 ..	758,000 0 0	.....	.....	758,000 0 0
Public Works	30 Vic., No. 23 ..	65,850 0 0	65,800	59,220 0 0	6,630 0 0
TREASURY BILLS.					
To cover the Deficit of 1863 and previous years	27 Vic., No. 3 ..	400,000 0 0	398,500	398,849 14 5	1,150 5 7
TOTAL		£ 9,424,324 6 0	7,664,130	7,661,520 0 0	2,056,357 18 7

* £80,000 0 0 Defences.
3,000 0 0 Colonial Stores.
8,859 6 10 Other Public Works.

£41,859 6 10

† £40,000 of this sum is for Affiliated Colleges.

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

THE COLONY OF NEW SOUTH WALES, ON 31ST AUGUST, 1867.

PARTICULARS OF THE SEVERAL ISSUES OF DEBENTURES AND TREASURY BILLS.

AMOUNT OF EACH ISSUE.	PAID OFF.	OUTSTANDING.	DUE DATES.	RATE OF INTEREST.	ANNUAL INTEREST ON TOTAL LOAN OUTSTANDING FOR EACH SERVICE.	SYNOPSIS OF DUE DATES OF OUTSTANDING DEBENTURES AND TREASURY BILLS.			
						Authority under which issued.	Year when due.	Amount.	TOTAL.
£ 17,500	£ 17,500	£ .....	.....	2½d. & 3¼d. per diem	£ s. d. 9,797 19 4	29 Vic., No. 4	1867	£	£ 100,000
50,000	50,000	1873	per cent.	}	27 Vic., No. 8	1868	{ 343,700 } { 100,000 }	443,700
150,000	150,000	1874			29 Vic., No. 4			
25,900	25,900	1 July, 1876	5 per cent. per annum.	}	29 Vic., No. 4	1869	.....	100,000
97,500	97,500	.....	6,730			29 Vic., No. 4	1870	.....	100,000
6,730	6,730	Interminable	}	}	18 Vic., No. 40	1871	{ 100,000 } { 100,000 }	200,000
24,000	24,000	1 July, 1888			29 Vic., No. 4			
54,900	54,900	.....	.....	}	}	29 Vic., No. 4	1872	{ 50,000 } { 50,000 }	100,000
29,000			29 Vic., No. 5			
50,700	50,700	.....	.....	}	}	16 Vic., No. 39	1873	{ 50,000 } { 100,000 }	250,000
36,700	36,700	1 July, 1876			20 Vic., No. 33			
31,000	31,000	Interminable	}	}	29 Vic., No. 5	1874	{ 100,000 } { 150,000 }	250,000
61,000	61,000	1 July, 1888			16 Vic., No. 39			
21,000	21,000	.....	.....	}	}	29 Vic., No. 5	1875	.....	50,000
12,800	12,800	.....	.....			29 Vic., No. 5			
70,200	70,200	1 Jan., 1876	}	}	17 Vic., No. 34	1876	{ 25,900 } { 36,700 } { 70,200 }	735,800
40,000	40,000	1 July, 1893			18 Vic., No. 35			
291,800	291,800	.....	.....	}	}	18 Vic., No. 40	1876	{ 133,300 } { 46,200 }	150,000
139,000	139,000	.....	.....			19 Vic., Nos. 38 & 40			
100,000	100,000	1 Jan., 1871	}	}	20 Vic., No. 1	1877	{ 70,500 } { 203,000 }	250,000
133,300	133,300	1 Jan., 1876			20 Vic., No. 1			
2,700	2,700	Permanent	}	}	17 Vic., No. 34	1876	{ 25,900 } { 36,700 } { 70,200 }	735,800
46,200	46,200	1876			18 Vic., No. 35			
150,000	150,000	Jan., 1876	}	}	18 Vic., No. 40	1876	{ 133,300 } { 46,200 }	150,000
70,800	70,800	Interminable			19 Vic., Nos. 38 & 40			
136,800	136,800	1 July, 1888	}	}	20 Vic., No. 1	1877	{ 70,500 } { 203,000 }	250,000
6,700	6,700	1 July, 1891			20 Vic., No. 1			
70,500	70,500	1 Jan., 1876	}	}	17 Vic., No. 34	1878	{ 24,000 } { 61,000 }	500,000
3,200	3,200	1 July, 1888			19 Vic., Nos. 38 & 40			
203,000	203,000	1 July, 1876	}	}	20 Vic., No. 1	1878	{ 10,000 } { 175,000 }	500,000
132,300	132,300	Interminable			20 Vic., No. 34			
100,000	100,000	1 Jan., 1873	}	}	20 Vic., No. 34	1888	{ 90,000 } { 2,000 }	893,000
10,000	10,000	1 July, 1888			20 Vic., No. 33			
2,000	2,000	1 Jan., 1889	}	}	22 Vic., Nos. 25 & 26	1889	{ 145,000 } { 400,000 }	893,000
175,000	175,000	1 July, 1888			22 Vic., No. 22			
90,000	90,000	1 July, 1888	}	}	22 Vic., No. 22	1889	{ 312,000 } { 25,000 }	718,800
34,000	34,000	1 Jan., 1889			23 Vic., No. 5			
145,000	145,000	1 Jan., 1889	}	}	23 Vic., No. 10	1890	{ 365,600 } { 348,200 }	718,800
700	700	1 July, 1891			19 Vic., Nos. 38 & 40			
400,000	400,000	1 Jan., 1889	}	}	22 Vic., Nos. 25 & 26	1891	{ 7,700 } { 25,000 }	225,500
312,000	312,000	1 July, 1889			22 Vic., No. 22			
25,000	25,000	1 Jan., 1891	}	}	24 Vic., No. 24	1891	{ 23,700 } { 113,900 }	225,500
23,700	23,700	1 July, 1891			24 Vic., No. 26			
5,000	5,000	1 July, 1890	}	}	25 Vic., No. 19	1892	.....	1,782,300
365,600	365,600	1 Jan., 1890			18 Vic., No. 35			
348,200	348,200	1 July, 1890	}	}	29 Vic., No. 9	1896	.....	96,700
113,900	113,900	1 July, 1891			30 Vic., No. 23			
55,500	55,500	1 July, 1891	}	}	17 Vic., No. 34	1897	{ 6,730 } { 31,000 }	240,830
1,782,300	1,782,300	1 Jan., 1892			19 Vic., Nos. 38 & 40			
550,000	550,000	Various dates	}	}	20 Vic., No. 16	1897	{ 70,800 } { 132,300 }	65,800
300,000	300,000	Various dates			20 Vic., No. 16			
96,700	96,700	1 Jan., 1896	}	}	18 Vic., No. 40	Permanent	.....	2,700
65,800	65,800	1 Jan., 1897			18 Vic., No. 40			
398,500	54,800	343,700	1 Jan., 1868	6 per cent. per annum.	20,622 0 0	18 Vic., No. 40	Permanent	.....	2,700
7,664,130	769,000	6,895,130			347,991 9 4				6,895,130

MEMORANDUM of Debentures transmitted to London for negotiation, for which no Account Sales had been received on 31st August, 1867 :-

In the hands of the Oriental Bank Corporation, London—

Issued under 26 Vic., No. 14	.....	162,000	.....	due 1895.
" 27 Vic., No. 14	.....	870,000	.....	" 1895.
" 29 Vic., No. 23	.....	753,000	.....	" 1896.
		£1,585,000		

Debentures in the hands of

The Mutual Provident Society—

Issued under 29 Vic., No. 9

Debentures in Treasury Safe—

Issued under 29 Vic., No. 9

GEOFFREY EAGAR,
Treasurer.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TREASURY BALANCES.

(ON 31st AUGUST, 1867.)

Ordered by the Legislative Assembly to be Printed, 13 September, 1867.

RETURN shewing the Balances at the credit or debit of the following Accounts in the various Banks, on the 31st August, 1867, specifying each separately.

Account.	Oriental Bank Corporation, London.		Bank of New South Wales, Sydney.	
	Debit.		Debit.	Credit.
	£	s. d.	£	s. d.
Consolidated Revenue Fund				+548,906 12 3
Loans' Account... ..	188,495	17 6	611,384	8 8
Clergy and School Estates' Fund				14,440 7 5
Civil Service Superannuation Fund				307 11 9
Assessment on Sheep*				
Police Reward and Police Superannuation Funds			1,788	4 1
Trust Moneys' Deposit Account				67,020 2 9
Special Receipts				47,454 1 11
TOTALS	£ 188,495	17 6	613,172	12 9 678,128 16 1

Balance in the Bank of New South Wales, £64,956 8s. 4d. (31 August, 1867.)

* Included in Consolidated Revenue Fund.

† Including £180,000 Temporary Loans.

The Treasury, New South Wales,
13 September, 1867.JAMES THOMSON,
Accountant.

IN substitution of the Statement of the Public Debt, which was laid, with the Estimates of the Ways and Means, on the Table of the Legislative Assembly, and ordered to be printed, on the 12th September, 1867.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC DEBT OF THE COLONY.

(ON 31st AUGUST, 1867.)

Ordered by the Legislative Assembly to be Printed, 8 October, 1867.

STATEMENT OF THE PARTICULARS OF THE PUBLIC DEBT OF

SERVICES.	AUTHORITY.	AMOUNT AUTHORIZED TO BE RAISED.	AMOUNT OF DEBENTURES AND TREASURY BILLS SOLD.	AMOUNT REALIZED.	BALANCE YET TO RAISE.
		£ s. d.	£	£ s. d.	£ s. d.
DEBENTURES.					
Loan to the Sydney Railway Company ..	16 Vic., No. 39 ..	216,571 0 0	217,500	223,936 3 4	.....
Sydney Sewerage	17 Vic., No. 34 ..	200,000 0 0	209,030	201,149 11 9	.....
Sydney Water Supply	17 Vic., No. 35 ..	200,000 0 0	208,400	201,264 13 5	.....
Public Works	18 Vic., No. 35 ..	178,750 0 0	144,000	136,890 13 2	*41,859 6 10
Railways	18 Vic., No. 40 ..	666,800 0 0	666,800	630,105 11 7	36,694 8 5
Public Works	19 Vic., Nos. 38 & 40	445,323 0 0	410,500	393,427 5 8	†51,895 14 4
To pay off Land and Immigration De- bentures	20 Vic., No. 1 ..	73,776 0 0	73,700	70,300 16 2	3,475 3 10
Railways	20 Vic., No. 1 ..	200,000 0 0	203,000	199,997 10 0	2 10 0
To pay off Land and Immigration De- bentures	20 Vic., No. 16 ..	130,400 0 0	132,300	130,311 0 0	89 0 0
Public Works	20 Vic., No. 33 ..	107,717 18 11	112,000	107,787 15 0	.....
Railways	20 Vic., No. 34 ..	300,000 0 0	299,000	300,895 12 6	.....
To pay off Debentures	22 Vic., Nos. 5 & 26	145,000 0 0	145,700	145,007 0 0	.....
Railways and Public Works	22 Vic., No. 22 ..	758,500 0 0	760,700	756,890 15 0	1,609 5 0
Public Works	22 Vic., No. 26 ..	11,600 0 0	5,000	4,962 10 0	6,637 10 0
To pay off Debentures due in 1860..	23 Vic., No. 5 ..	365,600 0 0	365,600	361,612 10 0	3,987 10 0
Public Works and to pay off Debentures ..	23 Vic., No. 10 ..	348,223 0 0	348,200	341,084 15 0	7,138 5 0
Railways and Public Works	24 Vic., No. 24 ..	113,535 0 0	113,900	112,209 11 6	1,325 8 6
Voluntary and Assisted Immigration ..	24 Vic., No. 26 ..	55,000 0 0	55,500	54,945 16 0	54 4 0
Railways and Public Works	25 Vic., No. 19 ..	1,782,370 14 6	1,782,300	1,696,828 5 0	85,542 9 6
Railways and Public Works	26 Vic., No. 14 ..	161,832 0 0	.....	.....	161,832 0 0
Public Works	27 Vic., No. 14 ..	670,025 12 7	.....	.....	670,025 12 7
To cover Deficit of 1864 and previous years.	29 Vic., No. 4 ..	550,000 0 0	550,000	495,344 10 0	54,655 10 0
To pay off Debentures	29 Vic., No. 5 ..	300,000 0 0	300,000	270,252 5 0	29,747 15 0
Public Works and Immigration	29 Vic., No. 9 ..	219,450 0 0	96,700	85,444 0 0	134,006 0 0
Public Works	29 Vic., No. 23 ..	758,000 0 0	.....	.....	758,000 0 0
Public Works	30 Vic., No. 23 ..	65,850 0 0	65,800	59,220 0 0	6,630 0 0
TREASURY BILLS.					
To cover the Deficit of 1863 and previous years	27 Vic., No. 3 ..	400,000 0 0	398,500	398,849 14 5	1,150 5 7
TOTAL .. .. .	.....	£ 9,424,924 6 0	7,664,130	7,378,718 4 6	2,056,357 18 7

* £30,000 0 0 Defences.
3,000 0 0 Colonial Stores.
8,859 6 10 Other Public Works.

£41,859 6 10

† £40,000 of this sum is for Affiliated Colleges.

The Treasury, New South Wales,
12th September, 1867.

JAMES THOMSON,
Accountant.

THE COLONY OF NEW SOUTH WALES, ON 31ST AUGUST, 1867.

PARTICULARS OF THE SEVERAL ISSUES OF DEBENTURES AND TREASURY BILLS.									
AMOUNT OF EACH ISSUE.	PAID OFF.	OUTSTANDING.	DUE DATES.	RATE OF INTEREST.	ANNUAL INTEREST ON TOTAL LOAN OUTSTANDING FOR EACH SERVICE.	SYNOPSIS OF DUE DATES OF OUTSTANDING DEBENTURES AND TREASURY BILLS.			
						Authority under which issued.	Year when due.	Amount.	TOTAL.
£ 17,500	£ 17,500	.....	.....	2 ³ d. & 3 ⁴ d. per diem	£ s. d. 9,797 19 4	29 Vic., No. 4	1867	.....	£ 100,000
50,000	50,000	1873.....	5 per cent. per annum.	2,831 10 0	27 Vic., No. 8	1868	{ 343,700 } { 100,000 }	443,700
150,000	150,000	1874.....			29 Vic., No. 4			
25,900	25,900	1 July, 1876	5 per cent. per annum.	2,831 10 0	29 Vic., No. 4	1869	.....	100,000
97,500	97,500			29 Vic., No. 4	1870	100,000	100,000
6,730	6,730	Interminable	5 per cent. per annum.	2,831 10 0	18 Vic., No. 40	1871	{ 100,000 } { 100,000 }	200,000
24,000	24,000	1 July, 1888			29 Vic., No. 4			
54,900	54,900	.....	.....	5 per cent. per annum.	2,831 10 0	29 Vic., No. 4	1872	{ 50,000 } { 50,000 }	100,000
29,000			29 Vic., No. 5			
50,700	50,700	.....	.....	5 per cent. per annum.	2,831 10 0	16 Vic., No. 39	1873	{ 50,000 } { 100,000 }	250,000
36,700	36,700	1 July, 1876			20 Vic., No. 33			
31,000	31,000	Interminable	5 per cent. per annum.	2,831 10 0	29 Vic., No. 5	1874	{ 100,000 } { 100,000 }	250,000
61,000	61,000	1 July, 1888			16 Vic., No. 39			
21,000	21,000	.....	.....	5 per cent. per annum.	2,831 10 0	29 Vic., No. 5	1875	.....	50,000
12,800	12,800	.....	.....			29 Vic., No. 5			
70,200	70,200	1 Jan., 1876	5 per cent. per annum.	2,831 10 0	17 Vic., No. 34	1876	{ 25,900 } { 36,700 } { 70,200 } { 133,900 }	735,800
40,000	40,000	1 July, 1888			18 Vic., No. 35			
291,800	291,800	.....	.....	5 per cent. per annum.	2,831 10 0	19 Vic., Nos. 38 & 40	1876	{ 46,200 } { 150,000 }	250,000
139,000	139,000	.....	.....			20 Vic., No. 1			
100,000	100,000	1 Jan., 1871	5 per cent. per annum.	2,831 10 0	20 Vic., No. 1	1876	{ 70,500 } { 203,000 }	250,000
133,300	133,300	1 Jan., 1876			17 Vic., No. 34			
2,700	2,700	Permanent	5 per cent. per annum.	2,831 10 0	17 Vic., No. 35	1876	{ 24,000 } { 61,000 } { 136,800 }	500,000
46,200	46,200	1876			19 Vic., Nos. 38 & 40			
150,000	150,000	Jan., 1876	5 per cent. per annum.	2,831 10 0	20 Vic., No. 33	1876	{ 3,200 } { 10,000 } { 175,000 }	893,000
70,800	70,800	Interminable			20 Vic., No. 34			
136,800	136,800	1 July, 1888	5 per cent. per annum.	2,831 10 0	22 Vic., Nos. 25 & 26	1889	{ 400,000 } { 312,000 }	893,000
6,700	6,700	1 July, 1891			22 Vic., No. 22			
70,500	70,500	1 Jan., 1876	5 per cent. per annum.	2,831 10 0	22 Vic., No. 22	1889	{ 5,000 } { 365,600 }	718,800
3,200	3,200	1 July, 1888			23 Vic., No. 5			
203,000	203,000	1 July, 1876..	5 per cent. per annum.	2,831 10 0	23 Vic., No. 10	1890	{ 348,200 }	718,800
132,300	132,300	Interminable..			19 Vic., Nos. 38 & 40			
100,000	100,000	1 Jan., 1873	5 per cent. per annum.	2,831 10 0	22 Vic., Nos. 25 & 26	1891	{ 6,700 } { 700 }	225,500
10,000	10,000	1 July, 1888			22 Vic., No. 22			
2,000	2,000	1 Jan., 1889	5 per cent. per annum.	2,831 10 0	24 Vic., No. 24	1891	{ 23,700 } { 113,900 }	225,500
175,000	175,000	1 July, 1888			24 Vic., No. 26			
90,000	90,000	1 July, 1888	5 per cent. per annum.	2,831 10 0	25 Vic., No. 19	1892	.....	1,782,300
34,000	34,000	1 Jan., 1889			18 Vic., No. 35			
145,000	145,000	1 Jan., 1889	5 per cent. per annum.	2,831 10 0	29 Vic., No. 9	1896	.....	96,700
700	700	1 July, 1891			30 Vic., No. 23			
400,000	400,000	1 Jan., 1889	5 per cent. per annum.	2,831 10 0	17 Vic., No. 34	Interminable or payable at the option of the Government in 1882 or afterwards.	{ 6,730 } { 31,000 }	240,830
312,000	312,000	1 July, 1889			17 Vic., No. 35			
25,000	25,000	1 Jan., 1891	5 per cent. per annum.	2,831 10 0	19 Vic., Nos. 38 & 40	Interminable or payable at the option of the Government in 1882 or afterwards.	{ 70,800 } { 132,300 }	240,830
23,700	23,700	1 July, 1891			20 Vic., No. 16			
5,000	5,000	1 July, 1890..	5 per cent. per annum.	2,831 10 0	18 Vic., No. 40	Permanent	.....	2,700
865,600	865,600	1 Jan., 1890..			25 Vic., No. 19			
348,200	348,200	1 July, 1890..	5 per cent. per annum.	2,831 10 0	.....	.....	.....	.....
113,900	113,900	1 July, 1891..			.....		
55,500	55,500	1 July, 1891..	5 per cent. per annum.	2,831 10 0	.....	.....	.....	.....
1,782,300	1,782,300	1 Jan., 1892..			.....		
550,000	550,000	Various dates	5 per cent. per annum.	2,831 10 0	.....	.....	.....	.....
300,000	300,000	Various dates			.....		
96,700	96,700	1 Jan., 1896..	5 per cent. per annum.	2,831 10 0	.....	.....	.....	.....
65,800	65,800	1 Jan., 1897..			.....		
398,500	54,800	343,700	1 Jan., 1863..	6 per cent. per annum.	20,622 0 0	18 Vic., No. 40	Permanent	.....	2,700
7,664,130	769,000	6,895,130	.....	.....	347,991 9 4	.....	.....	.....	6,895,130

MEMORANDUM of Debentures transmitted to London for negotiation, for which no Account Sales had been received on 31st August, 1867:—

In the hands of the Oriental Bank Corporation, London—			
Issued under 26 Vic., No. 14	.....	162,000	due 1895.
27 Vic., No. 14	.....	679,000	1895.
29 Vic., No. 23	.....	758,000	1896.
		£1,599,000	

Debentures in the hands of The Mutual Provident Society—			
Issued under 29 Vic., No. 9	.....	£ 120,000	1896.
Debentures in Treasury Safe—			
Issued under 29 Vic., No. 9	.....	£2,700	1896.

GEOFFREY EAGAR,
Treasurer.

[Price, 3d.]

Sydney : Thomas Richards, Government Printer.—1867.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

FINANCE.

CORRESPONDENCE BETWEEN THE GOVERNMENT AND THE ORIENTAL BANK CORPORATION, RESPECTING FINANCIAL ARRANGEMENTS.)

Ordered by the Legislative Assembly to be Printed, 19 November, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 27 August, 1867, That there be laid upon the Table of this House,—

“ Copies of all Correspondence between the Government, or
“ any Members thereof, and the Oriental Bank Corporation,
“ relating to the past or future Financial Arrangements of
“ the Colony, since the 1st October, 1865.”

(Mr. Samuel.)

FINANCE.

[MEMORANDUM :—*The subject, to which this correspondence has reference, is incidentally alluded to in portions of the correspondence already printed by order of the House (on 13th August, 1867), in connection with the sale of Government Debentures. Such portions, being of an unimportant character, are not, therefore, reprinted here.*]

No. 1.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 16 October, 1865.

SIR,

Referring to my letter of 26th ultimo, I have now to request, in consequence of advices since received from London, that you will communicate to me, before the departure of next mail, whether the Government, in the ensuing session, propose to bring forward such measures as will meet the expenditure and provide for the "Deficiency Loan"; together with such other particulars connected with the financial position of the Colony as may give our head office confidence, and lead them to ratify the terms submitted in the letter above referred to.

It may perhaps appear to you that the Bank are moving somewhat out of their position in asking for this information; but when it is borne in mind that a large amount of debentures must be disposed of within a limited period to meet your requirements, and the absence of all confidence in the financial position of the Colony existing on the Stock Exchange in London, as evinced by last advices, I trust it will be seen that it becomes almost imperative we should be supplied with information in connection with the foregoing.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 2.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 15 December, 1865.

SIR,

I am in receipt of your letter of this date, applying for letters of credit on the head office of this Corporation to the extent of £185 7s. 6d.

In reply, I beg to state that I do not feel myself in a position to grant any further accommodation. I have arrived at this conclusion with much reluctance; but seeing the large overdraft now existing in London—far beyond the limit contemplated by us, or sanctioned by any agreement ever in existence between this Bank and the Government—I should consider that, in granting applications either for credits or cash, would be entering into transactions that would not meet with the approbation of the Court of Directors of this Corporation in London.

I may add, that the determined opposition to the financial measures proposed by the Government, as evinced by the late debates in the Legislative Assembly, and the improbability of any reasonable measures for taxation sufficient to extricate the country from its present embarrassed position being met with support by the representatives of the people, must infallibly have a most injurious effect on the value of New South Wales debentures in the London market, and, together with the already well-known involved state of the finances of the Colony, lead to most disastrous results.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 3.

No. 3.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, LONDON.

The Treasury, New South Wales,
19 February, 1866.

SIR,

* * * * *

While the Treasurer notices that the state of the London money market did not, at the time of your writing, permit of your offering these debentures for sale, he nevertheless anticipates the possibility of an improving value and demand for these securities, when the English capitalists become aware of the large additional taxation with which the Legislature has recently supplemented the ordinary Revenue of the Colony, bringing our current income considerably in excess of our current expenditure.

N.B.—Letter to which this is a reply, was printed by order of the House, on 13th August, 1867.

* * * * *

I have, &c.,
JOHN WELLS.

No. 4.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 March, 1866.

SIR,

Referring to the Honorable the Treasurer's recent interview with you, I am directed to state, that the Government are now passing through the Legislative Assembly "A Bill to make provision for the payment of certain portions of the Public Debt," the object being to appoint Commissioners, to whom will be paid, annually, from the Consolidated Revenue, a sum not less than £100,000, to be by them applied in reduction of those portions of the Public Debt which represent Deficiency Loans, and which mature within the next ten years.

Having regard to the provision already made by Parliament for the maintenance of the public credit, by means of large additional taxation, this further evidence of a desire on the part of the Government to meet obligations of the kind adverted to, in the way indicated, should further tend to the restoration of confidence in our securities; and I am to request that you will forward a copy of this communication to the Chief Manager of your London Office.

I have, &c.,
HENRY LANE.

No. 5.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 22 March, 1866.

SIR,

* * * * *

This increased sale of bonds during the month of January [1866], in the face of the continued high rate of money, is ascribed by the Court of Directors to the repayment of the £300,000 at the beginning of the year; and they anticipated that, on receiving advices of the proposed measures for increased taxation having passed into law, renewed confidence in the securities of the Colony would be felt, which we are sure will give satisfaction to the Government.

* * * * *

I have, &c.,
S. MURRAY.

No. 6.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.
 Oriental Bank Corporation,
 Sydney, 18 July, 1866.

SIR,

I subjoin extract from letter received from our head office in London, dated 26th May last.

* * * * *
 We are very glad to hear that the Legislature are giving attention to the redemption of its debt, a course of proceeding which will unquestionably give confidence in this country.

* * * * *
 I have, &c.,
 S. MURRAY,
 Manager.

No. 7.

THE MANAGER, ORIENTAL BANK CORPORATION, to THE COLONIAL TREASURER.
 Oriental Bank Corporation,
 Sydney, 16 October, 1866.

SIR,

* * * * *
 "You are quite right to use every effort in your power to dissuade the Treasurer from the most objectionable course of paying for public works in debentures. The result of a similar policy on the part of some Railway Companies and others in this country has been most disastrous. The contractor of course charges his work at a much more adverse price to the Government than if he was to be paid in cash, but this is not the worst of the system. The great evil is, that works are being done upon credit, and so long as the contractor's bankers will advance on the bonds, operations are briskly pushed on. At last money gets dearer, and the bankers, fearing a lock-up, press sales of the bonds, and with each sale the price gets lower, and lower, until at last the credit of the Colony suffers. If you can, get the Treasurer to consider what would have been the present price of New South Wales bonds, if the sum in our strong box had been instead in the hands of contractors, to whom money wherewith to pay wages was a necessity."

* * * * *
 I am, &c.,
 S. MURRAY,
 Manager.

N.B.—The omitted paragraphs, indicated by asterisks, bear no reference to the subject of the order made by the House in this case, and all such, as possess any public importance, have been already printed.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ORIENTAL BANK CORPORATION.
(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be Printed, 16 January, 1868.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 17 December, 1867, That there be laid on the Table of this House,—

“ Complete copies, without any omissions, of all Correspondence, since the 1st January, 1866, to the present date, between the Government, or any Members thereof, and the Oriental Bank Corporation, or any of the officers of that institution.”

(Mr. Samuel.)

ORIENTAL BANK CORPORATION.

No. 1.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
4 January, 1866.

SIR,

In reply to your letter of the 29th ultimo, applying for cheque for £38 1s., being the amount disbursed by your establishment during the past year, on account of letters received and Debentures forwarded for this Government, I have the honor to request that you will be good enough to furnish me with some further details, in order that the charges may be correctly posted in the books of this office.

I have, &c.,
JOHN WELLS.

No. 2.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
4 January, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me, tomorrow morning, the 5th instant, with a duly certified Memorandum, in the same form as that contained in your letter of the 21st October last, shewing the state of the Government Account with the Oriental Bank Corporation, London, at the date of the last advices therefrom, including the Debentures in hand and those in transit.

I have, &c.,
JOHN WELLS.

No. 3.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, *to* THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 5 January, 1866.

SIR,

In terms of your letter S¹¹ of yesterday's date, I beg to hand you herewith a Memo. shewing the state of the Government Account with the Oriental Bank, inclusive of the Credits issued here to date, and Debentures remaining unsold according to our last advices from London, to 26th October.

I am, &c.,
S. MURRAY,
Acting Manager.

MEMO. of Government of New South Wales Account, according to advices from London, of 26th October.

	£	s.	d.		£	s.	d.
Balance of Account.....Dr.	309,516	10	1	Balance of Account.....Cr.			
Credits outstanding	383,060	7	0	Debentures in London and in transit	1,740,900	0	0
Do. issued this Mail—							
Debentures due 1 Jan., 1866 ...	300,000	0	0	Balance			
Balance	748,323	2	11				
	£				£		
	1,740,900	0	0		1,740,900	0	0

Oriental Bank Corporation,
Sydney, 5 January, 1866.

E.E.

CHAS. J. HEPBURN,
Accountant.

S. MURRAY,
Acting Manager.

No. 4.

ORIENTAL BANK CORPORATION.

3

No. 4.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 10 January, 1866.

SIR,

In reply to your letter S 7664 of 4th instant, applying for further details of the sum of £38 1s., disbursed by us on account of the Government of New South Wales, I beg to refer you to the particulars which you will find in the note at foot.

I am, &c.,

S. MURRAY,
Acting Manager.

Freight, insurance, and sundry expenses on Debentures	£	s.	d.
forwarded per P. and O. Co's steamers	32	1	0
Postage on letters and documents received and forwarded	6	0	0
	£38	1	0

No. 5.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
16 January, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, for the sum of £14 3s., in favor of Her Majesty's Paymaster General.

I have, &c.,

JOHN WELLS.

No. 6.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 17 January, 1866.

SIR,

In terms of your letter S 7664, I hand you herewith a letter of credit on our London Office in favor of Her Majesty's Paymaster General, for £14 3s.

I am, &c.,

S. MURRAY,
Acting Manager.

No. 7.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 January, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, for the sum of £1,300 18s. 7d. in favor of the Lords Commissioners of Her Majesty's Treasury.

I have, &c.,

JOHN WELLS.

No. 8.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 January, 1866.

SIR,

I do myself the honor to request that you will be good enough to communicate to the Oriental Bank Corporation, London, the information that three New South Wales Government Debentures, payable at the Bank of New South Wales, London, on 1st instant, for the sum of £100 each, Nos. 2200, 2384, 2764, have been paid here. Three of £100 each.

I have, &c.,

JOHN WELLS.

No. 9.

ORIENTAL BANK CORPORATION.

No. 9.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 January, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, for the sum of £30,000, in favor of W. C. Mayne, Esq.

I have, &c.,
JOHN WELLS.

No. 10.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 January, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, for the sum of £8 5s., in favor of W. C. Mayne, Esq.

I have, &c.,
JOHN WELLS.

No. 11.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 January, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me, tomorrow morning, the 23rd instant, with a duly certified Memorandum, in the same form as that contained in your letter of the 5th instant, showing the state of the Government Account with the Oriental Bank Corporation, London, at the date of last advices therefrom, including Debentures in hand and those in transit.

I have, &c.,
JOHN WELLS.

No. 12.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 22 January, 1866.

SIR,

I have to acknowledge your letters, S. 24, S. 25, and S. 26, dated 19th and 20th instant, requesting us to furnish you with letters of credit on our Head Office in London, aggregating £31,809 3s. 7d.

In reply, I beg to state that I do not feel justified in acceding to your application, in the face of your account being overdrawn greatly in excess of the amount agreed on in our letter of 26th September last, and far beyond the limits ever contemplated by the Bank.

Vide No. 13, and
Enclosures.

Enclosed I beg to hand you letter from our Chief Manager, having reference to £300,000 of Debentures that fell due on 1st January last, and copies of correspondence between the Bank of New South Wales and our Head Office, respecting the measures adopted to ensure payment thereof, rendered necessary in consequence of the Bonds being stamped, "payable at Bank of New South Wales."

I am, &c.,
S. MURRAY,
Acting Manager.

No. 13.

No. 13.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL TREASURER.

Oriental Bank Corporation, London, E.C., 27 November, 1865.

SIR,

I have the honor to acknowledge your letter S 207, dated the 21st September last, advising the dispatch of 1530 Debentures, aggregating £300,000, issued under the authority of Act 29 Vic., No. 5, and have to report the safe arrival of the Bonds.

Your request that these securities may be disposed of in London shall have our best attention, so soon as the price of money here will warrant us offering them for sale. In the present state of the market, to offer the Bonds would simply be to invite disappointment, and might also affect their value. We, therefore, propose to defer doing so.

In the meantime, our Directors have authorized the payment of the Bonds due on the 1st of January, 1866, and we have accordingly inserted the enclosed advertisement in the papers, after consultation and arrangement with the Bank of New South Wales, with whom the enclosed correspondence has passed, respecting the redemption of the Bonds, in the body of which you will observe that Bank's name appears.

We trust your next mail will bring us advice that an arrangement for business has been again completed between the Government and the Corporation.

I have, &c., CHARLES J. F. STUART, Chief Manager.

[Enclosures in the foregoing.]

NEW SOUTH WALES GOVERNMENT DEBENTURES.

THE Government of New South Wales hereby give notice, that the following Debentures, aggregating £300,000, will fall due on the 1st January, 1866, and be payable at the Bank of New South Wales, 37, Cannon-street, London, and at the Offices of their Financial Agents, the Oriental Bank Corporation, in Threadneedle-street, London. The Government further notify that, after the 1st January, 1866, interest will not accrue on the said Debentures, and request that the Bonds may be left three clear days for examination before payment.

Railways.....	18 Vic., No. 40	--2001 to 3390	--1,390 Bonds =	£139,000
Sewerage	17 Vic., No. 34	--3391 to 4365	-- 975 Bonds =	97,500
Water Supply ...	17 Vic., No. 35	--4366 to 4872	-- 507 Bonds =	50,700
Public Works.....	18 Vic., No. 38 & 40	--4873 to 5000	-- 128 Bonds =	12,800
				3,000
				£300,000

Three thousand Bonds of one hundred pounds each.

London, Nov. 25, 1865.

The Managing Director, Bank of New South Wales, to The Acting Chief Manager, Oriental Bank.

Bank of New South Wales, 37, Cannon-street, London, 24 November, 1865.

Dear Sir,

Referring to our conversation of yesterday, when you informed me that your Bank had received instructions from the Government of New South Wales to pay their Debentures for £300,000 due on the 1st January next, and bearing in mind that, in all our proceedings connected with the Debentures of that Colony, our object should be to protect the credit of that Government, while we are taking care of the interests of our respective Banks, I now beg to make the following proposal, viz. :-

That as the Debentures have been made payable at this Bank, and that as we have an express agreement that they should be paid by us on a commission of one-half per cent., your Bank should pay us the amount of £300,000 on the 31st December next,—or, if your instructions should preclude you from doing so, then that you will pay over to us the amount of the Debentures as we may present them to you on and after the 1st January next. If you will agree to either of these proposals, then this Bank will advertise, on the 1st proximo, that the Debentures will be duly paid on the 1st January next.

As the interest on these very Debentures will be paid by this Bank on the 1st January next, and as holders will naturally present them where they are made payable, I submit that, in every point of view, it is better the payment of principal should be made by us.

I am, &c., D. LARNACK.

The Acting Chief Manager, Oriental Bank, to The Managing Director, Bank of New South Wales.

24 November, 1865.

Dear Sir,

I am favoured with your letter of this date, on the subject of the New South Wales Debentures falling due on the 1st January, 1866.

We learn from your letter, as you told the writer yesterday, that you have an express agreement as to the payment of these Bonds; but we have no advice from the Government on this point, and no instructions to pay you any money for the redemption of the Bonds.

In common with yourselves, one great object with us in these transactions, is to protect to the utmost the credit of our constituents; and with this end in view, we would propose to you the issue of an advertisement, by the Government, giving notice that the Bonds will be paid by you with the interest, or by us; and if you agree to this arrangement, we will find the money for any of the Bonds you may pay.

This

ORIENTAL BANK CORPORATION.

This mode, we think, would be the best for the Government; but if you object to it, we would then propose that you should advertise the Bonds as payable by you, with the interest, on the 1st January; and that we, in terms of our advertisement (which we shall issue at once), pay you, as we shall pay any other holder, for such of the Bonds as you may redeem and present to us.

We are quite indifferent which of the above methods be adopted, and shall be glad of your answer, in order that we may advise the Government by Monday's mail.

I remain, &c.,
P. CAMPBELL,
Acting Chief Manager.

The Managing Director, Bank of New South Wales, to The Acting Chief Manager, Oriental Bank.

Bank of New South Wales,
37, Cannon-street,
25 November, 1865.

Dear Sir,

I beg to acknowledge the receipt of your letter of yesterday's date.

Without in any way waiving our right to charge the Government of New South Wales our commission on the entire amount of Debentures payable on the 1st January next, I consent to your first proposal, viz., to issue an advertisement by the Government, giving notice that the Bonds will be paid by us or by you; and that for all such as may be paid by us, you will immediately hand us the money.

The advertisement which you propose, a copy of which you have kindly sent me, is quite satisfactory; but I would suggest that the following words be added, viz.:—"That the said Bonds be left three clear days for examination before payment."

I am, &c.,
D. LARNACK.

The Acting Chief Manager, Oriental Bank, to The Managing Director, Bank of New South Wales.

25 November, 1865.

Dear Sir,

We have received your letter of to-day, and are glad you agree to our proposal for advertising the New South Wales Bonds.

As to your claim for a commission on the payment of these Bonds, we are, of course, not in a position to give any opinion, even were it of value when given.

We will add to the advertisement the request that the Bonds may be left for examination.

And I remain, &c.,
P. CAMPBELL,
Acting Chief Manager.

No. 14.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 January, 1866.

SIR,

I have the honor to forward herewith the usual monthly lists of—

1. Debentures, stamped "payable in London."
2. Treasury Bills, stamped "Interest payable in London."

I have, &c.,
JOHN WELLS.

In duplicate.

No. 15.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 22 January, 1866.

SIR,

By the mail just arrived, we have received advices to 26th November, on matters connected with the Government Financial Agency.

Delivery has been made of the Debentures which you were informed last month had been sold, viz.:—

Series A2	No. 11,225 to 11,294	70	£100 each,	£7,000
" B2	4,508 to 4,513	6	£500 "	3,000

£10,000 at 90 £9,000.

I hand you herewith, the following statements of dividends paid on account of the Government,—

Due 1st July, 1864	} in continuation.
" 1st Jany., 1865	
" 1st July, 1865	

Treasury Bills due 1st July, 1865.

And in accompanying box you will find coupons, and receipts to correspond, copy of letter of indemnity for lost coupons, viz.:—Schedule No. 871, 1,044 and 1,091, all due 1st July, 1865; also, Coupons F1, No. 1,192 and 1,193, due 1st January, 1865, lost by the holders, but since found,—Schedule No. 1,048, referred to in my letter of 16th August last.

ORIENTAL BANK CORPORATION.

I also hand you the coupons which have been detached from Debentures and cancelled:—

Series A2	No. 10,618 to 10,619	£2 10s.	2 due	1 July, 1864.
			8	1 Jan., 1865.
"	10,620 to 11,294	"	675	1 July, 1864.
"	"	"	675	1 Jan., 1865.
"	"	"	675	1 July, 1865.
Series B 2	4,449 to 4,513	£12 10s each	65	1 July, 1864.
			"	1 January, 1865.
			"	1 July, 1865.

A certificate has been given to Mr. T. N. B. Venour, returning to the Colony, that his pension has been paid to 30th September last.

I also enclose—

	£	s.	d.
Mr. Fowler's invoice for Australian Railways ...	560	12	7
Inv. and B.L., per "Rumsey" Railway grease ...	54	4	4
" " "Young Lochinvar" Railway tickets ...	33	14	7
" " "City of Sydney" Railway material ...	455	0	0
" " " " "Railway grease ...	54	16	2
" " "Young Lochinvar" Case of books L.C. 15/8 ...	37	8	9
" " "Strathnaver" Envelopes ...	9	29	11
" " "Young Lochinvar" Railway grease ...	56	2	11
" " " " "Books ...	10	42	17
" " "Strathnaver" Ink ...	15	200	0
" " " " "Excess ...	40	11	0
" " "Young Lochinvar" Diving apparatus ...	16	40	0
" " " " "Excess ...	24	7	3
Charges for General Service Account Petty charges ...	17	15	5
" Travelling Expenses ...	4	14	6
" Railway Account ...	2	11	2
Insurance Receipt ...	3	0	9
Do. ...	11	18	10
Freight note per "Agamemnon" ...	104	8	0

And continuation of Account to 26th November, balanced by £310,189 1s. 0d. at the debit of the Government.

I am, &c.,

S. MURRAY,
Acting Manager.

No. 16.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 23 January, 1866.

SIR,

In terms of your letter S 29, of yesterday's date, I beg to hand you herewith a Memo., shewing the state of the Government Account with the Oriental Bank, inclusive of the Credits issued here to date, and Debentures remaining unsold, according to our last advices from London, to 26th November.

I am, &c.,

S. MURRAY,
Acting Manager.

MEMO. of Government of New South Wales Account, according to advices from London of 27th November.

	£	s.	d.		£	s.	d.
Balance of Account.....Dr.	335,189	1	0	Balance of Account.....Cr.			
Credits outstanding	356,832	5	1	Debentures in London and in			
Do. issued this Mail.....				course of transmission	1,730,900	0	0
Debentures due 1 Jan.	300,000	0	0	Balance			
Balance	738,878	18	11	Dr.			
	£ 1,730,900	0	0		£ 1,730,900	0	0

Oriental Bank Corporation,
Sydney, 23rd January, 1866.

S. MURRAY,
Acting Manager.

E.E. CHAS. J. HEPBURN,
Accountant.

ORIENTAL BANK CORPORATION.

No. 17.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL
TREASURER.

Oriental Bank Corporation,
Sydney, 23 January, 1866.

SIR,

Enclosed, I beg to hand you usual monthly memorandum received by last
mail, from our Head Office, shewing the state of the Government Account with the
Oriental Bank in London, as on 27th November last.

There are no sales of Debentures to advise.

I am, &c.,

S. MURRAY,
Acting Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Account Government of New South Wales. Memo. of Account with
Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	302,500	0	0	Balance of Account ...	Cr.	.....	.....	.....
Drafts on Union Bank ...		.....	.....	.....	Bills for collection ...		.....	.....	.....
Drafts on Chief Manager ...		.....	.....	.....	Transfer Drafts for do. ...		.....	.....	.....
Transfer Drafts on do. ...		.....	.....	.....	Debentures unsold ...		1,160,900	0	0
Bullion ...		.....	.....	.....			.....	.....	.....
Credits outstanding ...		319,600	0	0	Balance ...	Dr.	.....	.....	.....
Balance ...	Cr.	538,800	0	0			.....	.....	.....
		£ 1,160,900	0	0			£ 1,160,900	0	0

Oriental Bank Corporation,
London, 27 November, 1865.
E.E.

J. MACNAB,
Accountant.

No. 18.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
1 February, 1866.

SIR,

I have the honor to request that you will be good enough to cause the credit
for £7, issued by you in September last, in favor of W. C. Mayne, Esq., to be cancelled.

I have, &c.,

JOHN WELLS.

No. 19.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
16 February, 1866.

SIR,

I have the honor to enclose herewith, for transmission to the Chief Manager
of the Oriental Bank Corporation, London, a copy of the supplement to the *Government
Gazette*, in which the appointment of the Honorable Geoffrey Eagar, Esq., to the office
of Colonial Treasurer, &c., is notified.

I have, &c.,

JOHN WELLS.

No. 21.
22 January, 1866.

No. 20.

ORIENTAL BANK CORPORATION.

9

No. 20.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
17 February, 1866.

SIR,

I do myself the honor to transmit herewith a Memorandum of Outstanding Credits with the Oriental Bank Corporation, London, on the 31st ultimo, as shewn by the books of this Office, and to request that you will cause the same to be compared with the accounts kept by you, and report whether they agree therewith.

I have, &c.,

JOHN WELLS.

[Enclosure in the foregoing.]

MEMORANDUM of outstanding Credits with the Oriental Bank Corporation, London, 31 January, 1866, as shewn by the books of the Treasury.

No.	Date.	Service.	Amount.	Remarks.
	1864.		£ s. d.	
14/12	20 June...	Gundagai Bridge	918 16 4	Balance.
15/ 2	21 March.	Postage stamp paper	14 5 0	"
15/ 5	17 May ...	Assisted Immigration	5,400 0 0	"
15/ 7	20 June...	Gun stocks for Terry's rifles	31 0 0	"
15/ 8	"	Books for Parliamentary Library	150 0 0	"
15/ 9	"	Envelopes for Chief Secretary's Office	3 0 6	"
15/10	"	Books for Road Department	50 0 0	"
15/11	"	Ammunition for Colt's revolvers	6 10 0	"
15/12	21 July ...	Materials for printing duty stamps	900 0 0	"
15/17	18 Aug. ...	Assisted Immigration	15,000 0 0	"
15/19	"	Rifles, revolvers, &c.	305 0 0	"
15/22	"	Armstrong's guns	18,000 0 0	"
15/23	22 Sept. ...	Patent combined lithographic press	7 0 0	"
15/24	"	Interest on Debentures due 1st January, 1866	126,865 5 6	"
15/25	"	Pensions, salaries, &c.	4,269 16 1	"
15/26	"	Interest on Treasury Bills	6,534 0 0	"
15/28	"	Railway materials	65,000 0 0	"
15/29	"	Do.	32,000 0 0	"
15/30	19 Oct. ...	Two Eidographs for Survey Office	28 0 0	"
15/31	"	Seamen's wages	25 3 9	"
15/32	20 Oct. ...	Steam Postal Service, 1865	18,136 15 3	"
15/33	"	Money Orders on Britain	3,991 16 6	"
15/34	"	Galloway's Pension to 30th June, 1866	143 19 9	"
15/35	20 Nov. ...	Money Orders on Great Britain	3,746 4 6	"
15/36	21 Nov. ...	Books for Telegraph Department	100 0 0	"
			£ 296,626 13 2	

The Treasury, New South Wales,
16 February, 1866.

JAMES THOMSON,
Accountant.

No. 21.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 February, 1866.

SIR,

For your guidance and information, I beg to communicate the following extract from a letter from our Head Office in London, dated 26th December, 1865;—
"The Directors have confirmed the new arrangement for the Financial Agency, to have effect as from the 1st of July last, and to be determinable in three or five years, upon either party giving the other six months notice in writing; *i.e.*, if either party do not give notice on the 1st January, 1868, then there can be no notice given until the 1st January, 1870. After that, the notice can be given at any time.

"With regard to the Treasurer's desire that we should liquidate the balance due to the Bank of New South Wales, we are not at present prepared to accede to this request. The cash balance due to us now is £320,000, and we have advertised the payment of Bonds and interest falling due at the end of the year for upwards of £400,000, so that without taking account of the outstanding credits you have granted, we shall shortly be in advance for the New South Wales Government nearly three times the amount of cash contemplated in our agreement. This you will see is a sufficient reason for not paying the Bank of New South Wales until the Debentures are placed."

359—B

We

We have received intimation of £14,600 of Debentures having been sold since last advice at 90; one-half of the proceeds of which were handed to the Bank of New South Wales.

Usual monthly Memorandum shewing the state of the Government Account with this Corporation in London, as on 26th December last, is herein enclosed.

I am, &c.,
S. MURRAY,
Acting Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Account. Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	318,900	0	0	Balance of Account ...	Cr.	.....	.....	.....
Drafts on Union Bank ...	.....	.....	.....	.....	Bills for collection ...	.....	.....	.....	.....
Drafts on Chief Manager ...	.....	.....	.....	.....	Transfer Drafts for do... ..	.....	.....	.....	.....
Transfer Drafts on do. ....	.....	.....	.....	.....	Debentures unsold ... ..	.....	1,146,300	0	0
Bullion ... ..	.....	.....	.....	.....	Balance	Dr.	.....	.....	.....
Credits outstanding ... ..	.....	322,000	0	0					
Balance	Cr.	505,400	0	0						
		£	1,146,300	0	0		£	1,146,300	0	0

Oriental Bank Corporation,
London, 26 December, 1865.
R.E.

J. MACNAB,
Chief Accountant.

No. 22.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 February, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 17th instant, intimating that your Head Office in London, under date 26th December last, had confirmed the new arrangement for the London Financial Agency of this Government, as set forth in your letter of 26th September, 1865,—modified as to the duration of the agreement, by Mr. Smart's letter of 16th October, 1865.

The Treasurer notices that, from the position of the London Account, your Head Office were unprepared, at the time of writing, to accede to the request of Mr. Treasurer Samuel, conveyed in his letter to you of 20th October last, as to the liquidation of the balance due by the Government to the Bank of New South Wales on General Account.

He notes also, since the date of last advices, that sales of the Debentures to the extent of £14,600 had been effected at 90 per cent.

I have, &c.,
JNO. WELLS.

No. 23.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 February, 1866.

SIR,

I have the honor to enclose herewith the usual monthly lists of—

1. Debentures, stamped "Payable in London."
2. Treasury Bills, stamped "Interest payable in London."

I have, &c.,
JOHN WELLS.

In duplicate.

No. 24.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON.

The Treasury, New South Wales,
19 February, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 27th November last, reporting the safe arrival of New South Wales Government Debentures,—aggregating £300,000,—which had been transmitted to you by Mr. Treasurer Smart, to provide for the payment of a like value of Debentures falling due on the 1st January of the current year.

While

ORIENTAL BANK CORPORATION.

11

While the Treasurer notices that the state of the London money market did not, at the time of your writing, permit of your offering these Debentures for sale, he nevertheless anticipates the possibility of an improving value and demand for these securities, when the English capitalists become aware of the large additional taxation with which the Legislature has recently supplemented the ordinary Revenue of the Colony, bringing our current income considerably in excess of our current expenditure. I am further directed to convey to you the thanks of the Government for your promptitude in authorizing the payment of the Bonds and interest due the 1st ultimo; your correspondence with the Bank of New South Wales, concerning which, has due attention.

I have, &c.,
JOHN WELLS.

No. 25.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 February, 1866.

SIR,

I am directed by the Honorable the Treasurer to request that you will be good enough to furnish the accounts, received by the last mail, between the Government and the Oriental Bank Corporation, London, without any further delay.

I have, &c.,
JOHN WELLS.

No. 26.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 21 February, 1866.

SIR,

By the mail just arrived we have received advices from our Head Office to 26th December, on matters connected with the Government Financial Agency.

Sales of Debentures have been made as follows:—

Series A2, No. 11295 @ 11395, 101 @ £100 = £10,100
" B2, " 4514 @ 4522, 9 @ 500 = 4,500

£14,600 @ 90 = £13,140

of which proceeds, the moiety, £6,570, has been handed to the Bank of New South Wales, in terms of arrangement.

Shipping documents are enclosed as under:—

			£	s.	d.
Inv. and B. L.	Rails	per "Young Lochinvar"...	625	3	11
"	"	Casks " "Pak Wan"	451	10	0
"	"	Case packing " "Young Lochinvar"...	26	11	0
"	"	Rails " "Pak Wan"	434	6	4
"	"	Chairs " "Agamemnon"	356	4	5
"	"	" "Africaine"	1,219	3	6
"	"	" "Jason"	342	0	0
Freight note	"	" "Agamemnon"	357	11	8
"	"	" "Ramsey"	8	7	9
"	"	" "Duke of Sutherland"	12	4	2
Insurance receipt (Pacific F. and M. Co.)			37	5	9
"	"	"	6	18	3
Captn. Mayne's travelling expenses			3	0	0

I further enclose—

Statement of Dividends due 1st July, 1865, in continuation

List of Pensions paid

Coupons and Receipts to correspond.

Also, the following cancelled Coupons detached from Debentures sold:—

Series A2, No. 11295 @ 11395 £2 10s. due 1st July, 1864.
" " " " " " " 1st Jan., 1865.
" " " " " " " 1st July, 1865.
" B, " 4514 " 4522 £12 10s. " 1st July, 1865.

And—

Continuation of Account to 26th December, 1865, balanced by £326,556 13s. 11d. at the debit of the Government.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 27.

No. 27.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
28 February, 1866.

SIR,

Referring to your letters of 22nd ultimo, and 17th instant, from which the Honorable the Treasurer learns the indisposition of your Bank to increase its already large advances to the Government, until the account is relieved by the sale of Debentures, I am directed to inquire whether the needful provision for the half-yearly payment of interest, due 1st July next, on Debentures and Treasury Bills, would form an exceptional case, in which you would feel justified in enlarging the accommodation already so liberally afforded to the Government. The Treasurer is naturally anxious to learn your intention upon this point, as, in the event of your not feeling yourself at liberty (having regard to the provision in clause 4 of the Financial Agreement) to grant a letter of credit for £150,000 by the out-going March mail, he will be constrained, at some inconvenience, to make the required remittance from this end; and it is of importance that he should know, at the earliest date, whether this obligation is likely to devolve upon him.

I have, &c.,
HENRY LANE.

No. 28.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 1 March, 1866.

SIR,

I am in receipt of your letter dated 23th ultimo, inquiring whether this Bank is prepared to grant you a letter of credit by the outgoing March mail, for £150,000, to provide for the half-yearly payment of interest, due 1st July next, on Debentures and Treasury Bills.

In reply, I have only to state that the intentions of the Bank, as expressed in my letters of 22nd January and 17th ultimo, have not undergone any alteration; and as the required remittance will, therefore, have to be made from this end, I should be glad to know, at your earliest convenience (having in view sub-paragraph 1 of clause 2 of the Financial Agreement), what your requirements by the outgoing mail are likely to be.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 29.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
3 March, 1866.

SIR,

I am directed by the Honorable the Treasurer to request that you will favour him with a call at the Treasury, on Monday, at 11 o'clock, or at such other hour during the day up to noon, or after 2, p.m., as may be convenient to you, as he wishes to confer personally with you on the subject of your letter of the 1st instant.

I have, &c.,
HENRY LANE.

No. 30.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
8 March, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 1st instant; and, in reply, have to state that, in reference to the £150,000 which the Government desire to remit to your Corporation in London, by the outgoing March mail, for the purpose of paying the half-yearly amount of interest due on the 1st July next, on Debentures and Treasury Bills, the following arrangements are contemplated:—

contemplated:—The Treasurer proposes to purchase 60-day drafts on London, at an exchange of 1 per cent. premium,—say to the extent of £75,000,—from yourselves, and a like amount from the Bank of New South Wales; the whole value of £150,000 to be placed in your hands the day before the closing of the outward mail of the present month.

The Treasurer has arranged with the Bank of New South Wales for their moiety of the required remittance, at the exchange above noted; and he will be glad to learn, at your early convenience, that you will be prepared to supply him with the other moiety of the remittance, on the date specified, on your receiving a cheque on the Bank of New South Wales for the principal sum and exchange.

I have, &c.,
HENRY LANE.

No. 31.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 9 March, 1866.

SIR,

I am in receipt of your letter dated 8th instant, having reference to the desire on the part of the Government to remit, by the ensuing mail to England, £150,000, for the purpose of paying the half-yearly amount of interest due 1st July next, on Debentures and Treasury Bills; and proposing, in furtherance thereof, to purchase the draft of this Corporation @ 60 days after sight for £75,000, and that of the Bank of New South Wales for a like amount—cost of the former to be met by handing us cheque on the last-mentioned establishment, and the whole value of £150,000 to be placed in our hands the day before the closing of the outgoing mail.

In reply, I have to inform you that we agree to the proposed arrangements to the extent of selling you our draft p. £75,000 the day prior to the closing of the outgoing mail, at the then exchange of the day, on receiving cheque for the cost thereof on the Bank of New South Wales. Whilst, however, acceding to your request, I think it only right to direct your attention to clause 1 and sub-para. 1 of clause 2 of the Financial Agreement, which are clearly infringed by the contemplated method of making the remittance in question; but under the peculiar circumstances of the case, we waive our right to ask you to adhere to the Agreement, it being understood that such concession on our part is not to be held as a precedent in future transactions of a similar nature.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 32.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
15 March, 1866.

SIR,

Adverting to your letter of the 22nd December last, wherein you observe (in a postscript),—"Referring to my letter of 18th October, the orders for £56 17s. 1d., £20 7s. 6d., and £14 8s. 6d., have been at length paid and passed to your credit, less Foreign Bill stamps, 1s. 3d., viz., £91 11s. 10d. together,"—I have the honor to point out that, although two accounts have been furnished by the London Office since the date thereof, there does not appear any credit entry for the £91 11s. 10d. thus recovered on account of this Government, and to request that, if you are in a position to do so, you will be good enough to favor me with an explanation of the omission.

I have, &c.,
HENRY LANE.

No. 33.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 16 March, 1866.

SIR,

I have to acknowledge receipt of your letter S 27-1-66 of yesterday's date, asking me to explain why the proceeds of certain Commissariat Orders, advised as paid in my letter of 22nd December, had not, according to the latest accounts from our Head Office, appeared at credit of the Government. In reply, I beg to inform you that, as these orders were handed to me for collection in your letter S 21-6-66 of 21st June last, unaccompanied by any specific instructions as to disposal of the proceeds, the amount was in due course transferred to this office, and I am accordingly prepared to honor your cheque for this sum of £91 11s. 10d.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 31.

No. 34.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL
TREASURER.

Oriental Bank Corporation,
London, E.C., 26 January, 1866.

SIR,

I have the honor to acknowledge receipt of your letter No. S 275, of 20th November, advising the despatch of 3,540 New South Wales Government Debentures, aggregating £570,000 sterling.

These Bonds have been received, and our best attention will be given to placing them on the London market on the most favorable terms.

We note the postscript to your letter, and—

I remain, &c.,
R. V. DUNLOP.
(Pro Chief Manager.)

No. 35.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 March, 1866.

SIR,

I have the honor to inform you, that, when the Deputy Master of the Royal Mint obtained leave of absence for one year to enable him to proceed to England, the whole amount of his half-salary was remitted to the Oriental Bank Corporation, London. By a vote of the Legislative Assembly, the other evening, a reduction of £100 per annum was effected; Colonel Ward has therefore received the sum of £10 6s. 6d., in excess of that to which he is entitled, for the period between the 1st January and 15th March, 1866, at which latter date his leave expired.

I have to request that you will be good enough to advise your London Office to this effect, with a view to their obtaining from Colonel Ward the refund of the amount.

I have, &c.,
HENRY LANE.

No. 36.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER,
ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 March, 1866.

SIR,

In reply to your letter of the 16th instant, with reference to the disposal of the proceeds of certain Commissariat Orders, I am directed to request that you will be good enough to cause the amount thereof, viz., £91 11s. 10d., to be paid into the Treasury, for which an official receipt will be given.

I have, &c.,
HENRY LANE.

No. 37.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER,
ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 March, 1866.

SIR,

With reference to my letter of the 8th instant, on the subject of the proposed remittance to London of £150,000 to pay the interest due 1st July next, on the Debentures and Treasury Bills of this Government, I am directed to enclose the Treasurer's cheque on his Public Account in the Bank of New South Wales, for the sum of £75,825, in purchase of your 60 days draft on London for £75,000, as per requisition herewith.

The amount of the cheque is made up as follows:—

Draft	£75,000
Exchange, 1 per cent.	750
Stamp duty	75
	<hr/>
	£75,825

I have, &c.,
HENRY LANE.

No. 38.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 March, 1866.

SIR,

Referring to the Honorable the Treasurer's recent interview with you, I am directed to state, that the Government are now passing through the Legislative Assembly "A Bill to make provision for the payment of certain portions of the Public Debt," the object being to appoint Commissioners, to whom will be paid, annually, from the Consolidated Revenue, a sum not less than £100,000, to be by them applied in reduction of those portions of the Public Debt which represent Deficiency Loans, and which mature within the next ten years.

Having regard to the provision already made by Parliament for the maintenance of the public credit, by means of large additional taxation, this further evidence of a desire on the part of the Government to meet obligations of the kind adverted to, in the way indicated, should further tend to the restoration of confidence in our securities; and I am to request that you will forward a copy of this communication to the Chief Manager of your London Office.

I have, &c.,
HENRY LANE.

No. 39.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 20 March, 1866.

SIR,

By the mail just delivered we have received advices from our Head Office to 26th January, on matters connected with the Government Financial Agency.

Sales of Debentures have been made as follows:—

Series A2, No. 11,396 to 11,404.	9, £100 each	£900	@ 87½	£787 10 0
	11,405 „ 11,604.	200, 100 „	20,000 }	
B2,	4,523 „ 4,538.	16, 500 „	8,000 }	24,500 0 0
A2,	11,605 „ 11,638.	34, 100 „	3,400 }	
„	11,639 „ 11,654.	16, 100 „	1,600 }	@ 87½ 4,387 10 0
„	11,655 „ 11,754.	100, 100 „	10,000 }	
B2,	4,539 „ 4,542.	4, 500 „	2,000 }	17,550 0 0
„	4,543 „ 4,558.	16, 500 „	8,000 }	
				<u>£53,900</u>
				<u>£47,225 0 0</u>

Shipping documents are enclosed as under:—

Inv. and B.L., per "Pak Wan" Spring steel	£367 11 0
„ „ "Nieuwe Waterweg" Rails	728 9 7
„ „ "W. Melhuish" Bars	310 7 0
„ „ Do. Rails	1,019 6 8
„ „ "Sword Fish" Do.	801 15 0
„ „ Do. Fish plates	42 7 6
„ „ "Albert Victor" Spikes	605 7 6
„ „ "W. Melhuish" Copper plates	727 1 0
„ „ "Lord Palmerston" Rails	1,244 12 4
„ „ "Indemnity" Keys	451 10 0
„ „ "Bucton Castle" Ammunition	205 19 2
Freight-note, per "Nieuwe Waterweg"	142 14 2
„ „ "City of Sydney"	67 9 10
„ „ "Young Lochinvar"	104 18 1
„ „ Do.	1 15 11
Capt. Mayne's travelling expenses, as per a/c.	3 0 0
Hansard's Invoice for Parliamentary Documents	16 7 0
Pacific Fire and Marine Receipt	87 1 4
Invoice and B.L., per "Golden Spur" Spikes	246 17 6
Freight-notes (3) per "Pak Wan"	240 2 2

I further enclose vouchers for the debits of £49 9s. and £7 11s. 3d., appearing in the accompanying account under date 30th December.

Mr. J. J. Galloway returning to the Colony, has been furnished with a certificate that his pension has been paid in London to 31st December last.

Copy of account with our Head Office, in continuation to 26th January, is also enclosed, balanced by £716,393 19s. 8d. at the debit of the Government.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 40.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Extract from Treasury Records.

1935, 20 March, 1866.

RECEIPT for £75,825, and enclosing B.E. for £75,000.

No. 41.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 March, 1866.

SIR,

I am directed by the Honorable the Treasurer to forward to you herewith the following Bills of Exchange:—

1. On the Oriental Bank Corporation, London—16-147 ...	£75,000
2. On the Bank of New South Wales, London—	
7 @ £10,000 — a 32578 to a 32584 ...	70,000
1 @ £5,000 — a 32585 ...	5,000
	<u>£150,000</u>

One hundred and fifty thousand pounds, to enable your London Office to make the under-mentioned payments, viz:—

1. Bank of New South Wales, London ...	£9,630	8	3
2. The Lords Commissioners of Her Majesty's Treasury	1,878	1	6
3. Interest on Debentures due 1st July, 1866, as per enclosed statement...	£131,422	9	8
4. Interest on Treasury Bills due 1st July, 1866, as per enclosed statement ...	4,254	0	0
5. Pensions, &c., payable from July to December, 1866, as per enclosed statement ...	2,815	0	7
	<u>138,491</u>	<u>10</u>	<u>3</u>
	£150,000	0	0

It will be observed that the statement of Interest on Debentures amounts to £148,674 8s. 6d., but that amount is made up by including unsold Debentures in the hands of the Bank at the date of the latest advices, as well as those in transit, to the nominal value of £1,716,300, a large portion of which will not, in all likelihood, be negotiated before the date on which the first half-year's interest falls due.

The payments to the London Branch of the Bank of New South Wales and the Lords Commissioners of Her Majesty's Treasury should be made at the earliest opportunity.

As it is desirable that a separate account of the payments from this remittance should be kept for the convenience of this Office, I am to request that you will convey the necessary instructions to that effect to your London Office.

I have, &c.,
HENRY LANE.

P.S.—The Treasurer will be glad of a special acknowledgment of this letter before the departure of the mail.—H.L.

No. 42.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 21 March, 1866.

SIR,

I am in receipt of your letter S 88, of this date, enclosing Bills of Exchange—

1st. On the Oriental Bank Corporation, London	£75,000
2nd. On the Bank of New South Wales, London.....	75,000
	<u>£150,000</u>

Say one hundred and fifty thousand pounds, and specifying how the same are to be disposed of.

In reply, I beg to inform you that we shall communicate with our Head Office in London by the outgoing mail, and request them to give effect to your instructions.

Your desire that the payments to the London Branch of the Bank of New South Wales and the Lords of the Treasury should be made at the earliest opportunity, as also that a separate account of the payments from this remittance should be kept by our London Office, will have due attention.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 43.

ORIENTAL BANK CORPORATION.

No. 43.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales, 21 March, 1866.

SIR,

I have the honor to enclose the usual monthly lists of—

- 1. Debentures stamped "Interest payable in London."
- 2. Treasury Bills stamped "Interest payable in London."

In duplicate.

I have, &c., HENRY LANE.

No. 44.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation, Sydney, 22 March, 1866.

SIR,

We have received advice from our Head Office in London, by the mail that arrived here on the 20th instant, of the sale of about £80,000 of Debentures, at 87½ @ ¼, one-half of the proceeds of which were, on settling-day, to be handed over to the Bank of New South Wales.

This increased sale of Bonds during the month of January, in the face of the continued high rate of money, is ascribed by the Court of Directors to the repayment of the £300,000 at the beginning of the year; and they anticipated that, on receiving advices of the proposed measures for increased taxation having passed into law, renewed confidence in the securities of the Colony would be felt, which we are sure will give satisfaction to the Government.

In compliance with the request made in your letter of 21st November (S. 279), I now hand you specimen of the Bond most in favour with the dealers in Debentures. It is that of the Melbourne 6 per cent. Loan, and its great virtue, we believe, is brevity and clearness. Our Head Office suggest that the form of the Bond should be engraved in London, and the words printed here.

Usual monthly memorandum shewing the state of the Government Account with this Corporation in London, as on 26th January last, is herein enclosed.

I am, &c., S. MURRAY, Acting Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney on account of Government of New South Wales. Memo of Account with Head Office.

			£	s.	d.				£	s.	d.	
Balance of Account ... Dr.			710,300	0	0	Balance of Account ... Cr.						
Drafts on Union Bank ...						Bills for collection ...						
Drafts on Chief Manager ...						Transfer Drafts for collection ...						
Transfer Drafts on Manager ...						Debentures unsold ...	1,092,400	0	0			
Bullion ...						Debentures received per last Mail ...	570,000	0	0			
Credits outstanding ...			299,700	0	0	Balance ... Dr.						
Balance ... Cr.			652,400	0	0							
			£ 1,662,400	0	0					£ 1,662,400	0	0

Oriental Bank Corporation, London, 26 January, 1866. E.E.

J. MACNAB, Chief Accountant.

No. 45.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales, 24 March, 1866.

SIR,

I am directed to request that you will be good enough to state, for the information of the Treasurer, whether the sales of Debentures, reported in your letter of the 20th instant, are with or without dividend.

I have, &c., HENRY LANE.

No. 46.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 26 March, 1866.

SIR,

I have to acknowledge your letter S 18¹/₃ of 24th instant, inquiring whether the sales of Debentures, reported in my communication of 20th idem, were with or without dividend; and in reply thereto, beg to state that as the sales appear to have been made in January, after payment of the interest due on first of that month, they would naturally be without interest. We have no doubt that this was the case, although the accounts furnished by our Head Office do not give the precise day of each sale.

I am, &c.,

S. MURRAY,
Acting Manager.

No. 47.

S. MURRAY, ESQ., ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 28 March, 1866.

MY DEAR SIR,

With reference to our conversation of this morning, I have to inform you that the 1 per cent. charged by this Bank for its draft on London for £75,000, issued to the Government on 20th inst., was at the *exchange of the day*, and I am not aware of any of the other Banks having drawn last mail to the public under that rate.

I am, &c.,

S. MURRAY.

No. 48.

THE ORIENTAL BANK CORPORATION, SYDNEY, AND OTHERS, to THE COLONIAL TREASURER.

Sydney, 28 March, 1866.

THE exchange of the day on London, by the out-gone mail, was 1 per cent. premium, selling 60 a/st.

For Bank of New South Wales,
SHEPHERD SMITH.

For the Oriental Bank Corporation,
S. MURRAY.

ALEX. CAMPBELL,
Manager, Agra Bank.

For the Bank of Australasia,
THOS. BUCHANAN,
Pro. Manager.

For the London Chartered Bank of Australia,
M. C. MACHURDY,
Manager.

J. THOS. FORD,
Manager, The City Bank, Sydney.

Commercial Banking Company,
T. A. DIBBS,
Asst. Manager.

For Australian Joint Stock Bank,
F. ADAMS,
Pro. Gen. Manager.

No. 49.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
17 April, 1866.

SIR,

I have the honor to forward herewith the enclosed Memorandum from the Accountant to the Treasury, with reference to the manner in which the accounts of the Government are furnished by the Oriental Bank Corporation, and to request that you will be good enough to obtain from your London Office the information necessary to enable the accounts in question to be properly checked, if you are unable to afford such information yourself.

I have, &c.,

HENRY LANE.

[Enclosure

[Enclosure in the foregoing.]

The Treasury, New South Wales,
Sydney, 16 April, 1866.

[Urgent.]

MINUTE PAPER.

Subject—Oriental Bank Corporation Accounts.

For some time past, the accounts furnished by the Oriental Bank Corporation have been very carelessly made out, the particulars, in many cases, being so abridged that it is almost impossible to make out the nature of the charge. In the last account, for instance, I find the following entries:—

					£	s.	d.
No. 1.	Dec. 29.	N.S.W. Deb. I, 119.	July, /63	...	12	10	0
2.		Amount paid Saml. Deacon & Co. as advd....		...	49	9	0
3.	„ 30.	Bacon & Sons, advertising		...	49	9	0
4.		Commn. on Pensions, £1,530 4s. 6d., due 30 June, 1865		...	7	13	0
5.		Do. do. £16,131 on 30 Sept.		...	8	1	3
6.		Transfer to Govt. of N.S.W. Debs.		...	1,711	2	0
		Do. do. Treasury Bills		...	66	1	10

I could easily multiply instances where names, &c., were given wrong, but as I know what is intended in cases of that kind, I omit them. Those items I have given, all require explanation.

The first is, I think, intended for interest on Debentures due 1st July, 1865.

No. 2 is for advertising.

No. 3 being a similar sum unsupported by any voucher, is probably a double charge.

No. 4, Commission, I presume, on pensions due in England, between the 1st July and 30th September, 1865.

No. 5, Do. between 1st October and 31st December, 1865, but the amount stated, viz., £16,131, must be a mistake. I may here remark that, as no charge for commission on pensions is mentioned in Mr. Murray's letter of the 26th September, 1865, submitting the terms upon which the Oriental Bank were prepared to resume the office of Financial Agents in England, the amounts charged under Nos. 4 and 5 should be credited to the Government in a subsequent account.

The charges under 6 and 7 require explanation.

If the Bank authorities in London were to keep separate accounts for Interest paid on Debentures and Treasury Bills, charging only the gross amount paid for every half-year, before closing the account for transmission to Sydney, it would be a great convenience to this office. Copies of such separate accounts should, of course, be forwarded in support of the sums charged in the General Account.

The Oriental Bank Corporation have never furnished statements showing how the amounts charged for interest are made up. This, I think, a great omission; and to enable the Auditor General to cheque these charges, the Corporation should be requested to furnish such statements in future, if not for the last two or three years. Questions are frequently asked in the Assembly about the rate of interest, and for want of such statements they cannot be answered satisfactorily.

JAMES THOMSON,
Accountant.

No. 50.

THE ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 17 April, 1866.

SIR,

By the mail just arrived we have received advices from our London Office to 26th February, on matters connected with the Government Financial Agency.

Salcs of Debentures have been made as follows:—

Series A2, Nos. 11,755 @ 11,904	150, £100 each=£15,000	} £27,000
„ B2, „ 4,559 @ 4,582	24, 500 „ = 12,000	
„ A2, „ 11,905 @ 11,924	20, 100 „ = 2,000	} 4,000
„ B2, „ 4,583 @ 4,586	4, 500 „ = 2,000	
£27,000 @ 87½	£23,692 10 0	
4,000 @ 88	3,520 0 0	
<u>£31,000</u>	<u>£27,212 10 0</u>	

And, in addition to the above, £16,000 have been sold at 88, deliverable on 28th February.

I hand you herewith sundry shipping documents:—

Inv. and B. L., per		£	s.	d.	
“ Westburn”	Gun stocks	95	0	0	L.C. 15/7.
“ Golden Spur”	Iron rails	286	0	2	
“ Bucton Castle”	Do.	1,179	7	1	
“ Sword Fish”	Chairs	198	16	2	
“ Indemnity”	Railway grease.	52	4	11	
“ Golden Spur”	Do.	55	5	8	
“ E. Nicholson”	Rails	1,371	16	6	
“ Peerless”	Do. and plates	845	7	1	
“ Santa Lucia”	Do. do.	840	19	9	
“ Vernon”	Books	42	5	4	Petty charges.
					Freight

	£	s.	d.
Freight note, "Sandfish"	181	5	0
" " "Jason"	103	15	8
" " "Wm. Melhuish"	170	1	4
Pacific Fire and Marine Insurance Company, receipt	88	3	9
Freight note, per "Albert Victor"	87	9	1
Royal Exchange Assurance Company, receipt.....	3	14	11
Willis, Merry, & Co., receipt for railway a/c	32	18	6
E. C. Cracknell's receipt, per "Sardinia"	50	0	0 L.C. 15/36.
Eyre and Spottiswoode's receipted account.....	11	8	3 P.C.

Your account has been credited £172 8s. 9d., amount received for general average recovered from the Underwriters on railway iron per "Prince Consort," as per statement herewith.

I enclose copy of account with our Head Office, in continuation to 26th February, balanced by £741,464 14s. 8d. at the debit of the Government.

I am, &c.,

FRED. CROZIER.

(For the Manager.)

No. 51.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL
TREASURER.

Oriental Bank Corporation,
Sydney, 17 April, 1866.

SIR,

I have received advice from our Head Office in London, by the February mail that arrived here yesterday, of the sale of about £20,000 of the long-dated Bonds at 88, and there was reason to believe the price would remain steady at that figure.

A communication has also reached me from our Agent at Galle, intimating that he had received a telegraphic despatch from our Head Office, to the effect that £700,000 of the short-dated Bonds had been offered for sale by tender, and only £25,000 thereof taken up. We are not in a position at present to inform you of the minimum that was fixed.

I am, &c.,

S. MURRAY,

Acting Manager.

Usual monthly memorandum, shewing the state of the Government Account with this Corporation in London, as on 26th February last, is herein enclosed.

[Enclosure in the foregoing.]

MANAGER in Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	733,800	0	0	Balance of Account ...	Cr.	.....	.....	.....
Drafts on Union Bank...	.....	.....	.....	.....	Bills for Collection ...	.....	.....	.....	.....
Drafts on Bank of England	.....	.....	.....	.....	Transfer Drafts for do...	.....	.....	.....	.....
Drafts on Chief Manager	.....	.....	.....	.....	Debentures unsold ...	.....	1,631,400	0	0
Transfer Drafts on do. ...	.....	.....	.....	.....	
Bullion ... ..	.....	.....	.....	.....	
Credits outstanding ...	.....	191,600	0	0	Balance	Dr.	.....	.....	.....
Balance	Cr.	706,000	0	0					
		£ 1,631,400	0	0			£ 1,631,400	0	0

Oriental Bank Corporation,
London, 26 February, 1866.
E.E.

Chief Accountant.

No. 52.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER
SECRETARY FOR FINANCE AND TRADE.

Extract from Treasury Records.

2610, 17 April, 1866.

FORM adopted for tendering in England for New South Wales Government Debentures.

No. 53.

No. 53.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 April, 1866.

SIR,

Referring to my letter of the 21st ultimo, No. 88, in which I forwarded to you Bills of Exchange to the value of £150,000, for the purpose of enabling your London Office to make certain payments set forth in statements of particulars therewith enclosed, I have now the honor to hand you duplicate copies of the statements in question.

I have, &c.,
HENRY LANE.

No. 54.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 April, 1866.

SIR,

I have the honor to forward herewith the usual monthly lists of—

1. Debentures, stamped—"Interest payable in London."
2. Treasury Bills, stamped—"Interest payable in London."

In duplicate.

I have, &c.,
HENRY LANE.

No. 55.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 26 April, 1866.

SIR,

I beg to acknowledge receipt of your letter (S. 108), of 17th instant.

The statement of account which is sent you after arrival of the English mail is an exact copy of that which we receive from our London Office. I am unable to give the additional information you require in explanation of certain entries, and must therefore ask you to allow them to remain open until I can receive particulars from London, for which I applied by the mail recently closed, forwarding at the same time a copy of your letter and of the memorandum which accompanied it.

I am, &c.,
S. MURRAY,
Acting Manager.

No. 56.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 18 May, 1866.

SIR,

By the mail recently arrived, we have received advices from our Head Office to 26th March, on matters connected with the Government Financial Agency.

Graham v. Berry.

The sum of £860 10s. 3d. was about to be handed over as the balance of the deposits of £300 and £1,000 lodged in the above suit.

I hand you herewith the following statements of dividends paid by our Head Office on account of the Government:—

Dividends on Debentures		due 1st July, 1863.
Do.	do.	" 1st Jan., 1864.
Do.	do.	" 1st July, 1864.
Do.	do.	" 1st Jan., 1865.
Do.	do.	" 1st July, 1865.
Do.	do.	" 1st Jan., 1866.
Do. Treasury Bills		" "
Pensions.		" "

And

*Should be
£2 10s.

And in the box forwarded herewith you will find coupons and receipts to correspond, and copy of letter of indemnity for Coupon E 1, No. 4258, n£2 15s*, due 1st January, 1865, which has been lost by the proprietor (Schedule No. 1,086); also, the following coupons which have been detached from Debentures sold and cancelled:—

Series A2, No. 11,396 @ 11638	£2 10s. each	243,	due 1 July, 1864.
"		"	1 Jan., 1865.
"		"	1 July, 1865.
"		"	1 Jan., 1866.
" A2, 11,639 @ 12,004		366,	1 Jan., 1865.
"		"	1 July, 1865.
"		"	1 Jan., 1866.
" B2, 4,523 @ 4,542	£12 10s.	20,	1 July, 1864.
"		"	1 Jan., 1865.
"		"	1 July, 1865.
" 4,543 @ 4,612	£12 10s.	70,	1 Jan., 1865.
"		"	1 July, 1865.
"		"	1 Jan., 1866.

The Debentures advised last month as sold have been delivered, besides £5,000 more, as follows:—

Series A2, No. 11,925 @ 12,004	80,	£100.
" B2, 4,587 @ 4,612	26,	£500.
	£21,000 @ 88	£18,480.

A further amount of £6,500 has been placed at the same figure, deliverable 28th March.

I enclose sundry shipping documents:—

Inv. & B.L.	Railway chairs	per	"Indemnity"	...	£565 17 10
"	"		"W. Cole"	...	528 5 1
"	"		"Vernon"	...	377 19 4
"	"		"Cornwallis"	...	186 0 9
"	"		"Lady Octavia"	}	555 9 0
"	"		"Bucton Castle"		
"	Rails		"Vernon"	...	709 12 2
"	"		"J. Bellamy"	...	1,169 8 7
"	"		"Lady Octavia"	...	696 14 2
"	Railway chairs		"Peerless"	...	393 10 7
"	Rails, &c.		"Cornwallis"	...	1,177 10 8
"	Chairs		"Statelie"	...	393 15 0
"	Rails		"Westburn"	...	548 19 10
"	Spikes		"J. Bellamy"	...	342 4 9
"	Grease		"Vernon"	...	55 7 1
"	Rails, &c.		"Statelie"	...	641 19 3
"	"		"Shakespeare"	...	401 7 2
"	"		"Kestrel"	...	934 3 9
"	Chairs		"Westburn"	}	300 4 2
"	"		"Sir W. Wallace"		
Royal Exchange	Insurance Receipt				2 18 7
Freight note			"Lord Palmerston"	...	185 3 9
"			"Santa Lucia"	...	122 11 3
"			"Indemnity"	...	148 17 8
"			"	...	172 5 6
"			"	...	8 7 5
"			"Bucton Castle"	...	54 10 3
"			"	...	175 9 7
"			"Golden Spur"	...	152 10 7
"			"	...	273 7 4
"			"Elizth. Nicholson"	...	415 18 11
"			"Golden Spur"	...	88 0 3
"			"Elizth. Nicholson"	...	204 2 3
Pacific Fire and Marine	Insurance Receipt				16 15 8
Barker's	Receipt				5 15 6

L.C. 15/22

Also—Messrs. Samuel Deacon & Co's. account against Government of New South Wales.

I further enclose continuation of account to 26th March, balanced by £717,760 4s. 7d. at the debit of the Government.

I am, &c.,

S. MURRAY,
Acting Manager.

No. 57.

THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 19 May, 1866.

SIR,

In continuation of my letter of 17th April last, I beg to communicate the following extract from a letter received here from our Head Office, bearing date 26th March, 1866:—

“We advised you by telegraph that our endeavours to place the short-dated Debentures have been unsuccessful; and it becomes necessary now to discuss such of the causes of failure as the Government have the power to remove, with a view to a more satisfactory result.

“The amount of Debentures placed was only £32,700, as per Memo. enclosed; the entire amount applied for at any price having been £58,700.

“From this it would appear that the Loan was entirely unpopular; and although a certain adverse effect was no doubt produced by the state of our money market, and by the advertisement of the Chilean and New Zealand Loans immediately after ours, yet we cannot but admit that the principal reason for our failure was the unmarketable form of the Bonds.

“We enclose a copy of our advertisement (one was sent you last mail), and would say that, in consultation with the brokers, the minimum prices for series Nos. 1, 2, and 3 were fixed at 95, 92½, and 91, respectively, for £100 Debentures. We need not now, however, discuss the propriety of these prices, as the small amount of Bonds applied for at all shows that this had nothing to do with the want of success.

“A person unacquainted with the preferences and prejudices of the Stock Exchange would naturally suppose that a Loan investment issued at a discount, and of which more than a tenth part was to be paid off every year, could not fail to be attractive; and there is no doubt but the principle of a sinking fund, properly applied, does make an investment popular; but in this case the Bonds were all of different terms, and there was not an amount sufficient of each term to make a market, so the dealers would not touch the Bonds—not one of those who have done so largely in New South Wales securities having applied.

“What we would now recommend the Treasurer to do is, to issue, under the Acts Nos. 4 and 5 of Vict. 29, £850,000 of Bonds, all falling due within ten years, as provided by these Acts, with coupons attached to each for the whole period, and forward these securities to us in exchange for those we now hold; at the same time giving us authority to invite subscriptions for the Bonds, payable by instalments, extending over a certain number of months, and authority also to pay off £100,000 per annum, or thereabouts, on the 31st of December in each year, commencing in 1867, such payments to be determined by drawings. This introduces a speculative element, and we are advised that such a concession would fully command its value on the Stock Exchange, and tend greatly to make the Loan successful.”

A further sum of £6,500 of the long-dated Debentures has also been disposed of at 88.

Usual monthly Memorandum, shewing the state of the Government Account with this Corporation in London, as on 26th March last, is herein enclosed.

I am, &c.,
S. MURRAY,
Acting Manager.

[Enclosures in the foregoing.]

TOTAL AMOUNT TENDERED FOR.			
Series No. 1.	Under limit of 95	... ..	£20,000
	At or above do.	... ..	5,600
Do. 2.	Under limit of 92½	... ..	1,000
	At or above do.	... ..	2,500
Do. 3.	Under limit of 91	... ..	5,000
	At or above do.	... ..	24,600
Total delivered			£32,700

NEW SOUTH WALES GOVERNMENT LOAN.

THE Oriental Bank Corporation, as Agents for the Government of New South Wales, are instructed to offer for disposal, by tender, the following short-dated five per cent. Debenture Bonds.

These Bonds are a charge on the Consolidated Revenue of the Colony of New South Wales, and are issued under Acts of the Colonial Legislature, copies of which, as also of the Bonds, can be seen at the offices of the Corporation.

The interest, at five per cent. per annum, will be payable by Coupons half-yearly, on 1st January and 1st July, either in London or Sydney at the option of the bondholders; and the same option will also apply to the repayment of the Debentures when due.

The Bonds now offered are authorized by Acts 29 Vic., Nos. 4 and 5, in amounts of £1,000, £500, and £100 each; bearing interest from 1st January, 1866, and repayable as follows:—

£100,000 on 31st December, 1868	} Series No. 1.
100,000 " " 1869	
100,000 " " 1870	
60,000 " " 1871	} Series No. 2.
90,000 " " 1872	
100,000 " " 1873	} Series No. 3.
100,000 " " 1874	
50,000 on 1st June, 1875	

Tenders,

Tenders, on the annexed form, addressed to the Oriental Bank Corporation, endorsed "Tenders for New South Wales Loan," accompanied by a deposit of five per cent. on the amount applied for, will be received at the Corporation's Offices, up to Two o'clock precisely, on Monday, the 5th March next, when they will opened in the presence of those interested who may please to attend, and the Bonds will be allotted to the highest bidders whose offers are equal to, or exceed the price named for each series in a sealed paper, to be placed on the table before the tenders are opened.

Should there be equal tenders for a larger amount than there are bonds to be issued, a *pro rata* allotment will be made; and tenders at a price including any fraction of a shilling, other than sixpence, will not be accepted.

The Debentures will be delivered to the owners on the 19th March next, when payment of the Balance due will be required.

Oriental Bank Corporation,
Threadneedle-street, London,
22nd February, 1866.

No.

Tender for Debenture Bonds.

NEW SOUTH WALES GOVERNMENT LOAN.

Authorized by Acts 29 Vic. 4 & 5.

To the Oriental Bank Corporation,
Agents for the New South Wales Government.

hereby tender for the following portion of the above Loan, subject to the conditions contained in your advertisement of 22nd February, 1866, viz:—

Debentures, Series No.* , to the extent of £ , for which have paid your Corporation a deposit of £ and undertake to pay the balance at the rate of £ sterling for every £100 in Debentures on the 19th March next.

Name
Profession or occupation
Address
Date

* Each tender must specify the Series applied for, and tenders for more than one Series must be made on separate forms.

Forms of tender may be had of the Brokers, Messrs. Steer, Cuerton, & Lawford, 51, Threadneedle-street, and Messrs. J. & A. Scrimgeour, 18, Old Broad-street.

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	739,500	0	0	Balance of Account ...	Cr.	1,577,700	0	0
Drafts on Union Bank ...					Bills for collection ...				
Drafts on Bank of England ...					Transfer Drafts for do. ...				
Drafts on Chief Manager ...					Debentures unsold ...				
Transfer Drafts on do. ...									
Bullion ...									
Credits outstanding ...		183,400	0	0					
Balance ...	Cr.	654,800	0	0	Balance ...	Dr.			
		£ 1,577,700	0	0			£ 1,577,700	0	0

Oriental Bank Corporation,
London, 26 March, 1866.
E.E.

J. MACNAB,
Chief Accountant.

No. 58.

At a personal interview with the Manager of the Oriental Bank, on 23rd May, 1866, the Treasurer read the following Memorandum, the substance of which he requested Mr. Murray to communicate, by the outgoing mail, to his London Office:—

MINUTE.

THE Government have decided to adopt the suggestions of the Oriental Bank, London, contained in their letter to the local Manager, dated 26th March last, as to the cancellation of the Debentures issued under Loan Acts Nos. 4 and 5, of 29 Victoria, and their replacement by a new issue, having ten years currency, with coupons attached, and containing a provision to pay off £100,000 annually, by drawings,—and in the conditions of tender, to allow credit to purchasers, *i.e.*, by inviting subscriptions, payable by instalment, extending over a certain number of months. The Government, therefore, wish all operations on the Loans under the Acts referred to, to cease, and by the next mail will forward to the Bank the new issue in lieu of the present Bonds, which will then be returned. It is also considered desirable that the Bank should without delay place the long-dated Debentures on the market by tender—and the Government do not object to a private minimum of 80.

G.E.—23/5/66.

No. 59.

No. 59.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 May, 1866.

SIR,

Referring to the verbal arrangement entered into yesterday, I am directed to forward, for transmission to the Oriental Bank Corporation, London, the undermentioned New South Wales Government Debentures, viz. :-

Issue under 27 Vic., No. 14,—

Series G 2 of £500 each, Nos. 5,152 @ 5,331 = 180 = £90,000

Series H 2 of £1,000 each, Nos. 309 @ 318 = 10 = £10,000

In all.....190 = £100,000

These Debentures being dated the 1st April, 1865, there will be, on arrival at their destination, three half-years' coupons in excess of those which are required; but as there is no time for detaching these coupons before the despatch of the Debentures from Sydney, I shall thank you to advise your London Manager accordingly, and request that he will have the goodness to provide for the coupons in question being cut off before the issue of the Debentures.

I have, &c.,
HENRY LANE.

No. 60.

Oriental Bank Corporation,
Sydney, 23 May, 1866.

RECEIVED from the Honorable the Colonial Treasurer, for transmission to London by outgoing mail steamer, the undermentioned New South Wales Government Debentures:—

Series G 2. Nos. 5,152 to 5,331=180, each £500 £90,000

„ H 2. „ 309 „ 318= 10, „ £1,000 10,000

£100,000

CHAS. J. HEPBURN.
(For the Manager.)

No. 61.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 May, 1866.

SIR,

I have the honor to forward herewith the usual monthly lists of—

In duplicate.

- 1. Debentures
 - 2. Treasury Bills
- } stamped "Interest payable in London."

I have, &c.,
HENRY LANE.

No. 62.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE ACTING MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
25 May, 1866.

SIR,

With reference to your letter of the 18th instant, enclosing copy of the Government Account received by the last mail from the Oriental Bank Corporation, London, I do myself the honor to point out two small overcharges which have, in the course

ORIENTAL BANK CORPORATION.

[Enclosure in the foregoing.]

MEMORANDUM of Outstanding Credits with the Oriental Bank on account of the Government of New South Wales, as shown by the Corporation Books, dated London, 26th April, 1866.

No.	In favour of.	Amount Outstanding.	Total.
		£ s. d.	£ s. d.
15/24	O. B. C.	1,500 0 0	
25	do.	1,420 0 0	
26	do.	2,115 0 0	
			5,035 0 0
12/25	Henry Parkes	150 0 0	
15/17	Land Emigration Commissioners	10,000 0 0	
6	H. M. Treasury	7,636 16 7	
			17,786 16 7
12/11	Edwd. Hamilton	50 0 0	
17	Do.	50 0 0	
18	Do.	100 0 0	
39	Do.	65 0 0	
40	Do.	65 0 0	
42	Do.	21 0 0	
45	Do.	26 13 4	
13/ 3	Do.	30 18 4	
4	Do.	37 4 0	
6	Do.	182 7 5	
7	Do.	173 19 9	
11	Do.	20 1 3	
13	Do.	25 0 0	
22	Do.	5 14 0	
29	Do.	363 5 10	
34	Do.	24 8 11	
38	Do.	37 14 3	
33	Do.	11 18 2	
41	Do.	4 0 5	
43	Do.	20,000 0 0	
14/ 7	Do.	49 16 6	
12	Do.	2,638 2 10	
16	Do.	2 8 1	
23	Do.	96 0 0	
15/ 2	W. C. Mayne	14 5 0	
8	Do.	117 11 3	
9	Do.	3 0 6	
10	Do.	7 2 6	
11	Do.	6 10 0	
19	Do.	99 0 10	
22	Do.	4,218 4 6	
28	Do.	65,000 0 0	
29	Do.	32,000 0 0	
30	Do.	28 0 0	
36	Do.	50 0 0	
			125,624 7 8
			£148,446 4 3

No. 64.

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

	£	s.	d.		£	s.	d.
Balance of Accounts ... Dr.	715,000	0	0	Balance of Account ... Cr.			
Drafts on Union Bank				Bills for collection			
Drafts on Bank of England				Transfer Drafts for collection ..			
Drafts on Chief Manager				Debentures unsold	1,567,800	0	0
Transfer Drafts on do.							
Bullion							
Credits outstanding	125,600	0	0				
Balance Cr.	727,200	0	0	Balance Dr.			
	£ 1,567,800	0	0		£ 1,567,800	0	0

Oriental Bank Corporation,
London, 26 April, 1866.
E.E.

J. MACNAB,
Chief Accountant.

No. 65.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 June, 1866.

SIR,

I have the honor to enclose a certificate in connection with the Pension to the widow of the late Mr. Justice Wise, together with a Bill of Exchange for £150, in favor of the Oriental Bank Corporation, London, to enable the Manager to pay Mrs. Wise her pension in England.

I have, &c.,
HENRY LANE.

No. 66.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 June, 1866.

SIR,

With reference to your letter of the 19th May last, notifying the failure of your Bank to dispose of the Debentures for £700,000, issued under 29 Vict., Nos. 4 and 5, and suggesting the replacement of the Loan on the London market, by Debentures of a more attractive form,—I am directed to inform you that the subject has had the consideration of the Treasurer.

The cause of failure, and the suggestions of the Bank, are given in your letter of the 19th May.

They are as follows, viz. :—

“ We advised you by telegraph that our endeavours to place the short-dated Debentures have been unsuccessful, and it becomes necessary now to discuss such of the causes of failure as the Government have the power to remove, with a view to a more satisfactory result.

“ The amount of Debentures placed was only £32,700, as per memo. enclosed, the entire amount applied for at any price having been £58,700.

“ From this it would appear that the Loan was entirely unpopular; and, although a certain adverse effect was no doubt produced by the state of our money market, and by the advertisement of the Chilean and New Zealand Loans immediately after ours, yet we cannot but admit that the principal reason for our failure was the unmarketable form of the Bonds.

“ We enclose a copy of our advertisement (one was sent you last mail), and would say that, in consultation with the brokers, the minimum prices for Series Nos. 1, 2, and 3, were fixed at 95, 92½, and 91, respectively, for £100 Debentures. We need not now, however, discuss the propriety of these prices, as the small amount of Bonds applied for at all shews that this had nothing to do with the want of success.

“ A person unacquainted with the preferences and prejudices of the Stock Exchange would naturally suppose that a loan investment, issued at a discount, and of which more than a tenth part was to be paid off every year, could not fail to be attractive; and there is no doubt but the principle of a sinking fund, properly applied, does make an investment popular; but in this case the Bonds were all of different terms, and there was not an amount sufficient of each term to make a market, so the dealers would not touch the Bonds, not one of those who have done so largely in New South Wales securities having applied.

“ What we would now recommend the Treasurer to do is, to issue, under the Acts Nos. 4 and 5 of Vict. 29, £850,000 of Bonds, all falling due within ten years, as provided by these Acts with coupons attached to each for the whole period, and forward these securities to us in exchange for those we now hold; at the same time giving us authority to invite subscriptions for the Bonds, payable by instalments extending over a certain number of months, and authority also to pay off £100,000 per annum, or thereabouts, on the 31st December in each year, commencing in 1867, such payments to be determined by drawings. This introduces a speculative element, and we are advised that such a concession would fully command its value on the Stock Exchange, and tend greatly to make the Loan successful.”

I have now to inform you that the Government have decided that the suggestions of your Bank be carried out, and the Treasurer accordingly hands you, herewith, the following Debentures, viz. :—

Series S2, of £100 each,	Nos. 21,436 to 23,185 = 1,750	= £175,000
“ T2, of £500	“ Nos. 6,922 to 7,321 = 400	= 200,000
“ U2, of £1,000	“ Nos. 443 to 492 = 50	= 50,000
		<u>£425,000</u>

being moieties of the Loans authorized by the Acts 29 Vict., Nos. 4 and 5, above recited; the remainders to be sent by the next mail.

On receipt in London of the Debentures now handed to you, your Bank will obliterate the signatures of the Governor and the Treasurer on the face of each Debenture, as originally issued under the said Acts, and then in hand as unsold, and will return the whole to this office without delay.

Certified copies
herewith.

The

ORIENTAL BANK CORPORATION.

29

The Government, as requested, fully authorize you to invite subscriptions for the new Debentures, payable by instalments, extending over a term to be regulated at the discretion of your London Office.

They also request that these Debentures be disposed of by your Bank, at their current market value, without delay.

I have, &c.,
HENRY LANE.

No. 67.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.
Oriental Bank Corporation,
Sydney, 23rd June, 1866.

SIR,

I have to acknowledge your letter of 22nd instant, enclosing £425,000 of Debentures, and giving sundry instructions in connexion with disposal thereof, copy of which I have transmitted by the outgoing Mail to our Chief Manager in London, for his guidance and information.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing]

Oriental Bank Corporation,
Sydney, 22 June, 1866.

RECEIVED from the Honorable the Colonial Treasurer, for transmission to London by outgoing Mail steamer, the undermentioned New South Wales Government Debentures:—

Series S 2.	No. 21,436 @	23,185	1750 at	£100	£175,000
" T 2.	" 6,922 @	7,321	400 at	£500	£200,000
" U 2.	" 443 @	492	50 at	£1,000	£50,000
					£425,000

CHARLES J. HEPBURN,
For the Manager.

No. 68.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 June, 1866.

SIR,

I have the honor to enclose herewith the usual monthly lists of—
(1.) Debentures, stamped "Interest payable in London."
(2.) Treasury Bills, stamped "Interest payable in London."

In duplicate.

I have, &c.,
HENRY LANE.

No. 69.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 17 July, 1866.

SIR,

By the mail just to hand we have received advices from our London Office to 26th May, on matters connected with the Government Financial Agency.

The undermentioned coupons detached from Debentures sold, are enclosed.

Series M2, No.	20,082 @	20,174,	£2 10s. each.	143	due 1 January, 1866
" "	" 20,432 @	20,499,	"	68	"
" J2,	" 17,232 @	17,241,	"	10	"
" "	" 17,632 @	17,667,	"	36	"
" "	" 18,932 @	18,946,	"	15	"
" K2,	" 5,872 @	5,873, £12 10s.	"	2	"
" "	" 6,172 @	6,173,	"	2	"
" N2,	" 6,572 @	6,576,	"	5	"
" O2,	" 389 @	£25	"	1	"
" A2,	" 12,005 @	12,048, £2 10s.	"	44	" 1 January, 1865.
" "	" "	" "	"	"	" 1 July, 1865.
" "	" "	" "	"	"	" 1 January, 1865!
" B2,	" 4,613 to	4,623, £12 10s.	"	11	" Referring

Referring to your letter S 82, of 19th March, prior to receipt of advice of your instructions, our Head Office had paid Col. Ward his half-salary to 15th March, at the old rate. We leave you there to adjust the matter.

Herewith I hand you sundry shipping documents,—

		£	s.	d.	
Inv. and B. L., per	"Indemnity" Rifles ...	79	16	11	L.C. 15/19.
"	" " "Burmah" Chairs ...	853	0	0	" 28.
"	" " "Annie Archbell" " ...	602	8	3	"
"	" " "Harvest Home" " ...	79	15	4	"
"	" " "Canaan" " ...	497	15	4	"
"	" " "Woolloomooloo" " ...	523	2	10	"
"	" " "Beemah" " ...	194	3	4	"
"	" " "Harvest Home" Fish plates	419	9	4	"
"	" " "Dundonald" Rails ...	498	11	10	"
"	" " "Rifleman" Fish plates ...	616	15	9	"
Freight	" " "Kestrel" Fish plates ...	139	0	0	L.C. 15/28.
"	" " "Joshua" " ...	115	0	7	"
"	" " "Glengairn" " ...	67	2	7	"
"	" " "Lady Octavia" ...	£114	0	11	
"	" " " " ...	£103	13	4	
		217	14	3	"
W. L. Merry, & Co., receipt	Railway account ...	4	4	9	"
Pacific Insurance Co. Receipt	... ..	109	16	0	L.C. 15/22.
"	... ..	30	18	11	L.C. 28.
Royal Exchange.	... ..	25	6	0	"
"	... ..	35	19	3	} Petty charges.
W. L. Merry & Co. Invoice on account	General Service	25	16	5	
Inv. and B.L., per	"Rifleman" Chairs ...	180	15	10	L.C. 15/28.
Memo. of	£69 12s. 11d. recovered on Railway account, and passed to credit of the Government, 15th May.				

I also enclose continuation of account in duplicate to 26th May, balanced by £735,336 15s. 9d. at the debit of the Government.

I am, &c.,
S. MURRAY,
Manager.

No. 70.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 18 July, 1866.

SIR,

I subjoin extract from letter received from our Head Office in London, dated 26th May last.

"Since our last advices, the state of our money market has been such that no Debentures have been sold, nor do we suppose any colonial securities have been dealt in during the last fortnight, unless under very exceptional circumstances, and at extremely reduced rates. One transaction of this description we have heard spoken of, and we believe it to have taken place, viz., the sale of £300,000 New Zealand 5 per cent. Debentures at 60. The Bonds are said to have been in the hands of a Finance Company, with whom they were originally placed at 80, and whose necessities compelled it to realize.

"We are very glad to hear that the Legislature are giving attention to the redemption of its debt—a course of proceeding which will unquestionably give confidence in this country.

"We have received the remittance of £150,000, with the letter from the Colonial Treasurer respecting its disposal, which has our best attention; and we observe the reason you give for having in this instance divided the remittance with the Bank of New South Wales."

Usual monthly Memorandum shewing the state of the Government Account with this Corporation in London, as on 26th May last, is herein enclosed.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	727,300	0	0	Balance of Account ...	Cr.			
Drafts on Union Bank ...					Bills for collection ...				
Drafts on Bank of England ...					Transfer Drafts for collection ...				
Drafts on Chief Manager ...					Debentures unsold ...		1,567,800	0	0
Transfer Drafts on do. ...									
Bullion ...									
Credits outstanding ...		94,300	0	0	Balance ...	Dr.			
Balance ...	Cr.	746,200	0	0					
		£ 1,567,800 0 0					£ 1,567,800 0 0		

Oriental Bank Corporation,
London, 26 May, 1866.

J. MACNAB,
Chief Accountant.

E.E.

No. 71.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 July, 1866.

SIR,

I have the honor to request that you will be good enough to communicate with your London Office by the ensuing mail, for the purpose of obtaining particulars of the £32,700 Debentures sold on the 26th March last, out of the £700,000 issued under the Acts 29 Vic., Nos. 4 and 5.

The information required is, the denomination and number of the Bonds, and the prices.

I have, &c.,
HENRY LANE.

No. 72.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 July, 1866.

SIR,

Referring to my letter of the 22nd ultimo, No. S. 176, wherein I forwarded to you New South Wales Government Debentures amounting to £425,000, being moieties of the Loans authorized by the Acts 29 Vic., Nos. 4 and 5, I have now the honor, by direction of the Treasurer, to transmit the following Debentures, being the second moieties of the Loans in question, viz. :—

Series S 2 of £100 each, Nos. 23,186 @ 24,935 = 1,750 = £175,000
 Series T 2 of £500 each, Nos. 7,322 @ 7,721 = 400 = 200,000
 Series U 2 of £1,000 each, Nos. 493 @ 542 = 50 = 50,000

2,200 = £425,000

I have, &c.,
HENRY LANE.

No. 73.

Oriental Bank Corporation,
Sydney, 23 July, 1866.

RECEIVED from the Honorable the Colonial Treasurer, for transmission to London by outgoing Mail-steamer, the undermentioned New South Wales Government Debentures.

Series S 2. No. 23,186 @ 24,935 1,750 at £ 100 £175,000
 " T 2. " 7,322 @ 7,721 400 at £ 500 £200,000
 " U 2. " 493 @ 542 50 at £1,000 £ 50,000
 £425,000

S. MURRAY,
Manager.

No. 74.

With regard to items 4 and 5—commissions charged on account of pensions paid,—this is in accordance with the general terms on which the account was to be conducted, though omitted to be specially mentioned in Mr. Murray's letter of 26th September, 1865, and we therefore think they ought to stand.

Hitherto we have passed the amounts paid for interest to the debit of the General Account weekly or monthly, for the purpose of shewing the actual cash balance by each mail, as well as to adjust the interest equitably; but we shall be glad to conform with the wishes of the Government, by keeping separate accounts for Interest paid on Debentures and Treasury Bills, charging the gross amount to the General Account each half-year, and forwarding copies of such separate accounts half-yearly.

We shall also, in future, furnish statement of Interest Account as requested, and trust to be able to avoid such inaccuracies as we are now pointed out, and which we much regret.

I enclose continuation of Account to 26th June, shewing balance of £752,744 15s. 6d. at the debit of the Government.

I am, &c.,
S. MURRAY,
Manager.

No. 79.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.
Oriental Bank Corporation,
Sydney, 17 August, 1866.

SIR,

For your information, I beg to hand you the following extract from a letter received yesterday from our Head Office in London, bearing date 26th June last.

"The exceptional state of the money market for the last two months has effectually prevented our attempting any operations in Debentures, and this inactivity will no doubt be forced on us for some time yet—certainly until we receive the letters of which your message is a forerunner; but we cannot but express the expectation that when the present high rates shall have passed away, and a more moderate price of money is established in London, we may see Indian and Colonial debentures in better request, in consequence of money which distrust is now withdrawing from bank and other shares, being invested therein. You may assure the Government that when their advices are fully made known to us they shall receive our usual best attention.

"In accordance with instructions formerly conveyed to us, we intend, on the 30th instant, paying the Bank of New South Wales the balance due to them by the Government, or rather, I should say, an approximate amount of £50,000, leaving the account to be closed in Sydney. This will remove us from the discussion of questions about interest, commission, &c., and the Bank have agreed to refund any money we may over-pay them."

We think you will consider the foregoing highly satisfactory, not only as shewing the strong position maintained by this Corporation during the late severe and unexampled panic in London, but as exhibiting a continued desire on the part of our Directors to carry out the wishes of the Government, as expressed in your letter of 20th October, 1865. It is also a matter of congratulation that, whilst the Debentures of other Colonies passed into the hands of Financial Companies, and were disposed of at a ruinous sacrifice, those of the New South Wales Government are held in reserve until such time as the state of the London money market will allow of their being placed at a fair figure; and you will observe by the above extract, there is reason to suppose the time may not be far distant when Colonial Loans may find more favour in the eyes of English capitalists.

Usual monthly Memorandum shewing the state of the Government account with this Corporation, in England, as on 26th June last, is herein enclosed.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account	Dr.	745,100	0	0	Balance of Account	Cr.	.....	.....	.....
Drafts on Union Bank	...	.....	.....	.....	Bills for collection	...	.....	.....	.....
Drafts on Bank of England	...	.....	.....	.....	Transfer Drafts for do.	...	.....	.....	.....
Drafts on Chief Manager	...	.....	.....	.....	Debentures unsold	...	1,567,800	0	0
Transfer Drafts on do.	...	.....	.....	.....	
Bullion	...	.....	.....	.....	
Credits outstanding	...	81,000	0	0	Balance	Dr.	.....	.....	.....
Balance	Cr.	741,700	0	0					
		£ 1,567,800	0	0			£ 1,567,800	0	0

Oriental Bank Corporation,
London, 26 June, 1866.
E.E.

J. MACNAB,
Chief Accountant.

ORIENTAL BANK CORPORATION.

35

No. 80.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 August, 1866.

SIR,

Referring to your letter of the 18th June last, enclosing a detailed memo. of the outstanding credits, as shewn by the books of your Head Office on the 26th April, 1866, I am now directed to inform you, that all the credits in the name of Mr. Edward Hamilton, late Colonial Agent, as therein enumerated, may be cancelled, with the exception of L. C. 13/43 for £20,000, which you will have the goodness to request your London Manager to transfer to the credit of the present Agent, Captain Mayne.

The following balances of letters of credit, in favour of the individuals mentioned in connection therewith, may also be cancelled, viz. :—

		£	s.	d.
12/25.	Henry Parkes	150	0	0
15/2.	W. C. Mayne	14	5	0
15/9.	Do.	3	0	6
15/11.	Do.	6	10	0
15/23.	Do. (whole credit)	7	0	0
15/34.	Manager of the Oriental Bank, London— Galloway's pension	71	19	11

I am also directed to point out that, on the 26th April last, the credit in favour of the Land and Emigration Commissioners under L. C. 15/17, was £15,000, and not £10,000, as shewn in the memo. above referred to.

I have, &c.,

HENRY LANE.

No. 81.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 August, 1866.

SIR,

Referring to your letter of the 17th instant, enclosing General Account to 26th June, in duplicate, together with sundry shipping documents,—wherein you also give extracts from your London advices having reference to my communication of the 17th April last, enclosing a memorandum from the Treasury Accountant,—I am directed to inform you, that the remarks of the Accountant, judging from the extracts given relative to the payment of Interest on Debentures and Treasury Bills, have been misunderstood. His remarks on this subject were to the effect that separate accounts of these payments should be kept by your Head Office, but that the gross amounts paid for each half-year should be charged in the General Account before closing the monthly accounts for transmission to Sydney; thus—

Interest on Debentures paid from 27th August to 26th September, viz. :—

Due 1st January, 1865	£
1st July, 1865	...
1st January, 1866	...
1st July, 1866	...

Interest on Treasury Bills paid from 27th August to 26th September :—

Due 1st January, 1866	£
1st July, 1866	...

I have, &c.,

HENRY LANE.

No. 82.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 August, 1866.

SIR,

I have the honor to enclose the usual monthly lists of—

1. Debentures, stamped "Interest payable in London."
2. Treasury Bills, stamped "Interest payable in London."

In duplicate.

I have, &c.,

HENRY LANE.

No. 83.

No. 83.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 3 September, 1866.

SIR,

I beg to hand you herewith—

Bill of lading and invoice for rails per "Racehorse," under L.C. 15/29,
£1,838 Os. 11d., and freight note per "Flechers" £67 Os. 6d. received per Panama
mail.

I am, &c.,

S. MURRAY,
Manager.

No. 84.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 3 September, 1866.

SIR,

By the English mail that arrived *via* Panama on 1st instant, we received
advice from our Head Office in London, under date 30th June, of their having that day
paid to the Bank of New South Wales the sum of £39,807 3s. 7d., and received from
them £50,000 of Debentures remaining in their hands. A further sum of £9,630 8s. 3d.
was paid to them for interest due 1st July, as requested in your letter of 21st March
last. After making the above payments, your debtor balance stood in our London
books about £830,000.

I have also to bring to your notice that, by a Stamp Act recently passed in
England, all Colonial Debentures received for sale or negotiated in that country must
bear a stamp, to be impressed within two months after the arrival of the Bonds, or twelve
months after their date. Our Directors in London were therefore under the necessity
of having the £570,000, dated April, 1865, stamped, and the cost thereof, £712 10s.
(with £1 19s. 3d. for cab hire and postages, affidavit, &c.), has been charged to your
account.

I am, &c.,

S. MURRAY,
Manager.

No. 85.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
13 September, 1866.

SIR,

The Auditor General having applied for particulars of the sum of
£6 17s. 4d., charged by the Oriental Bank Corporation as Interest on Treasury Bills,
18th July to 31st December, 1864, for which no vouchers appear to have been furnished,
I have the honor to request that you will be good enough to apply to your Head Office,
by the ensuing mail, for the necessary particulars and vouchers.

I have, &c.,

HENRY LANE.

No. 86.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL
TREASURER.

Oriental Bank Corporation,
Sydney, 14 September, 1866.

SIR,

I beg to communicate, for your information, the following extract from a
letter from our Head Office in London, dated 26th July last.

"I am very glad that any suggestions in our power to offer the Government have
been acceptable to them; and we note with satisfaction the changes it is proposed to
make in the terms of issue of the short Bonds, and which we think ought to prove
effectual in placing them. The desire of the Government that we should bring forward
the

the Bonds authorized by 27 Vict., No. 14, has our best attention. We quite agree in thinking this should be done as early as possible, and we will lose no time in attempting the operation, as soon as the money market admits of our doing so with any prospect of success."

Our advices under the same date also instruct us to communicate with you, to provide for the half-yearly interest due 1st January next, on Debentures and Treasury Bills, as our Directors express themselves averse to make further advances to meet this payment; and a remittance not having yet been made, we should be obliged by your giving your early attention to the subject, in order that we may be in a position to meet their wishes by the outgoing mail.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

GOVERNMENT of New South Wales. No. 1 Account. Memo. of Account with Head Office.

			£	s.	d.				£	s.	d.	
Balance of Account	Dr.		841,000	0	0	Balance of Account	Cr.					
Drafts on Union Bank						Bills for collection						
Drafts on Bank of England						Transfer Drafts for do.						
Drafts on Chief Manager						Debentures unsold			1,667,800	0	0	
Transfer Drafts on do.						Govt. of N. S. Wales, No. 2						
Bullion						Account £34,000	Cr.					
Credits outstanding			62,300	0	0	Balance	Dr.					
Balance	Cr.		764,500	0	0							
			£	1,667,800	0	0			£	1,667,800	0	0

Oriental Bank Corporation,
London, 26 July, 1866.

J. MACNAB,
Chief Accountant.

No. 87.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 15 September, 1866.

SIR,
I beg to hand you herewith sundry documents received per mail steamer "Madras":—

	£	s.	d.	
Inv. and B.L., Railway chairs, per "Empress".....	452	7	1	L.C. 16/29
" Elm keys "Toftcombs" ...	341	17	0	"
" Rails and plates "Longwood" ...	2,462	9	5	"
" Eidographs "Delawar".....	21	11	0	" 30
Freight note per "Rifleman" ...	£69	18	5	
" " 50 4 6				
" " 121 9 0				
" "Longwood" ...	512	13	10	" 29
" "Ben Lomond" ...£116 5 9				
" " 39 6 10				
" " 113 15 9				
" "Harlaw" ...	230	12	6	"
" "Annie Archbell" £102 16 5				
" " 233 0 2				
Pacific Insurance Company's receipt ...	86	10	8	"
Royal Exchange Assurance Company's receipt ...	5	1	3	"

I also enclose copy of Account of the Government with our Head Office, No. 1, balanced by £837,749 2s. 8d. Dr., and No. 2 by £33,979 11s. 5d. Cr.

Also, Interest Statement for the half-year ending 30th June, amounting to £33,117 8s. 9d.

I am, &c.,
S. MURRAY,
Manager.

No. 88.

No. 88.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL
TREASURER.

Oriental Bank Corporation,
London, E.C., 26 July, 1866.

SIR,

We have much pleasure in advising the safe receipt of box of Debentures, despatched from Sydney 23rd May. The Debentures, consisting of Series G 2, 180 Bonds of £500 each, and H 2, 10 Bonds of £1,000,—total, £100,000—under Act 27 Vic., No. 14, have been counted, and found correct.

I have, &c.,
R. V. DUNLOP.
(*Pro* Chief Manager.)

No. 89.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 September, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge your letter of the 14th instant; and, in reply to that portion which states that you are instructed to communicate with the Government, to provide for the half-yearly interest due the 1st January next, on Debentures and Treasury Bills, which your London Directors express themselves averse to advance, I am to inform you that the following arrangements are proposed for such payment, in which I am to invite your concurrence:—

The Treasurer undertakes—

- 1st. To hand to you, in time to remit by next month's mail to London, a bill of exchange, drawn by the Bank of New South Wales on their London Office, for £50,000, to mature on the 28th December next, and,—
- 2nd. To pay to you, on or before the 31st December next, the sum of £100,000: You, on the other hand, undertaking—
 - 1st. That your London Office, in consideration of the provision so to be made, shall pay the interest due in London on the Debentures and Treasury Bills, on the 1st January, 1867, and—
 - 2nd. That so soon as Debentures are sold by your London Office to the extent of £150,000, that sum shall be placed by you at the disposal of the Government here, in a way to suit our mutual convenience, without reference to the state of the London Account.

I am further to inform you—in respect to the large value of Debentures held by your London Office at the date of their latest advices—that it appears to the Government, in view of the high rate of interest payable on your London advance, and having regard to the imperative necessity of the cost of Public Works being defrayed from the source which Parliament has provided for the purpose, that it would be desirable to place the whole of the Debentures in your hands upon the London market, at a price even below that recently communicated to you. Under any circumstances, it would meet with the approval of the Government, if, in the exercise of the power contained in the subsisting agreement, your London Office realized, without further delay, sufficient debentures to cover their cash advance, without reference to the price obtainable for the same.

I have to request an acknowledgment of this communication before the departure of the out-going English mail.

I have, &c.,
HENRY LANE.

No. 90.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 22 September, 1866.

SIR,

I am in receipt of your letter (S 252) of this date, notifying the arrangements proposed for meeting the interest due in London on 1st January next, and requesting
we

we should undertake that our London Office will pay the same; also, expressing the wishes of the Government in connection with the disposal of the debentures, which shall be duly communicated to our Head Office by the outgoing mail.

I reply, I have only to state that, on completion of the arrangements as therein specified, I shall be prepared to comply with your request.

I am, &c.,
S. MURRAY,
Manager.

No. 91.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 September, 1866.

SIR,

I have the honor to enclose the usual Monthly Lists of—

- | | |
|-------------------|---|
| 1. Debentures | } stamped "Interest payable in London." |
| 2. Treasury Bills | |

In duplicate.

I have, &c.,
HENRY LANE.

No. 92.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK
CORPORATION, SYDNEY.

The Treasury, New South Wales,
24 September, 1866.

SIR,

I have the honor to enclose Bill of Exchange on the Oriental Bank Corporation, London, for the sum of £245 5s. 3d., to enable your London Office to pay Mr. T. K. Abbott's pension, from 1st September, 1866, to 31st March, 1867.

I have, &c.,
HENRY LANE.

No. 93.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK
CORPORATION, SYDNEY.

The Treasury, New South Wales,
26 September, 1866.

SIR,

Under the arrangements specified in my letter of the 22nd instant, I am directed by the Honorable the Treasurer to enclose to you a copy of a communication, addressed to him under this day's date, by the Bank of New South Wales, by which you will perceive that their draft for £50,000 will be handed to the Treasurer before the departure of the next overland mail, and which he undertakes to pass on to you, when received, in terms of said letter of 22nd instant.

I have, &c.,
HENRY LANE.

[Enclosure in the foregoing.]

The General Manager, Bank of New South Wales, Sydney, to The Colonial Treasurer.

Bank of New South Wales,
Sydney, 26 September, 1866.

Sir,

As arranged, we shall be prepared to hand you, before departure of the next overland mail, our drafts on London for £50,000 (fifty thousand pounds), payable there on the 28th December, as part provision for your interest falling due on 1st January next.

I have, &c.,
CHAS. M. PALMER.
(For the General Manager.)

No. 94.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	855,600	0	0	Balance of Account ...	Cr.	.....	.....	.....
Drafts on Union Bank ...	.....	.....	.....	.....	Bills for Collection ...	.....	.....	.....	.....
Drafts on Bank of England ...	.....	.....	.....	.....	Transfer Drafts for Collection...	.....	.....	.....	.....
Drafts on Chief Manager	.....	.....	.....	.....	Debentures unsold ...	.....	1,822,100	0	0
Transfer Drafts on do.	.....	.....	.....	.....		
Bullion ...	.....	.....	.....	.....		
Credits Outstanding ...	.....	47,100	0	0					
No. 2 Account Cr.. £29,100	.....	.....	.....	.....		
Balance	Cr.	919,400	0	0	Balance	Dr.	.....	.....	.....
		£	1,822,100	0	0		£	1,822,100	0	0

Oriental Bank Corporation,
London, 27 August, 1866.
E.E.

J. MACNAB,
Chief Accountant.

No. 98.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

[Urgent.]

The Treasury, New South Wales,
19 October, 1866.

SIR,

I am directed to request that you will have the goodness to furnish the Honorable the Treasurer with an approximate statement of the position of the London Account, after crediting all the Debentures sold.

I have, &c.,
HENRY LANE.

No. 99.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 20 October, 1866.

SIR,

As requested in your letter S 271, I beg to enclose, for the information of the Honorable the Treasurer, an approximate statement of the Government account according to latest advices from London, shewing a balance at their debit of £150,000, exclusive of interest, &c., due on 1st January next.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

MEMO. of Government of New South Wales Account.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	856,000	0	0	Balance of Account ...	Cr.	.....	.....	.....
Credits Outstanding ...	.....	94,000	0	0	Debentures in London...	.....	.....	.....	.....
Credits issued this mail	.....	.....	.....	.....	Proceeds of £850,000 advised	.....	.....	.....	.....
					by telegram as sold at 95,					
					say net.		800,000	0	0	
Balance	Cr.	.....	.....	.....	Balance	Dr.*	150,000	0	0
		£	950,000	0	0		£	950,000	0	0

* Exclusive of Interest, &c., due in London, 1 January, 1867.

Oriental Bank Corporation,
Sydney, 20 October, 1866.
E.E.

CHAS. J. HEPBURN,
Accountant.

No. 100.

No. 100.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 October, 1866.

SIR,

In terms of my letter of the 22nd ultimo, I have the honor to enclose drafts on the Bank of New South Wales, London (Nos. A 33,930 to 33,934), for the aggregate sum of £50,000 (fifty thousand pounds), for transmission to your Head Office by the outgoing mail, in part payment of the interest due on Debentures and Treasury Bills, on the first January, 1867, and which, by arrangement with the Bank of New South Wales, are to be used for that special purpose.

With reference, however, to the second obligation undertaken by the Government, as specified in my said letter of 22nd ultimo, I am directed by the Honorable the Treasurer to state that, in view of the improved condition of the London Account, the Government now holds itself relieved from that obligation, viz.,—to provide the sum of £100,000 in this Colony, in repayment of a similar amount agreed to be advanced by you in London, towards meeting the balance of interest above mentioned.

I have, &c.,
HENRY LANE.

No. 101.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 October, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 16th instant, and to express to you the gratification which the Government experience on the successful issue of the negotiations for the sale of the short-dated Debentures.

Having regard to the instructions conveyed to you in my letter of the 22nd ultimo, as to the sale of Debentures to cover the overdraft, which is now satisfactorily accomplished, I am to state that the Government, more than ever impressed with the necessity for taking advantage of the favourable state of the money market to dispose of the whole of the long-dated Debentures now in the hands of your Corporation, are still of opinion that the realization of them should take place without delay; and, with every confidence in the exertions of your London Office to obtain higher rates, I am again to name 80 as a minimum price to which the Government would not object.

I have, &c.,
HENRY LANE.

No. 102.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

[Urgent.]

The Treasury, New South Wales,
23 October, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esq., for the sum of £12,500.

I have, &c.,
HENRY LANE.

No. 103.

No. 103.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 October, 1866.

SIR,

In duplicate.

I have the honor to enclose the usual monthly lists of—

1. Debentures.
2. Treasury Bills,—

Stamped—"Interest payable in London."

I have, &c.,
HENRY LANE.

No. 104.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 23 October, 1866.

SIR,

In terms of your letter S 280 of this date, I beg to hand you herewith a letter of credit on our London Office,—

No. N. S. W. G. 16/2.—W. C. Mayne, Esq., £12,500.

I am, &c.,
S. MURRAY,
Manager.

No. 105.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 October, 1866.

SIR,

Referring to my letter of the 22nd instant, transmitting to you Bills of Exchange on the London Branch of the Bank of New South Wales for the sum of £50,000, to meet in part the Interest on Debentures and Treasury Bills, &c., due in London, 1st January next, I now do myself the honor to hand you herewith the following documents relating to the payments then to be made:—

- Memorandum of payments to be made in London.
- Statement of Interest on Debentures due 1st January, 1867.
- Statement of Interest on Treasury Bills due do.
- Statement of Pensions, &c., payable for the periods between 1st January and 30th June, 1867.

It will be observed, by the Memorandum of payments to be made by your Head Office, that the sum of £9,630 8s. 3d. is payable to the London Branch of the Bank of New South Wales, to enable that institution to pay the usual half-yearly interest on Debentures due 1st January next.

The Bank of New South Wales in Sydney has been informed that, on application to your London Office, this sum will be paid.

A sum of £14,288 17s. 2d., for the conveyance of mails *via* Suez in 1866, is also included. You will, therefore, have the goodness to request your London Manager to pay over this sum, on or before the 31st December next, to the Lords Commissioners of Her Majesty's Treasury, obtaining their receipt for the same. By the outgoing mail, the Paymaster General will be advised that this sum is payable accordingly.

I am directed to request that you will instruct your London Manager to carry the £50,000 referred to above to the credit of the Government No. 2 Account, on which there was a cash balance of £28,911 17s. 10d. on the 24th August last, and that after paying Pensions, &c., due to 31st December next therefrom, the balance will be held available for Interest on Debentures due 1st January, 1867, only; the balance of such Interest and all the other payments to be made, included in the accompanying Memorandum, to form a charge on the General Account in the usual manner.

I have, &c.,
HENRY LANE.

[Memorandum

ORIENTAL BANK CORPORATION.

45

[Memorandum referred to in the foregoing.]

MEMORANDUM of Payments to be made in London by the Oriental Bank Corporation.

Treasury, New South Wales,
12 October, 1866.

Interest on Debentures due in London 1st Jan., 1867, as per statement of details herewith	£	s.	d.
	154,947	15	6
Less—Estimated sum not likely to be required, as it is probable that all the Debentures in the hands of the Bank, and included in the statement referred to, will not be sold before the close of the year	10,351	2	10
	144,596	12	8
Interest on Treasury Bills due the same date	4,374	0	0
Pensions, &c., due between 1st January and 30th June, 1867	2,948	3	1
	151,918	15	9
Deduct balance available from last remittance of £150,000, in consequence of the partial sale only of Debentures provided for in that remittance	25,838	1	2
Total amount required by the Oriental Bank	126,080	14	7
Add Interest on Debentures payable at the London Branch of the Bank of New South Wales, 1st January, 1867...	9,630	8	3
Imperial claim for conveyance of mails <i>via</i> Suez in 1866	14,288	17	2
Total	£150,000	0	0

JAMES THOMSON,
Accountant.

No. 106.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 25 October, 1866.

SIR,

I have to acknowledge the receipt of your letters S 277 and 278, of 22nd instant, and S 286, of 23rd idem, with their respective enclosures.

The drafts of Bank of New South Wales on their London Branch, representing £50,000, were duly forwarded by the mail that left yesterday to our Head Office, with copy of your instructions relative to disposal of the amount required on 1st January next.

Regarding your intimation, that in view of the improved condition of the London Account the Government holds itself relieved from the second obligation of the agreement specified in your letter of 22nd ultimo—to provide the sum of £100,000 in this Colony before close of current year towards meeting the amount required on 1st January next, I beg to inform you that, taking into consideration the fact of our advances to the Government being now within the limit of £250,000, after allowing for proceeds of short-dated Debentures advised by telegram as having been sold, we have no objection to accede to your wishes in the matter by considering that portion of the agreement as cancelled.

Your request that 80 shall be again fixed as the minimum price at which the Government would not object to hear of the long-dated Debentures being disposed of, has been duly conveyed to our Chief Manager, together with your wish that their realization should take place without delay. This, however, I fear, can scarcely be effected, as the Stock Exchange would not, we are of opinion, view with favor a second Loan of the same Colony, until a considerable interval shall have elapsed after the successful placing of the first.

I am, &c.,
S. MURRAY,
Manager.

No. 107.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.Oriental Bank Corporation,
Sydney, 14 November, 1866.

SIR,

By the mail just arrived, we have received advices from our London Office on matters connected with the Government Financial Agency.

Enclosed is a statement of particulars of the £32,700 Debentures sold on 26th March last, for which application was made in your letter S 191, of 19th July.

Sales of Debentures have been made as follows:—

Series A 2, No. 12,551 @ 12,565, 15 £100 each	} £4,000 @ 86
„ B 2, 4,715 @ 4,719, 5 £500 „	
	£3,440.

You

You will also find enclosed a packet of shipping documents handed to our Head Office in support of Capt. Mayne's cheques, which they have paid on account of the Government.

Also copies of account in continuation to 26th September, 1866, No. 1, balanced by Dr. £125,169 17s. 7d.; and No. 2 by £28,273 15s. 4d., Cr.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

DEBENTURES issued in London of the Loans authorized by Act 29, No. 4 and 5.

Series.	No.		Price.	Series.	No.		Price.
			£ s. d.				£ s. d.
I 2	17,232/241	10	95 0 0	K 2	5,872/3	2	95 0 0
£100	17,632/67	36	95 0 0	£500	6,172/3	2	92 10 0
	18,932/46	2	92 15 0	N 2	6,572/6	5	91 0 0
		13	92 10 0				
M 2	20,032/46	15	91 5 0			9	
	20,432/41	10	91 0 0				
	20,047/107	61	91 0 0	O 2			
	20,442/92	51	91 0 0	£1,000	389	1	91 0 0
	20,108/74	67	91 0 0				
	20,493/99	7	91 0 0				
		272		272	Bonds of £100...	...	27,200 0 0
				9	" 500...	...	4,500 0 0
				1	" 1,000...	...	1,000 0 0
							32,700 0 0

Oriental Bank Corporation,
London, 26 September, 1866.

JAMES MILNE.
(Pro Chief Accountant.)

No. 108.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 November, 1866.

SIR,

With reference to that portion of my letter of 16th October last, where we communicated the sale in London of the short-dated Bonds at 95, I have now to inform you, by advices just to hand, we learn with regret that 90 was the figure at which they were actually placed. This discrepancy has apparently arisen after despatch of the message from London, and prior to its receipt here, and although it is somewhat mortifying to find that the intelligence first received is not borne out by the facts of the case, yet the result of the sale will, on the whole, I trust, not be considered unsatisfactory by the Government. The small premium at which the Bonds have since been quoted on the Stock Exchange may also be considered undoubted evidence of their full value having been obtained.

Respecting the negotiation of the Loan, our Chief Manager writes as follows:—

" We have now to inform you that, in accordance with our previous advices and the expressed wish of the Government, we have brought forward the short-dated Debentures authorized by 29 Vic., Acts 4 and 5.

" The Bank of England having reduced their rate of interest at the end of last month to 6 per cent., and a general feeling of ease and confidence begun to manifest itself in consequence, we thought, and our brokers agreed with us, that the opportunity we had been waiting for had arrived.

" With other Debentures for disposal, it was of importance that we should avail ourselves of the earliest possible moment to place these Bonds; and knowing that several Colonial and Foreign Loans were contemplated, we considered it prudent to anticipate them, and trust for success to the prospects of the money market, rather than by waiting for its most favourable condition.

" In fixing the price of the new Loan, we naturally took as a basis the Bonds of 1871-6, the currency of which approximates most nearly to those we were considering. These at the time were quoted at 92, and we fixed the new issue at 90, with the discount and other conditions named in the prospectus.

" The Loan was announced on the morning of the 6th; and the Bank of England having reduced their rate the same day to 5 per cent., the increased feeling of ease and general improvement of prices rapidly filled our subscription list, and assured us a complete success. The whole amount of the Bonds were subscribed for at once, and the operation was carried out without affecting the existing Loans. Indeed, these latter falling due 1871-6, improved to 93, and the long-dated ones advanced to 86—prices which will bear favourable comparison with any of the other Australian Debentures; and the scrip of the new Loan is quoted at 1 per cent. premium, *i. e.*, 91. We hope to see prices generally, but this latter quotation especially, improved, so that the dealers in Colonial securities who have subscribed on speculation for the short Bonds, may be encouraged

encouraged to subscribe for the Loans we have yet to offer, by making a fair profit on their present venture.

"Since last advices, we have sold £10,000 of the Bonds issued under Vic. Act 25, No. 19, at 86, which we were induced to do to supply our dealers and prevent investors passing us by, on the supposition there were no long Bonds in the market.

"It will be in your recollection that £32,700 of the Bonds authorized by 29 Vic., Acts 4 and 5, were disposed of last Spring. To prevent misunderstanding, which might have attended an allusion to the matter in the prospectus, we thought it better to advertise the whole £850,000 of the Loan, and tender on behalf of the Government for the amount already issued. We now propose to communicate with the holders of the old Bonds, and endeavour to exchange the new ones with them; failing this, we will cancel the latter, and return them to Sydney.

"We will remit the old Bonds to Sydney, by the next mail *via* Southampton, addressed to the Treasurer. In the meantime, we have arranged to obtain a certificate by Captain Mayne, the Colonial Agent here, that he has seen and compared the cancelled Bonds, which may be satisfactory to the authorities."

You will observe by the copy of the account enclosed in my letter of 14th instant, that our London Office has given you credit for the whole proceeds of the Loan as if it had all been received. This has been done to keep the Government Interest Account right, and you will find it adjusted by a separate account to be sent you at close of the year.

I beg to draw your attention to a clerical error in your letter S 203, of 23rd July last, requesting our Head Office to pay off £100,000 annually, commencing 31st December, 1865, whereas the Bonds state the commencement to be in 1867, which is manifestly correct.

Usual Memorandum is enclosed, showing the account Dr. £125,000, with credits outstanding to extent of £46,300.

I am, &c.,
S. MURRAY,
Manager.

[Enclosures in the foregoing.]

NEW SOUTH WALES GOVERNMENT LOAN FOR £850,000.

1. To be issued in short-dated 5 per cent. Debenture Bonds, at the price of £90 for each £100.
2. The Bonds to bear interest at 5 per cent. per annum, from the 1st July, 1866, payable by coupons half-yearly in London.
3. The Bonds to be redeemed by annual drawings, to the extent of £100,000, commencing in December, 1867; and the entire Loan to be paid off by the 1st June, 1875.
4. The Oriental Bank Corporation, as Agents for the Government of New South Wales, are instructed to offer for disposal by tender the above 5 per cent. Debentures, which are a charge on the Consolidated Revenue of the Colony, and authorized by Acts Nos. 4 and 5, 29th Vic., of the Colonial Legislature.
5. Copies of the Acts, and of the Bonds, can be seen at the Offices of the Corporation.
6. The terms of issue are—

10	per cent.	on application.
25	"	1st October.
25	"	1st November.
30	"	1st December.
7. Scrip certificates, bearing interest at 5 per cent. from 1st July, 1866, will be issued to subscribers on allotment, and exchanged for Bonds, on payment of the instalments in full.
8. Subscribers paying in full on allotment will receive a discount of 5 per cent. on the instalments.
9. The drawing by lot for redemption of the Bonds will take place yearly, in the month of December, commencing in 1867, and will be conducted in the presence of the Agents for the Loan, of any bondholders who may please to attend, and of a notary public. The Bonds drawn, amounting to £100,000, will be paid off at par, with the interest due, on the 1st January following.
10. Due notice in the *Gazette*, and in the principal London newspapers, will be given of the days of drawing, and of the numbers and amounts of Bonds drawn for repayment.
11. All tenders must be made on the annexed form, and will be received by the Agents for the Loan until the amount of the Loan is subscribed, but not beyond the 20th September next, at 2 o'clock. All applications will be recorded, and considered strictly in the order in which they are received.
12. Forms of tender can be obtained at the Oriental Bank Corporation, and of the brokers, Messrs. Steer, Cuerton, and Lawford, and Messrs. J. and A. Scrimgeour.

Oriental Bank Corporation,
Threadneedle Street, London,
September 5th, 1866.

FORM OF APPLICATION.

To the Oriental Bank Corporation,
Gentlemen,

I enclose the sum of £ _____ and request that you will allot me £ _____ in Bonds of the New South Wales Government Loan authorized by the Acts Nos. 4 and 5 of 29th Vic.; and I hereby agree to accept such Bonds as may be allotted to me, and to pay the instalments when due, in terms of your advertisement of 5th September, 1866.

I am, Gentlemen,
Your obedient Servant,

Name in full _____
Profession or Business _____
Address _____
Date _____

MANAGER

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account	Dr.	125,200	0	0	Balance of Account	Cr.			
Drafts on Union Bank					Bills for Collection				
Drafts on Bank of England					Transfer Drafts for Collection				
Drafts on Chief Manager					Debentures Unsold		1,118,100	0	0
Transfer Drafts on do.					No. 29 Account Cr., £28,400				
Bullion					No. 3 do. Dr., £523,400				
Credits Outstanding		34,300	0	0	Balance	Dr.			
Balance	Cr.	958,600	0	0					
		£ 1,118,100	0	0			£ 1,118,100	0	0

Oriental Bank Corporation,
London, 26 September, 1866.

E.E.

JAMES MILNE.
(Pro Chief Accountant.)

No. 109.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 November, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge the receipt of your letter of the 17th instant, which communicates, for the information of the Government, particulars of the negotiation of the short-dated Loan of £850,000, and rectifies an error in your previous advice of the 16th ultimo, which had stated the result as a sale at 95 instead of at 90—the price actually obtained.

The Treasurer is, of course, somewhat disappointed at the change of figures, but I am directed to convey to you his assurance that the Government are satisfied with your management of the Loan, and that your London Office has done the best for the interests of this Colony.

I have now to call your attention to the position in which the Government will be placed during the year 1867, in reference to the carrying on of Public Works, should there be no large amount of funds at their disposal, arising from the sale of Debentures.

You are aware that, by borrowing £200,000 from local institutions, the Government were enabled to make provision to meet all demands for Public Works to the end of the year. But as the Treasurer cannot depend on a repetition or extension of these Loans, it follows that, unless he is supplied with funds from the source provided by Parliament, *i.e.*, from the sale of Debentures—the carrying on of these works for 1867 must, in a great measure, be suspended.

Referring, therefore, to my communication of 22nd September and 22nd ultimo, I am directed again to call your attention pointedly to the earnest desire of the Government that your London Office should realize the whole of the long-dated Debentures in their hands without any further delay. And having regard to the improving state of the London Money Market (the Bank of England rate of discount being telegraphed at 4½ per cent. on the 23rd September, with probable reduction to 4 per cent.), I am to add, that it will be unsatisfactory to the Government if your London Office permit so favorable an opportunity as the telegraphic advices indicate, to pass by, without carrying out their repeated instructions to dispose of the Debentures now so long on hand.

I have, &c.,
HENRY LANE.

No. 110.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 November, 1866.

SIR,

Referring to an interview which the Accountant to the Treasury had with you the other day, on the subject of further letters of credit required by the Government on your London Office, and to your suggestion that instructions sent to Captain Mayne, the Colonial Agent, by the Honorable the Treasurer, to negotiate the required credits with the London authorities of the Bank would, in your opinion, be as likely to meet with success as conditional letters of credit (the only kind you could grant, in view of the state of the Government Account as last advised) issued by you,—I am now directed to inform you that your suggestion has been acted upon, Captain Mayne having been authorized to arrange for the following credits, *viz.* :—

W. C. Mayne, for railway materials	£50,000
Her Majesty's Land and Emigration Commissioners	10,000
In all	£60,000

I have, &c.,
HENRY LANE.

No. 111.

No. 111.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 November, 1866.

SIR,

I have the honor to enclose the usual monthly lists of—

1. Treasury Bills.
2. Debentures,²—

Stamped—"Interest payable in London."

I have, &c.,
HENRY LANE.

No. 112.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 4 December, 1866.

SIR,

I beg to hand you herewith sundry documents received per Panama mail, which relate to shipments made by Captain Mayne on account of the Government of New South Wales.

I am, &c.,
FRED. CROZIER,
For the Manager.

No. 113.

S. MURRAY, ESQ., ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 20 December, 1866.

MY DEAR EAGAR,

I have no sales to report, notwithstanding the easy money market in London, but this may be accounted for, no doubt, by Victoria, New Zealand, and other Loans being on the market on favorable terms; under these circumstances, I think we have reason to congratulate ourselves for having anticipated them with our short Debentures.

Thanks for having arranged our bullion business with the Mint.

I am, &c.,
S. MURRAY.

No. 114.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 20 December, 1866.

SIR,

By the mail just arrived, we have received advices from our London Office, on matters connected with the Government Financial Agency.

Debentures have been sold as follows:—

Series A. 2.	No. 12,566 @ 12,605.	40 £100 each	} £6,000 @ 86
" B. 2.	" 4,720 " 4,723.	4 £500 "	
			= £5,160

Referring to your letter S 223-4192, of 21st August, I am advised that our L/C 13-43, £20,000, which you desired to have transferred to Captain Mayne, has been cancelled, that gentleman having informed our head office that he had exhausted the amount of it through the Bank of New South Wales.

You will find enclosed a packet of shipping documents, handed to our head office in support of Captain Mayne's cheques, which they have paid on account of the Government, and copies of account in continuation to 26th October, 1866—

No. 1, balanced by Dr., £131,535 2s. 5d., and
No. 2, " Cr., £27,758 7s. 3d.

The Bank messenger will with this deliver at the Treasury a letter addressed to the Honorable the Colonial Treasurer by our Chief Manager, and a case said to contain the cancelled Bonds authorized by Acts 29 Victoria, Nos. 4 and 5, to the amount of £667,300.

I am, &c.,
S. MURRAY,
Manager.

I further enclose an envelope covering London Memo. of Account.

[Enclosure in the foregoing.]

GOVERNMENT of New South Wales. Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	131,500	0	0	Balance of Account ...	Cr.			
Drafts on Union Bank ...					Bills for Collection ...				
Drafts on Bank of England ...					Transfer Drafts for do. ...				
Drafts on Chief Manager ...					Debentures unsold ...		1,144,800	0	0
Transfer Drafts on do. ...					No. 2. Account Cr., £27,500...				
Bullion ...					No. 3. " Dr., £192,000...				
Credits, Outstanding ...		9,900	0	0	Balance ...				
Balance ...	Cr.	1,003,400	0	0					
		£ 1,144,800	0	0			£ 1,144,800	0	0

Oriental Bank Corporation,
London, 26 October, 1866.
E.E.

J. MACNAB,
Chief Accountant.

No. 115.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL
TREASURER.

Oriental Bank Corporation,
London, E.C., 19 October, 1866.

SIR,

I beg to enclose receipt from the Peninsular and Oriental Steam Company for a box addressed to you, which contains the cancelled Bonds authorised by the Acts 29 Victoria, Nos. 4 and 5; and, in case of any accident happening to the package, Captain Mayne has, at our request, examined them, and given his certificate of their cancellation.

The amount of Bonds authorized by these Acts was £350,000, of which the Oriental Bank Corporation received in the first instance £700,000, *vide* Treasurer's letters No. S 180, dated 21st August, and No. S 207, dated 21st September, 1865.

Of the £700,000 received in London, Bonds were issued in March, 1866, £32,700; and the new issue having been determined on, the balance of the old Bonds p. £667,300 has been cancelled, as detailed in the enclosed list.

Trusting they will be found in order,—

I have, &c.,
A. CAMPHREY,
Chief Manager.

[Enclosure in the foregoing.]

LIST of Cancelled Bonds returned to the Treasurer of New South Wales, 19th October, 1866.

Issue under Act 29, No. 4 :—

		Series I 2, £100 Bonds.		£	£
Nos. 17,242 @ 17,631 = 390	39,000	
17,668 @ 18,431 = 764	76,400	
18,947 @ 19,031 = 85	8,500	
				<u>123,900</u>	123,900
Issued in London :—					
17,232-41 = 10	1,000	
17,632-67 = 36	3,600	
18,932-46 = 15	1,500	
				<u>6,100</u>	
				<u>130,000</u>	
Series K 2, £500 Bonds.					
Nos. 5,874 @ 6,171 = 298	149,000	
6,174 @ 6,321 = 148	74,000	
				<u>223,000</u>	223,000
Issued in London :—					
5,872-3 = 2	1,000	
6,172-3 = 2	1,000	
				<u>2,000</u>	
				<u>225,000</u>	

Series

ORIENTAL BANK CORPORATION.

Series L 2, £1,000 Bonds.			
Nos. 319 @ 363 = 45	...	...	45,000
Returned cancelled			391,900
Total issued	...	8,100	
„ cancelled	...	391,900	
			400,000
Issue under Act 29, No. 5:—			
Series M 2, £100 Bonds.			
Nos. 19,432 @ 20,031 = 600	...	...	60,000
20,175 @ 20,431 = 257	...	...	25,700
20,500 @ 20,631 = 132	...	...	13,200
			98,900
Issued in London:—			
20,032 @ 174 = 143	...	14,300	
20,432 @ 99 = 68	...	6,800	
			21,100
			120,000
Series N 2, £500 Bonds.			
Nos. 6,422 @ 6,571 = 150	...	...	75,000
6,577 @ 6,721 = 145	...	...	72,500
			147,500
Issued in London:—			
6,572 @ 6,576 = 5	...	2,500	
			2,500
			150,000
Series O 2, £1,000 Bonds.			
Nos. 374 @ 388 = 15	...	...	15,000
390 @ 403 = 14	...	...	14,000
			29,000
Issued in London:—			
389 = 1	...	1,000	
			1,000
			30,000
Returned cancelled			275,400
£			
Total issued	...	24,600	
„ cancelled	...	275,400	
			300,000

No. 116.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 December, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with letters of credit on the Oriental Bank Corporation, London, as follows:—

	£	s.	d.
W. C. Mayne, Esq.	...	113	6 6
Do.	...	350	0 0
Do.	...	5	0 0
Charles Moore, Esq.	...	100	0 0
Manager, O. B. C., London	...	192	0 0

I have, &c.,
HENRY LANE.

No. 117.

No. 117.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 20 December, 1866.

SIR,

In terms of your letter, S 338, of this date, I beg to hand you letters of credit on our London Office as follows:—

No. 16/3. W. C. Mayne, Esq.	...	...	...	£113	6	6
" 4. Do.	...	...	...	350	0	0
" 5. Do.	...	...	...	5	0	0
" 6. Charles Moore, Esq.	...	...	...	100	0	0
" 7. Chief Manager, O.B.C., London...	...	...	...	192	0	0

I am, &c.,

S. MURRAY,
Manager.

No. 118.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 December, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, for the sum of £25 17s. 6d., in favor of W. C. Mayne, Esq.

I have, &c.,

HENRY LANE.

No. 119.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 21 December, 1866.

SIR,

In terms of your letter S ~~338~~ of this date, I beg to hand you letter of credit on our London Office, No. 16/3, for £25 17s. 6d., in favour of W. C. Mayne, Esq.

I am, &c.,

S. MURRAY,
Manager.

No. 120.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 December, 1866.

SIR,

I have the honor to request that you will be good enough to furnish a further letter of credit on the Oriental Bank Corporation, London, in favor of Charles Moore, Esq., for the sum of £100.

I have, &c.,

HENRY LANE.

No. 121.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 December, 1866.

SIR,

I have the honor to enclose a letter of credit on the Oriental Bank Corporation, London, in favor of the Chief Manager thereof, for the sum of £192, to enable him to pay the salary, for half a year, to Charles Moore, Esq., Director of the Botanic Gardens, Sydney, who is going on a visit to England.

I have, &c.,

HENRY LANE.

No. 122.

No. 122.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 December, 1866.

SIR,

The undermentioned balances of credits opened in favor of the Chief Manager of the Oriental Bank Corporation, London, being no longer required, I have the honor to request that you will be good enough to forward instructions by this mail to have them written off, viz. :—

No. 15/24, dated 22nd September, 1865, for Interest	£	s.	d.
on Debentures due 1st January, 1866	126,865	5	6
Balance not required	25,273	0	0

No. 15/26, for Interest on Treasury Bills due 1st			
January, 1866	6,534	0	0
Balance not required	2,010	0	0

I have, &c.,
HENRY LANE.

No. 123.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 December, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esq., for the sum of £500.

I have, &c.,
HENRY LANE.

No. 124.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 21 December, 1866.

SIR,

In terms of your letters S 343 and 348 of this date, I beg to hand you letters of credit on our London Office, as follows :—

No. 16/9. Charles Moore, Esq.	£100.
„ 10. W. C. Mayne, Esq.	500.

I am, &c.,
S. MURRAY,
Manager.

No. 125.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 December, 1866.

SIR,

I have the honor to enclose the usual Monthly Lists of—
1. Debentures.
2. Treasury Bills,—
Stamped—“ Interest payable in London.”

In duplicate.

I have, &c.,
HENRY LANE.

No. 126.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 December, 1866.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 20th instant, advising (*inter alia*) a further sale of Debentures to the limited extent of £6,000; and I am to express to you his disappointment at your London Office having failed to operate largely in those securities, in so favourable a state of the money market as then existed; and I am also to inform you that it would have been satisfactory if your London Office had, at the same time, communicated to the Treasury some substantial reason for its apparent inaction.

I have now again to invite your attention to my communications of the 22nd September, 22nd October, and 22nd ultimo, all urging upon you the imperative necessity of realizing the whole of the Debentures in your hands, without any further delay.

In the last-mentioned communication I particularly pointed out the impossibility of carrying on the Public Works of 1867, either out of current revenue or by means of temporary loans from local institutions, which courses had to be adopted during the last six months of the current year, but which cannot be repeated; and, having in view the fact that this Government are pledged to outstanding railway contracts to the extent of over three-quarters of a million, you will see the vital importance of prompt action in the sale of our securities.

I am to add that, in reference to the private minimum formerly named to you, the Government, in the greatly improved condition of the money market announced by recent advices, anticipate your obtaining higher rates for the Debentures than was at that time contemplated.

I have also to state that the Government will not be prepared to remit, from this end, the half-year's interest due in London, on Debentures and Treasury Bills, on the 1st July, 1867, and that you will require to make timely provision for the same, by the sale of Debentures.

I have, &c.,
HENRY LANE.

No. 127.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER,
Oriental Bank Corporation,

Sydney, 27 December, 1866.

SIR,

I have to acknowledge receipt of your letter of 22nd instant, No. S 353, and to inform you that a copy thereof was duly forwarded by mail which left on the 24th.

I very much regret to find that the tone and tenor of this letter should be so different from those we have been in the habit of receiving from the Government, on financial matters, and I can but hope that it was written without due consideration, and not with any intention of reproaching the Corporation for neglecting the interest of the Colony, in not placing or operating largely in the long-dated Debentures during October, when an easy money market ruled in London.

I feel sure that the care the Corporation has always taken to obtain the highest price when disposing of your securities, and in maintaining the credit of the Colony in England, is not likely to undergo any change; and the fact of our having placed so successfully, in August last, the short Bonds, and so many colonial borrowers in the market at the date of our last advices, were sufficient reasons to account for the apparent inaction you refer to.

I am, &c.,
S. MURRAY,
Manager.

No. 128.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 28 December, 1866.

SIR,

I beg to apply to you for a cheque for £42 6s. being the amount of sundry disbursements which we have made on account of the Government, as per particulars at foot.

I am, &c.,
FRED. CROZIER.
(For the Manager.)

Telegrams to London during 1866	... ..	£21 8 0
Freight and Insurance on Debentures forwarded		
hence in May, June, and July	... ..	15 18 0
Postage for the year	... ..	5 0 0
		<hr/>
		£42 6 0

No. 129.

No. 129.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

[Urgent.]

The Treasury, New South Wales,
29 December, 1866.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, for the sum of £2,500 in favour of the Lords Commissioners of Her Majesty's Treasury.

I have, &c.,
HENRY LANE.

No. 130.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 31st December, 1866.

SIR,

I beg to hand you herewith sundry documents received this morning per Panama mail.

Our Head Office advises that the payments which have been made on account thereof, and of those forwarded to you under cover of my letter of 20th instant, have not been charged against any letter of credit, Captain Mayne expecting the arrival of a credit under which the amounts would be written off.

As applicable to the above, we have been requested to represent to the Government the necessity of furnishing our Chief Manager with authority to pay Captain Mayne's cheques, when not drawn against, or in excess of, any credit, and this I shall be glad to receive in time to forward by the mail of 24th January.

I am, &c.,
S. MURRAY,
Manager.

No. 131.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 31 December, 1866.

SIR,

In terms of your letter S 357, of 29th instant, I beg to hand you letter of credit, No. 16/11, on our London Office, in favor of The Lords Commissioners of Her Majesty's Treasury, for £2,500.

I am, &c.,
S. MURRAY,
Manager.

No. 132.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 14 January, 1867.

SIR,

I have the pleasure to inform you that, by the English mail delivered here this morning, we have received advice from our Head Office in London, of the sale of about £312,000 worth of Debentures, forming the balance remaining in their hands of the Bonds issued under 25 Vict., No. 19. With reference to this sale, and the conditions thereof, our Chief Manager writes as follows:—

“Since we last wrote you, we have been fortunate enough to dispose of about £312,000 worth of Debentures, forming the balance remaining in our hands of the Bonds issued under 25 Vict., No. 19. The market for colonial securities having gradually improved, we first sold about £52,000 at 85½, and having been bid the same price for the remainder of the Bonds, thought it for the interests of the Government to accept the offer, which was done on the 17th instant; and although small sales have been made since, at an advance of ½ to 1 per cent., we could not now place such a large amount at anything like the figure, if at all; and our opinion is, as we hope that of the Government will be, that we have effected a very good operation. We must not, however, omit to inform you, that one of the conditions on which the balance of the Bonds was sold was, that we should not come in the market again this year. To this we readily agreed; for, as the instalments of the new Loan are not all payable until the 1st of December, we could

could scarcely come before the public again until this Loan was fairly taken. Should the condition of the money market continue favourable, we shall be prepared, early in the new year, to advertise the Bonds issued under 26 Vict., No. 14, and 27 Vict., No. 14."

We trust the disposal of so considerable an amount of Debentures, at so good a price, will afford satisfaction to the Government; and I need only direct your attention to the concluding portion of the above extracts, to prove the accuracy of our repeated assertions as to the difficulty of effecting large sales of the same description of security on the Stock Exchange at short intervals, but I have little doubt that the wishes of the Government, as so frequently expressed to us, will be shortly put in force, by the disposal, at an early period of the current year, of the remainder of the Bonds.

Usual Memorandum of Account is enclosed, shewing the balance in London as on 26 November last.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.
Balance of Account ...	Dr.	100,600	0	0	Balance of Account ...	Cr.	.....	.....	.....
Drafts on Union Bank ...	.....	.....	.....	.....	Bills for Collection ...	.....	.....	.....	.....
Drafts on Bank of England ...	.....	.....	.....	.....	Transfer Drafts for do.	.....	.....	.....	.....
Drafts on Chief Manager ...	.....	.....	.....	.....	Debentures unsold*	.....	1,092,800	0	0
Transfer Drafts on do.	.....	.....	.....	.....	No. 2 Account ...	Cr.	26,900	0	0
Bullion ...	.....	.....	.....	.....	Will be credited this account on 31 Dec.				
Credits outstanding ...	.....	14,600	0	0	No. 3 ...	Dr.	60,700	0	0
					Will be wiped out by the last instalment of £850,000, Loans on 1st Dec.				
Balance ...	Cr.	977,600	0	0	Balance ...	Cr.	.....	.....	.....
		£ 1,092,800	0	0			£ 1,092,800	0	0

* Sold for delivery, on 1st December, £260,000 at 85½.

Oriental Bank Corporation,
London, 26 November, 1866.
E.E.

J. MACNAB,
Chief Accountant.

No. 133.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 15 January, 1867.

SIR,

By the mail just arrived, we have received advices from our London Office to 26th November, 1866, on matters connected with the Government Financial Agency.

Your letter S. 344 of 13th September, 1866:—As to the item £6 17s. 4d., we are advised that it is—

“Half-year’s interest on dividends paid on Treasury Bills, and there is, therefore, no voucher to produce.

“The interest was for the interval between the dates of payment of the individual sums and the dates when the aggregates were placed to the debit of the General Account.”

A statement in support is enclosed.
The following Debentures have been sold:—

Series A 2.	No. 12,606 @ 12,610.	5	£100 each	£500	} £2,500 at 85½	£2,137 10
” B 2.	” 4,724 @ 4,727.	4	500	2,000		
” A 2.	” 12,611 @ 12,790.	180	100	18,000	} £34,500 at 85½	29,497 10
” B 2.	” 4,728 @ 4,760.	33	500	16,500		
” A 2.	” 12,791 @ 12,890.	100	100	10,000	} £15,000 at 85½	12,825 0
” B 2.	” 4,761 @ 4,770.	10	500	5,000		
					£52,000	£44,460 0

Besides £260,000 @ 85½ deliverable on 30th November.

You will find enclosed, statements of dividends paid on account of the Government:—

Dividends on Debentures due January and July,	1862
”	1863
”	1864
”	1865
”	1866

all in continuation.

Dividends on Debentures due 1st July, 1866

” Treasury Bills,

Pensions, &c.

And

ORIENTAL BANK CORPORATION.

57

And in a box to be delivered herewith—

Coupons and receipt to correspond.

Copy of letter of indemnity for lost coupons,—

A2, No. 6,096, and H1, No. 3,364, for £2 10s. each, due 1st July, 1866
(Schedule No. 1,088); and

Coupons detached from Debentures sold and cancelled,—

Series A2, No. 12,049 to 12,058, £2 10 0 each, 10.

„ B2, „ 4,624 12 10 0 „ 1.

„ A2, „ 12,551 to 12,605, 2 10 0 „ 55.

„ B2, „ 4,715 to 4,723, 12 10 0 „ 9.

all due 1st January, 1865, 1st July, 1865, 1st January, 1866, and 1st July, 1866.

The Government is credited £206 10s. 3d., amount received from Capt. Mayne on account of—

General service, as per accompanying account, rendered by him.

I further enclose sundry documents in relation to Capt. Mayne's cheques paid on account of the Government, and copies of account in continuation—

No. 1, balanced by Dr. £100,427 3 0

No. 2, „ Cr. 26,908 6 11

I have, &c.,

S. MURRAY,

Manager.

No. 134.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
17 January, 1867.

SIR,

Referring to your letter of the 31st ultimo, wherein you state that you have been desired to represent the necessity of your Chief Manager in London being furnished with authority to pay Captain Mayne's cheques, when not drawn against, or when drawn in excess of, any credit,—I am directed to request that you will have the goodness to intimate to the Chief Manager, that all cheques drawn by the Colonial Agent in London, for which there may not at the time be any available credit, can be paid, on the arrangement now in operation being strictly observed, viz:—The delivery to the Bank of receipted invoices with bills of lading, or such other documents as the Bank has been in the habit of receiving where the payments are of a nature not to admit of bills of lading being furnished.

I have, &c.,

HENRY LANE.

No. 135.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
17 January, 1867.

SIR,

I have the honor to enclose two cheques on the Oriental Bank Corporation, London, for the sum of £20,000 each, and to request that you will be good enough to hand to Mr. Layton, of this Office, two receipts for the respective amounts as fixed deposits in the Sydney Branch of the Corporation, bearing interest at the rate of five per centum per annum, for the following periods, viz:—

£20,000 for five months,

£20,000 for six months,—

it being however understood, that, in the event of the first amount being required before the expiration of the period named, viz., five months, there will be no objection to its withdrawal on an arrangement hereafter to be made.

I have, &c.,

HENRY LANE.

No. 136.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 January, 1867.

SIR,

With reference to your letter of the 14th instant, enclosing a memorandum shewing the state of the Government Account in London on the 26th November last, I do myself the honor to point out that, after giving the Corporation credit for Debentures sold

sold and returned to the Colony, there remained a balance in their hands, on the above-mentioned date, according to the books of this Office, of £1,125,500, issued under the following Acts, viz. :—

25 Vic., No. 19	...	£260,800
26 Vic., No. 14	...	162,000
27 Vic., No. 14	...	670,000
29 Vic., Nos. 4 & 5...		32,700
		£1,125,500

The memorandum referred to shows only £1,092,800, being a difference of £32,700, which probably arises from your Head Office omitting to credit £32,700 of Debentures withheld from the new issue under 29 Vic., Nos. 4 and 5. It would, however, be as well to include in subsequent accounts the Debentures in question until their return to the Colony.

I have, &c.,
HENRY LANE.

No. 137.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 January, 1867.

SIR,

A Board having been appointed to meet at the Treasury this afternoon, for the purpose of examining, and thereafter destroying by fire, certain Debentures and coupons which have been cancelled, and are no longer required, I am directed to inform you that the Minister acting for the Honorable the Treasurer will be glad if an officer from the Oriental Bank Corporation can be present, to witness the opening of the case containing the Debentures, and the further proceedings above mentioned.

I have to request, therefore, that you will be good enough to direct one of your officers to be in attendance at 2 o'clock.

I have, &c.,
HENRY LANE.

No. 138.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 January, 1867.

SIR,

I have the honor to request that you will be good enough to furnish me with letters of credit on the Oriental Bank Corporation, London, as follows, viz. :—

	£	s.	d.
W. C. Mayne.....	333	0	0
"	180	0	0
"	55	0	0
"	8	15	6
"	2	9	4

I have, &c.,
HENRY LANE.

No. 139.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 January, 1867.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, for the sum of £20,000, in favor of W. C. Mayne, Esq.

I have, &c.,
HENRY LANE.

No. 140.

No. 140.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON.

The Treasury, New South Wales,
22 January, 1867.

SIR,

I am directed to acknowledge receipt of your letter of 19th October last, intimating the despatch, by the Peninsular and Oriental Steam Company, of a box containing certain cancelled Debentures, authorized by the Acts 29 Victoria, Nos. 4 and 5.

In reply, I have the honor to inform you that the box has been duly received, and that the Debentures, after examination, are found to correspond with the statement enclosed in your letter above referred to.

I have, &c.,
HENRY LANE.

No. 141.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 22 January, 1867.

SIR,

In terms of your letter S 18, of this date, I beg to hand you letters of credit on our London Office, as follows:—

		£	s.	d.
No. 17/1.....	W. C. Mayne.....	383	0	0
2.....	Do.	180	0	0
3.....	Do.	55	0	0
4.....	Do.	8	15	6
5.....	Do.	2	9	4

I am, &c.,
S. MURRAY,
Manager.

No. 142.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 22 January, 1867.

SIR,

In terms of your letter S 28/516, of this date, I beg to hand you letter of credit on our London Office p £20,000, No. 17/6, in favour of W. C. Mayne, Esq.

I am, &c.,
S. MURRAY,
Manager.

No. 143.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 January, 1867.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esq., for the sum of £200.

I have, &c.,
HENRY LANE.

No. 144.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 January, 1867.

SIR,

I have the honor to enclose the usual monthly lists of—

- 1. Debentures
 - 2. Treasury Bills
- } stamped, "Interest payable in London."

In duplicate.

I have, &c.,
HENRY LANE.

No. 145.

S. MURRAY, Esq., to HENRY LANE, Esq.

WITH Mr. Murray's compliments. Press of business it is hoped will excuse delay in having the enclosed forwarded.

[Enclosing Letter of Credit for £200, received at Treasury, 23 January, 1867.]

No. 146.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 5 February, 1867.

SIR,

I beg to hand you herewith sundry shipping documents to hand by the Panama mail.

I am, &c.,
S. MURRAY,
Manager.

No. 147.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
7 February, 1867.

SIR,

The undermentioned credits granted by you on the Oriental Bank Corporation, London, being no longer required, I have the honor to request that you will be good enough, by the ensuing mail, to advise your Chief Manager accordingly, with a view to the said credits being cancelled, viz. :—

								Balances.
No. 15/ 8.	June 30, 1865.	W. C. Mayne...	...	...	...	...	...	£53 9 3
10.	" "	"	...	...	...	...	...	3 1 0
19.	Aug. 18, "	"	...	...	...	...	...	19 3 11
30.	Oct. 19, "	"	...	...	...	...	...	6 9 0
36.	Nov. 21, "	"	...	...	...	...	...	5 14 10
25.	Sept. 22, "	Manager of Oriental Bank Corporation, London	...	...	...	...	...	981 3 1

according to the books of this Office.

I have, &c.,
HENRY LANE.

No. 148.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
London, E.C., 26 December, 1866.

SIR,

I have the honor to acknowledge receipt of your favour of 12th October, covering two copies of the Financial Statement of the Honorable the Treasurer of the Colony of New South Wales, and beg to return you the best thanks of our Directors for your kind attention in sending us the same.

I have, &c.,
R. V. DUNLOP.
(Pro Chief Manager.)

No. 149.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 16 February, 1867.

SIR,

By the mail which arrived yesterday, we have received sundry advices on matters connected with the Government Financial Agency in London, to 26th December, 1866.

The

ORIENTAL BANK CORPORATION.

61

The following Debentures, of the sale of which you were advised last month, have been delivered,—

Series A 2	No. 12,059 to 12,550	492		
"	12,899 to 12,938	40		
"	12,939 to 13,521	583		
			1,115	£100 each £111,500
Series B 2	No. 4,625 to 4,714	90		
"	4,771 to 4,782	12		
"	4,783 to 4,969	187		
"	2,970 & 2,974	2		
			291	£500 each £145,500
Series C 2	No. 303, 304, 308	3	£1,000 ,,	3,000
			at 85½	£260,000
Series A 2	No. 12,891 to 12,898	8	£100 at 86	800
and your account with our Head Office credited with the proceeds,—				
	£260,000 @ 85½		£222,300	
	800 @ 86		688	
			£222,988	

You will find herewith, statement of dividends due July, 1864, and January and July, 1866, in continuation, and of Pensions, with coupons and receipts to correspond; also, copy of letter of indemnity for coupon Series M., No. 4,484, lost—(Schedule No. 1,175.)

I further enclose,—

Shipping documents, handed to our Head Office, in support of Capt. Mayne's cheques.

Letter for H. Lanc, Esq.

Two closed envelopes.

And copies of account in continuation—

No. 1 balanced by Cr. £90,934 14 1

2 " Cr. £26,635 4 5

I am, &c.,
S. MURRAY,
Manager.

No. 150.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 19 February, 1867.

SIR,

For your information, I beg to communicate the following extracts from a letter received on 15th instant, from our Chief Manager in London, bearing date 26th December last:—

"As advised in our last, we will be prepared early next year to bring forward for sale, the Bonds amounting to £332,000 issued under 26 Vict., No. 14, and 27 Vict., No. 14, and we note that the Treasurer names 80 as the minimum price at which we are authorized to place them.

"The drafts p £50,000 have been accepted by the Bank of New South Wales, and are payable on 31st December, on which day they will appear at the credit of the New South Wales Government.

"We observe, from the Treasurer's letter, that he wishes this amount placed to No. 2 Account, but from the advice contained in my last, you will observe that we proposed to close that account on 31st December, and we will do so, as now that the account is in funds, there does not appear to be any advantage in having two accounts open.

"We take due note of the various payments directed to be made by the Treasurer. We have already paid the Bank of New South Wales £9,630 8s. 3d., and will pay the Lords Commissioners of Her Majesty's Treasury, £14,288 17s. 2d. on or before the 31st of December.

"We send you herewith, closed statement of the issue of the Loan of £850,000, balanced by £11,338 16s. 5d. transferred to debit of No. 1 Account. Vouchers for cost of advertising, printing, and stamps to scrip, are also enclosed. For the other debit items there are of course no vouchers. Trusting the account will be found correct—"

The statement and vouchers alluded to, you will find inclosed, also usual Memorandum of Account showing the balance in London as on 26th December last.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure

[Enclosure in the foregoing.]

GOVERNMENT of New South Wales. Memo. of Account.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	.....			Balance of Account ...	Cr.	90,900	0	0
Drafts on Union Bank ...	.....				Bills for collection .....	.....			
Drafts on Bank of England ...	.....				Transfer Drafts for do. ....	.....			
Drafts on Chief Manager ...	.....				Debentures unsold ...	.....	832,000	0	0
Transfer Drafts on do. ....	.....				Drafts on Bank of N. S. Wales	.....	50,000	0	0
Bullion ... ..	.....				Balance at credit of No. 2	.....	26,600	0	0
Credits outstanding ...	.....	30,500	0	0	Account ... ..	.....			
Balance	Cr.	969,000	0	0	Balance	Dr.	.....		
		£	999,500	0	0		£	999,500	0	0

Oriental Bank Corporation,
London, 26 December, 1866.

E.E.

J. MACNAB,
Chief Accountant.

No. 151.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 February, 1867.

SIR,

I have the honor to enclose a cheque on the Oriental Bank Corporation, London, for the sum of £50,000, and to request that you will be good enough to hand to Mr. Layton, of this office, your cheque for a similar amount, in lieu thereof.

I have, &c.,
HENRY LANE.

No. 152.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 February, 1867.

SIR,

I have the honor to request that you will be good enough to furnish letters of credit on the Oriental Bank Corporation, London, as follows, viz. :—

Manager O. B. C., London...	... ..	£230	0	7
W. C. Mayne, Esq. ... ..	... ..	50	0	0

I have, &c.,
HENRY LANE.

No. 153.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 February, 1867.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letters of the 14th ultimo and 19th instant. The former advises the sale by your London Office, of about £312,000 worth of Government Debentures, being the balance of the Loan Act, 25 Vic., No. 19, and intimates that early in the current year, advertisements would be issued for the sale of the Bonds under 26 and 27 Vic., ea. No. 14. The latter is upon general subjects, and has attention.

I am to convey to you the Treasurer's satisfaction at the disposal of the Debentures above referred to, and his approval of the contemplated further large sale in the early part of the current year; and he trusts that your London Office will be enabled then to place, on favorable terms, the whole of the Debentures in your hands, as so repeatedly urged upon you by the Government, since September last.

The Treasurer, however, is not prepared entirely to approve of the course taken by your London Office, in agreeing to make it a condition in the sale of the Bonds before referred to, "that you should not come again into the market this year" [1866].

As it happens, no inconvenience may be sustained, on the present occasion, by reason of that condition; but there are circumstances under which the limitation imposed thereby might operate greatly to the disadvantage and embarrassment of the Government, and you will therefore require to be very careful in so tying up your hands.

I am to inform you that the Treasurer proposes to send to your London Office the Bonds issuable under 29 Vic., No. 23, aggregating £758,000. Of these, £500,000 will go home by the March mail, and the balance by the mail following. The desire of the Government is to avail of the favorable state of the London money market for the sale of all the Bonds which they have at present authority to issue, and which are nearly comprehended in the £758,000 above mentioned.

I have, &c.,
HENRY LANE.

No. 154.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 February, 1867.

SIR,

I have the honor to enclose the usual monthly lists of—

- 1. Debentures
 - 2. Treasury Bills
- } stamped, "Interest payable in London."

In duplicate.

I have, &c.,
HENRY LANE.

No. 155.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 21 February, 1867.

SIR,

I beg to hand you herewith letters of credit on our London Office, as follows:—

	£	s.	d.
No. 17/8. Oriental Bank Corporation	230	0	7
9. W. C. Mayne, Esq.	50	0	0

in terms of your letter S 50 of this date.

I am, &c.,
S. MURRAY,
Manager.

No. 156.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 February, 1867.

SIR,

I have the honor to enclose a letter of credit on the Oriental Bank Corporation, London, in favor of your Chief Manager, for the sum of £230 Os. 7d., to enable him to pay the undermentioned pensions, viz:— In duplicate.
17/8.

T. H. B. Venour—1st Jan. to 30th June, 1867	£58	0	7
John G. Lennon—1st Jan. to 30th June, 1867	172	0	0

I have, &c.,
HENRY LANE.

No. 157.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
28 February, 1867.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esq., for the sum of £260.

This is required for transmission by the Panama mail to-morrow.

I have, &c.,
HENRY LANE.

No. 158.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 28 February, 1867.

SIR,
In terms of your letter S 1117 of this date, I beg to hand you herewith
letter of credit:—

No. N.S.W.G. 17/10 W. C. Mayne, Esq. £260

I am, &c.,
FRED. CROZIER.
(For the Manager.)

No. 159.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 4 March, 1867.

SIR,
I beg to hand you herewith sundry shipping documents, to hand by the
Panama mail.

I am, &c.,
FRED. CROZIER.
(For the Manager.)

No. 160.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 19 March, 1867.

SIR,
By the mail just arrived we have received advices to 26th January, on
matters connected with the Government Financial Agency.

The Government has been credited £183 9s. 8d., being amount paid to sundry
seamen, on account of deposits in "Seamen's Savings Bank at Sydney." This sum was
paid in to the above credit by Captain Mayne, by draft on the R. H. the Paymaster
General.

A schedule relative to the sum is enclosed.

Debentures, Series A2, Nos. 11,445 and 11,446, have been stamped "Interest
payable in Sydney."

Enclosed are receipts for the following payments on behalf of the Government:—

Secretary to the Treasury	£14,288 17 2
Deacon and Co., for advertising payment of interest	9 9 0
Thomas and Sons, for books, schedules, &c...	8 1 3

I further enclose—

Shipping documents handed to our Head Office in support of Captain Mayne's
cheques, and copies of account in continuation,—

No. 1, balanced by Dr. £17,321 3s. 10d.

No. 2, balanced to a point by transfer of balance to No. 1 Account.

For your information, I also subjoin extract from our advices from London, with
reference to payments made to Captain Mayne. The statement of account therein
specified is enclosed:—

"In our advices of payments on account of Captain Mayne's cheques, under the
Government account, you will have observed that they do not bear the number of any
letter of credit. These amounts, as usual, have all been supported by the necessary
documents enclosed in our present and previous despatches. To prevent your having
further trouble in this matter, we send for your guidance a statement of these payments,
as furnished to us by Captain Mayne, and which agrees with our books. You will be
good enough to note that the amount paid, aggregating £32,500, has been cleared in
part by your L.C. 16/2 for £12,500, and for the balance under L.C. 13/43 £20,000,
which sum you advised was available for Captain Mayne, though, as we were informed,
this L.C. issued in favour of Mr. E. Hamilton, and represented by that number, had
been operated upon by the Bank of New South Wales, and we have already advised you
to that effect. We have further honored Captain Mayne's cheques on the Government
account to the extent of £9,989 4s. 8d., all supported by documents now sent, and they
also bear no number."

I am, &c.,
S. MURRAY,
Manager.

No. 161.

No. 161.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 20 March, 1867.

SIR,

For your information, I beg to communicate the following extracts from a letter received yesterday from our Chief Manager in London, bearing date 26th January last:—

“ We take note of the great urgency shown by the New South Wales Government to have a further amount of their Debentures placed on the London market. Since the beginning of September last, we have disposed of £1,141,100 of these Bonds, by tender and private contract; and we think you will do well to explain to the Treasurer that there is a limit to their sale, although when properly managed the market is not unelastic. You may point out the present prices of New South Wales Bonds, and those of the Victorian Government 6 per cent. The former are quoted at 85½, which gives 102½ as the relative price for the Victorias, without allowing anything for the benefit to investors of buying terminable Bonds at a considerable discount instead of at a premium, whereas the price of the Victoria Bonds is 105. This, to say the least of it, is significant; and our brokers, whom we have consulted, are of opinion that we must not bring a new Loan on the market within a shorter time than six months of the previous issue; and on this advice we propose to act, unless any unforeseen circumstance should arise to warrant a departure from a well-considered decision in which we entirely concur.

“ When the time arrives, our object will be to place a sufficient amount of the Bonds we hold to ‘make a market’ as it is technically called. This will give a stock quotation for the Bonds, the balance of which can be sold by private contract as opportunity offers.

“ Please communicate the above confidentially to the Treasurer, who will, we trust, add to his approval of what we have done, his approval of what we propose to do.

“ From the position of the account, consequent on the sale of the balance of the long Bonds, you will have anticipated that Captain Mayne’s credits for £60,000, advised in the Treasurer’s letter of 25th November, would receive due honor; but, to enable you to inform the Government that such was the case, we telegraphed to you on the 11th instant, which we beg to confirm—

“ Advise Manager at Sydney that mail arrived due date, and that the credits of the Sydney Government, favouring Captain Mayne, will be duly honored.”

The usual Memorandum of Account is enclosed, shewing the balance in London, as on 26th January last.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

GOVERNMENT of New South Wales. Memo. of Account with Head Office.

			£	s.	d.				£	s.	d.	
Balance of Account ...	Dr.		16,900	0	0	Balance of Account ...	Cr.					
Drafts on Union Bank ...						Bills for collection ...						
Drafts on Bank of England ...						Transfer Drafts for do... ..						
Drafts on Chief Manager ...						Debentures unsold		832,000	0	0		
Transfer Drafts on do. ...												
Bullion												
Credits outstanding			54,000	0	0							
Balance	Cr.		761,100	0	0	Balance	Dr.					
			£	832,000	0	0			£	832,000	0	0

Oriental Bank Corporation,
London, 26th January, 1867.
E.E.

J. MACNAB,
Chief Accountant.

No. 162.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 March, 1867.

SIR,

I am directed by the Honorable the Treasurer to request that you will have the goodness to furnish me with letters of credit on the Oriental Bank Corporation, London, as follows:—

Manager, O.B.C., London	£154,974	8	6
Ditto	4,581	0	0
Ditto	3,427	5	9
Manager, Bank N.S.W., London	9,630	8	3
W. C. Mayne, Esq.	200	0	0

I have, &c.,
HENRY LANE.

No. 163.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 March, 1867.

SIR,

I have the honor to inform you, that instructions have been transmitted by this mail to the Colonial Agent in London, Captain Mayne, to appoint a Board for the purpose of destroying by fire certain New South Wales Government Debentures, which were paid off by the Oriental Bank Corporation, London, during the past year (as specified in the enclosed statement), but which have not yet been returned to the Colony.

In these circumstances, I am directed by the Honorable the Treasurer to request that, in advising your London Office to the above effect, you will have the goodness to move the Chief Manager to render any assistance in his power to the Board in carrying out the instructions conveyed to them.

I have, &c.,

HENRY LANE.

[Enclosure in the foregoing.]

Statement referred to.

DEBENTURES at £100 each.

			£	£
Railways:—	Nos. 2,001 @ 2,199 = 199	... ..	19,900	
	2,201 @ 2,283 = 183	... ..	18,300	
	2,385 @ 2,763 = 379	... ..	37,900	
	2,765 @ 3,390 = 626	... ..	62,600	
			<u>138,700</u>	
Sewerage:—	Nos. 3,391 @ 4,865 = 975	... ..		97,500
Water Supply:—	Nos. 4,366 @ 4,872 = 507	... ..		50,700
Public Works:—	Nos. 4,873 @ 5,000 = 128	... ..		12,800
			<u>2997</u>	<u>£299,700</u>

No. 164.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 20 March, 1867.

SIR,

In terms of your letter S, #, I beg to hand you herewith the following letters of credit on our Head Office:—

N.S.W.G.—17/11.	The Chief Manager of the Oriental Bank Corporation, London	£	s.	d.
	... ..	154,974	8	6
12.	Do. do. do. do....	4,581	0	0
13.	Do. do. do. do....	3,427	5	9
14.	Manager, Bank of New South Wales, London	9,630	8	3
15.	W. C. Mayne, Esq.	200	0	0

I am, &c.,

S. MURRAY,
Manager.

No. 165.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 March, 1867.

SIR,

I have the honor to hand you, for transmission to England by the ensuing mail, three letters of credit on the Oriental Bank Corporation, London, in favor of the Chief Manager thereof, to enable him to make the following payments, viz. :—

1. Interest on Debentures, due 1st July, 1867	... ..	£154,974	8	6
2. Interest on Treasury Bills, due 1st July, 1867...	... ..	4,581	0	0
3. Pensions, &c., due up to 31st December, 1867...	... ..	3,427	5	9

Statements of particulars to accompany the above are enclosed herewith in duplicate.

I have, &c.,

HENRY LANE.

In duplicate.
17/11.12.13.

No. 166.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 March, 1867.

SIR,

I am directed by the Honorable the Treasurer, to hand you, herewith, New South Wales Government Debentures to the amount of £608,000, in accordance with particulars contained in the accompanying memorandum,—being part of the Loan authorized by Act of Parliament 29 Victoria, No. 23, two copies of which are enclosed, and to request that you will have the goodness to transmit the same, by the out-going mail of this month, to your Head Office, for negotiation in England.

It will be observed, that the Act above recited authorizes a Loan of £758,000, whereas the Debentures now handed to you are short of that amount to the extent of £150,000—the Bonds for the latter being at present held by the Savings Bank of New South Wales, as security for a temporary loan to the Government. I am, however, to state that the Treasurer hopes to be in a position to hand you these Debentures also in time for transmission by the April mail, so that the whole issue under the said Act may be in the hands of your Chief Manager, who will thereby be enabled to dispose of it to greater advantage than if the issue were incomplete.

The first payment of interest on these Debentures accrued on 1st January last. It will therefore be necessary to detach one coupon, provided they are sold before 1st July next; but if not sold till after that date, then, of course, two coupons must be detached.

I have, &c.,

HENRY LANE.

[Enclosure in the foregoing.]

MEMORANDUM of Debentures referred to.

Issued under 29 Victoria, No. 23.

Series V2 of £100 Bonds:—				
25,071 @ 25,180	=	110	=	£11,000
25,406 @ 25,635	=	230	=	23,000
25,736 @ 27,935	=	2,200	=	220,000
				254,000
Series W2 of £500 Bonds:—				
7,797 @ 7,838	=	42	=	£21,000
7,862 @ 7,891	=	30	=	15,000
7,928 @ 8,421	=	494	=	247,000
				283,000
Series X2 of £1000 Bonds:—				
563 @ 570	=	8	=	£8,000
588 @ 650	=	63	=	63,000
				71,000
				£608,000

No. 167.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 22 March, 1867.

SIR,

I am in receipt of your letter dated 21st instant, accompanied by Debentures representing £608,000, which will be transmitted by outgoing mail to our Head Office in London, together with copy of your instructions relative thereto.

I am, &c.,

S. MURRAY,
Manager.

No. 168.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 23 March, 1867.

SIR,

Referring to my letter of yesterday's date, I have now to advise shipment per outgoing mail steamer of the Debentures representing £608,000. You will find herein two copies of Bill of Lading, which is also Policy of Insurance covering the shipment to extent of £150.

I am, &c.,

S. MURRAY,
Manager.

No. 169.

No. 169.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 March, 1867.

SIR,

£420 9s. 4d. per annum.

I have the honor to enclose, for transmission to your Head Office, a certificate authorizing Mr. T. K. Abbott, late Secretary to the General Post Office, Sydney, to receive payment of his pension in London.

I have, &c.,
HENRY LANE.

No. 170.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 March, 1867.

SIR,

In duplicate.

I have the honor to enclose the usual monthly lists of—
1. Debentures, } stamped—"Interest payable in London."
2. Treasury Bills, }

I have, &c.,
HENRY LANE.

No. 171.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
25 March, 1867.

SIR,

I have the honor to request that you will be good enough to advise your Chief Manager, by this mail, to stop the payment to any persons, except Messrs. James and Charles Rogers, solicitors, Westminster, London, of the undermentioned New South Wales Treasury Bills, which were posted in three registered letters in Sydney, on or about the 1st November, 1866, for London, *via* Panama, and are reported not to have been received at the Post Office, London, viz:—

Three, £100 each. Nos. 1,100, 1,101, 1,102, in favor of Martha Rogers, Interest payable in London from 15th September, 1866.

I have, &c.,
HENRY LANE.

No. 172.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
25 March, 1867.

SIR,

I am directed to acknowledge the receipt of your letter of the 20th instant, communicating extracts from a letter dated 26th January last, from your Chief Manager in London.

From your previous advices of 14th January and 19th ultimo, the Treasurer was led to expect a large sale of Debentures early in the present year. On the faith of these advices, the railway expenditure has been kept up, and engagements undertaken which would otherwise have been left in abeyance.

The Treasurer, consequently, regards with surprise and concern the less favorable character of your Chief Manager's remarks contained in your letter now replied to.

And having regard to the large amount of payments which this Government will have to provide for at the close of the year, it becomes a matter of vital importance that every exertion should be used by your Head Office to carry out the repeated instruction of the Government "to sell"—since September last.

Apart

Apart from your own advances, which I understand from you to be over £400,000 at the latest dates, the following obligations will have to be met by the 1st January, 1868, namely :—

Half-year's interest on the Public Debt...	...	£180,000
Treasury Bills to retire ... ..	...	343,800
Debentures (short-dated issue) to retire	...	100,000
TOTAL.	...	<u>£613,800</u>

It will, therefore, be obvious to you that, unless in course of the current year, sales be made of the Debentures now in your hands (£332,000), and of those in transit (£608,000), this Government will not be in a position to meet its engagements with the Public Creditor, falling due at the end of the year.

I am, therefore, directed again to convey to you the special instruction of the Government to realize their Debentures without further delay; believing, as they do, that no time can be more favorable for their disposal than during this year of peace, and while the state of the London money market offers unusual facilities for investment in all kinds of securities.

I have, &c.,
HENRY LANE.

No. 173.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Extract from Treasury Records.

3,344, 18 April.

ENCLOSING accounts, &c., received per mail, to 26th February.

No. 174.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
18 April, 1867.

SIR,

I have the honor to request you will furnish me with letters of credit on the Oriental Bank Corporation, London, as undermentioned, viz. :—

W. C. Mayne, Esq.	...	...	£3,500
"	...	...	145
"	...	...	100

I have, &c.,
HENRY LANE.

No. 175.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 20 April, 1867.

SIR,

Referring to my letter of 18th instant, I am now enabled, owing to the arrival of the Panama mail, to forward you, as I beg to do herewith, the missing portion of the Government Account.

Enclosed is freight note and receipt for rails per "Ada."

I am, &c.,
S. MURRAY,
Manager.

No. 176.

No. 176.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
London, E.C., 26 February, 1867.

SIR,

In continuation of our letter of 19th October, and specially with reference to the Bonds, aggregating £32,700, retained to be exchanged for those of the first issue taken up in March, 1866,—we now beg to inform you, that holders of these latter to the extent of £7,800 have not availed themselves of the option of exchanging their Bonds; and we enclose a statement giving particulars, as well as the years in which they are repayable.

Annexed to this statement is a list of the Bonds for £24,900 given up to us.

These Bonds have been cancelled; and, as in the former case, we shall have them inspected by Capt. Mayne, previous to returning them to you by the mail steamer of 20th proximo.

I have, &c.,

R. V. DUNLOP.
(Pro Chief Manager.)

[Enclosure in the foregoing.]

BONDS of the New South Wales Loan of 1866, of the Old Issue, not exchanged.

Series.	Numbers.	Repayable.		Amount.	Total.
I 2	17635/7667	31 Dec., 1869	33 Bonds of £100 each	£ 3,300 0 0	£ 3,300 0 0
K 2	6172/6173	31 Dec., 1871	2 Bonds of £500 each	1,000 0 0	1,000 0 0
M 2	20032/20046 20103/20107	31 Dec., 1874 "	15 Bonds of £100 each 5 Bonds "	1,500 0 0 500 0 0	2,000 0 0
"	20432/20441 20489/20493	31 Dec., 1875 "	10 Bonds of £100 each 5 Bonds "	1,000 0 0 500 0 0	1,500 0 0
				£	7,800 0 0

LIST of Bonds to be returned cancelled by Mail of 20th March, 1867.

Series.	Numbers.		Amount.	Total.
Bonds of the first issue exchanged.				
I 2	17232/17241 17632/17634 18932/18946	10 Bonds of £100 each ... 3 " " ... 15 " " ...	1,000 0 0 300 0 0 1,500 0 0	2,800 0 0
M 2	20108/20174 20047/20102 20442/20488 20404/20499	67 Bonds of £100 each ... 56 " " ... 47 " " ... 6 " " ...	6,700 0 0 5,600 0 0 4,700 0 0 600 0 0	17,600 0 0
K 2	5872/5873	2 Bonds of £500 each ...	.....	1,000 0 0
N 2	6572/6576	5 " " ...	.....	2,500 0 0
O 2	389	1 Bond of £1,000 ...	.....	1,000 0 0
				24,900 0 0
Bonds of new issue not exchanged.				
S 2	24858/935	78 Bonds of £100 each ...	.....	7,800 0 0
				32,700 0 0

No. 177.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 April, 1867.

SIR,

I am directed to call your attention to the circumstance that, although the English mail of February last has now been in some days, the Treasurer is without information from you as to any further sale of Debentures that may have been made since the date of the last preceding mail; nor is he informed what course (by your latest advices) has been taken, or is proposed to be taken, in reference to the disposal of the large value of Debentures still held by your London Office.

I have, &c.,
HENRY LANE.

No. 178.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 23 April, 1867.

SIR,

I have to acknowledge your letter of 25 ult., *Sir*, expressing your surprise and concern at the remarks of our Chief Manager, as conveyed in my letter of 20 idem, and urging the necessity of our London Office using every exertion to effect an early sale of all the Debentures in their hands, in order that the Government of New South Wales may be in a position to meet their liabilities falling due at the end of the year; and further, requesting me to convey the wishes of the Government, as therein expressed, to our Chief Manager, believing "that no time could be more favourable for disposal of your Bonds than during the year of peace, and while the state of the London money market offers unusual facilities for investment in all kinds of securities."

In reply, I beg to intimate that, by the March mail, copy of your communication under acknowledgment was duly forwarded to our Head Office, but without comment, as in previous similar cases, where your remarks in connection with the disposal of your securities have, we considered, been made without adequate knowledge or sufficient consideration of the difficulties attendant on placing a foreign Loan on the Stock Exchange, at a time when other Colonies are also large borrowers, on terms even less favourable to themselves. To have endorsed your views would have been to acknowledge that the apparent inaction of our Chief Manager, to which you drew our attention, really existed; and this we not only fail to recognize, but are much surprised that you should so far lose sight of the previous successful handling of your Loans by our representatives in London, in times fraught with danger to the credit of the Colony, as to consider it necessary now to do otherwise than to trust to their best endeavours being used to advance your interests; and although your numerous letters on this subject have doubtless been dictated by the urgency of your requirements, yet it must always be a subject of regret to us, that the tone and tenor thereof, especially that of December, have not been of such a conciliatory spirit and nature as our mutual positions called for.

In support of my views, and for your future better information on the subject under discussion, I beg to draw attention to one or two erroneous ideas expressed in your various letters. For instance, no mistake can be more palpable than to suppose because it is a year of peace, and money in London abundant, that Colonial or other securities necessarily become easy of sale, even where a willingness be exhibited to reduce their price. Such might doubtless have been the case, had not the Colonies overdone this description of borrowing; but there is a limit to such sales, and the public also are perversely inclined to purchase securities when rising in price—not when falling, and it is, consequently, necessary to support the market when it is desired to place any large amount. Considerable caution, moreover, ought to be exhibited in bringing forward a Loan, so as to avoid even a partial failure; for it is easier to hurt the credit of the Colony, and reduce the price of the Bonds, than to induce the public to take a large amount of securities of which they think they have already enough. This is exemplified by the last Queensland Loan (6 per cent., at 91), which was by latest advices in the market, and making way but slowly. Comparatively speaking, it is a failure, and ought to serve as a warning; for if our operations on your behalf met with a similar fate, the position of the Government would be worse than if tenders were not put forward at all. Again, the system of pressing continuous Loans on the London market must eventually be fatal to the credit of any Government so doing; and although our Chief Manager is acting as best he can in regard to selling those Bonds on hand, yet the expression of his opinion is decidedly against disturbing the market again for at least twelve months, and any Loans even then proposed should contain provision for a sinking fund.

I would observe, in conclusion, that although our Chief Manager has not, up to date of last advices, issued tenders for the Debentures then on hand, yet he purposed doing so the earliest possible opportunity that offered a chance of placing them; having under serious consideration the urgent requirements of the Government at close of the year, and the extremely awkward and embarrassed position they will be placed in, should sales

not

not be effected. I, therefore, hope you will see the advisability of trusting to this assurance, rather than hazard further opinions on a matter of which neither the Government nor ourselves, at this distance, can possibly be such competent judges as those on the spot.

Enclosed is the usual monthly Memorandum of Account, shewing the balance in London on 26th February.

I am, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Account. Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	34,800	0	0	Balance of Account ...	Cr.	.....	.....	.....
Drafts on Union Bank...	.....	.....	.....	.....	Bills for collection ...	.....	.....	.....	.....
Drafts on Bank of England ...	.....	.....	.....	.....	Transfer Drafts for do....	.....	.....	.....	.....
Drafts on Chief Manager ...	.....	.....	.....	.....	Debentures unsold ...	.....	832,000	0	0
Transfer Drafts on do. ...	.....	.....	.....	.....		
Bullion ...	.....	.....	.....	.....	Balance ...	Dr.	.....	.....	.....
Credits outstanding ...	.....	49,100	0	0					
Balance ...	Cr.	748,100	0	0						
		£	832,000	0	0		£	832,000	0	0

Oriental Bank Corporation,
London, 26 February, 1867.
E.E.

J. MACNAB,
Chief Accountant.

No. 179.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 23 April, 1867.

SIR,

I addressed you this morning, and have since received your letter of this date, S. 91.

In reply thereto, I beg to inform you that we have not received advice from our Head Office in London, by the mail received here on 17th instant, of any sales of Debentures having been effected since the date of the preceding mail.

I am, &c.,
S. MURRAY,
Manager.

No. 180.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
24 April, 1867.

SIR,

I have the honor to enclose the usual monthly lists of—

- | | |
|-------------------|---|
| 1. Debentures | } stamped "Interest payable in London." |
| 2. Treasury Bills | |

In duplicate

I have, &c.,
HENRY LANE.

No. 181.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 2 May, 1867.

SIR,

I beg to hand you herewith sundry shipping documents received per Panama mail this morning.

I am, &c.,
S. MURRAY,
Manager.

No. 182.

ORIENTAL BANK CORPORATION.

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No. 182.

THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON, to THE COLONIAL
TREASURER.

Oriental Bank Corporation,
London, E.C., 23 March, 1867.

SIR,

With reference to our letter of 26th ultimo, we now beg to enclose Memorandum of the particulars of the Bonds of the Old and New Issue of the Loan of 1866, which are returned to you cancelled, by the present mail steamer, aggregating £32,700. Enclosed is also the parcel ticket of the box containing the Bonds.

Yours, &c.,

JOHN SKINNER.

(Pro Chief Manager.)

[Enclosure in the foregoing.]

List of Bonds to be returned, cancelled, by mail of 20th March, 1867.

Series.	Numbers.		Total.	Amount.
	<i>Bonds of the First Issue exchanged.</i>			
I 2	17232 to 17241	10 Bonds of £100 each	£ 1,000 0 0	£ s. d.
	17632 to 17634	3 Do.	300 0 0	
	18932 to 18946	15 Do.	1,500 0 0	
M 2 ...	20108 to 20174	67 Bonds of £100 each	6,700 0 0	2,800 0 0
	20047 to 20102	56 Do.	5,600 0 0	
	20442 to 20488	47 Do.	4,700 0 0	
	20494 to 20499	6 Do.	600 0 0	
K 2	5872 to 5873	2 Bonds of £500 each ... ..	.....	17,600 0 0
N 2	6572 to 6576	5 Do. ... ..	.....	1,000 0 0
O 2	389	1 Bond of £1,000 ... ..	.....	2,500 0 0
				1,000 0 0
				24,900 0 0
	<i>Bonds of New Issue not exchanged.</i>			
S 2	24858 to 935	78 Bonds of £100 each ... ..	.....	7,800 0 0
			£	32,700 0 0

I certify that I have this day had produced to me, in a cancelled state, the Bonds above enumerated.

15 March, 1867.

W. C. MAYNE,
Agent for the Colony of New South Wales.

No. 183.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK
CORPORATION, SYDNEY.

The Treasury, New South Wales,
14 May, 1867.

SIR,

I have the honor to enclose a list of Debentures, stamped "Interest payable in duplicate in London."

I have, &c.,

HENRY LANE.

No. 184.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
15 May, 1867.

SIR,

In connection with my letter of the 14th instant, No. S 108, enclosing a list of Debentures, stamped "Interest payable in London," I have now the honor to hand you copies of the Acts, under the provisions of which the Debentures referred to have been issued.

I have, &c.,

HENRY LANE.

359—K

No. 185.

No. 185.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.
Oriental Bank Corporation,
Sydney, 15 May, 1867.

SIR,

For your information, I beg to state that we have received advice from our Chief Manager, under date 26th March, by the English mail delivered yesterday, to the effect that our Directors in London were unable to advise any steps having been taken towards advertising the Loan. The market had been so dull, and the efforts to effect Loans had lately so signally failed, that certain failure would have been incurred had proceedings at that time been attempted.

I enclose the usual Memorandum of Account as on 26th March last.

I am, &c.,

S. MURRAY,
Manager.

[Enclosure in the foregoing.]

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	84,100	0	0	Balance of Account ...	Cr.	.....	.....	.....
Drafts on Union Bank...	.....	.....	.....	.....	Bills for collection ...	.....	.....	.....	.....
Drafts on Bank of England	.....	.....	.....	.....	Transfer Drafts for do. ...	.....	.....	.....	.....
Drafts on Chief Manager	.....	.....	.....	.....	Debentures unsold ...	.....	832,000	0	0
Transfer Drafts on do. ...	.....	.....	.....	.....		
Bullion ...	.....	.....	.....	.....		
Credits outstanding ...	.....	54,200	0	0	Balance... ..	Dr.	.....	.....	.....
Balance	Cr.	693,700	0	0						
		£	832,000	0	0		£	832,000	0	0

Emigration Commissioners £10,000
Captain Mayne—Outstanding 44,000
Charles Moore, 16/7 192

£54,192

Oriental Bank Corporation,
London, 26th March, 1867.
E.E.

J. MACNAB,
Chief Accountant.

Captn. Mayne's Credits:—

	£	s.	d.
Sanctioned in London	22,200	0	0
16/3	113	6	6
4	350	0	0
5	3	17	6
10	474	9	6
17/1	383	0	0
2	180	0	0
3	55	0	0
5	2	9	4
6	20,000	0	0
7	200	0	0
	£43,962	2	10

No. 186.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 15 May, 1867.

SIR,

I beg to hand you herewith sundry documents connected with the Government Financial Agency, received from our Head Office by the mail which arrived yesterday, viz. :—

Statements of Dividends paid:—

On Debentures, due 1 January, 1867.

Treasury Bills, "

Pensions, &c., not in continuation.

Debentures, due 1 July, 1864.

" " 1 January and 1 July, 1865.

Documents in support of Captain Mayne's drafts on our Head Office against letters of credit, and

Statement of Account in continuation with our Head Office, balanced by £84,131 3s. at the debit of the Government, as on 26th March last.

I am, &c.,

S. MURRAY,
Manager.

No. 187.

No. 187.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE,

Oriental Bank Corporation,
Sydney, 15 May, 1867.

SIR,

We are advised by our Head Office of a box having been forwarded by the mail steamer just arrived, containing documents hereunder particularized. The bill of lading, we believe, is in your possession, and will enable you to obtain delivery of the box at Moore's Wharf.

I am, &c.,
S. MURRAY,
Manager.

Contents of Box.

- Copy of Letter of Indemnity for lost Coupon B1, 268 and 625, of £5 each, and No. 778, £2 10s., due 1 January, 1867.
- Cancelled Coupons detached from Debentures sold,—
- Series A2. No. 12,059 to 12,550 — 492 — £2 10s.
12,606 to 12,938 — 333 — £2 10s.
due 1st January and 1st July, 1865, and 1st January and 1st July, 1866.
- Series A2. 12,939 to 13,521 — 583 — £2 10s.
due 1st January and 1st July, 1866.
- Series B2. 4,625 to 4,714 — 90 — £12 10s.
2,970 and 2,974 — 2 — £12 10s.
due 1st January and 1st July, 1866.
- Series C2. 303, 304, 308 — 3 — £25.
due 1st January and 1st July, 1866.
-

No. 188.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 18 May, 1867.

SIR,

I have the honor to acknowledge your letters of the 14th and 15th instant, Nos. S 108 and 109, handing a list of Debentures stamped "Interest payable in London," together with copy of the Acts under which the said Debentures have been issued. Before forwarding these documents to our London Office, it is proper that I should state, for the information of the Government, that inasmuch as the issue of a portion of these Debentures, viz., £29,800, under Act No. 23, Vic. 30, is in contravention of the rules of the Stock Exchange, communicated to this Bank in February, 1863, and of which a copy was in due course furnished to you, the consequences likely to arise from any attempt to dispose of these Debentures in London must have an injurious effect upon the credit of the Colony, and may involve the parties offering them for sale in serious inconvenience.

If, upon consideration, after referring to the Stock Exchange rules in question, and to the recent correspondence between our London Office and this Branch, as communicated to you, you concur in the view that I now express, perhaps you may deem it desirable, in the interest of the Government, to use means for the withdrawal of these Debentures, so as to prevent their transmission by the outgoing mail, for sale in the London market.

I have, &c.,
S. MURRAY,
Manager.

No. 189.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL
BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 May, 1867.

SIR,

Referring to the accounts which have been furnished by your Chief Office in connection with the sale of Debentures in London, during the year 1866, I am directed to point out that an overcharge amounting to £444 18s. 3d., appears to be made in the
item

item of commission on those sold under the Acts 29 Vict., Nos. 4 and 5. It would appear that the commission has been erroneously calculated on the principal sum of £817,300 = £4,086 10 0

whereas it should have been on the net proceeds only, viz. :—

£817,300 @ 90 per cent. = £735,570 0 0

Less—

Brokerage	£2,043 5 0	
Discount	2,108 16 8	
Interest	1,931 8 6	
Stamps, &c.	1,168 16 3	
		7,252 6 5

Chargeable with commission 728,317 13 7
 $\frac{1}{2}$ per cent. on which amounts to..... 3,641 11 9

Overcharge £444 18 3

I am to request that you will have the goodness to advise your Chief Manager to this effect, by the ensuing mail, with a view to the amount in question being refunded, and also the interest charged thereon as part of the overdraft.

I have, &c.,
HENRY LANE.

No. 190.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 May, 1867.

SIR,

I have the honor to enclose the usual monthly list of,—

Treasury Bills,—

And a further list in continuation of that forwarded to you in my letter dated 14th instant, of,—

Debentures,—

stamped "Interest payable in London."

I have, &c.,
HENRY LANE.

No. 191.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 May, 1867.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 18th instant, in which you state that serious inconvenience is likely to arise, from the transmission to London, for sale there, of Government Debentures, representing £29,800 stock, issued under the Act 30 Vic. No. 23, such issue in your opinion being in contravention of certain rules of the Stock Exchange, communicated to this Government in 1863. In reply, I am to state that the Loan Act referred to (30 Vic. No. 23), is for the purpose of raising the comparatively small sum of £65,850 for Miscellaneous Public Works, and that the Treasurer considered the sale of the Debentures issuable thereunder, at 90 in this market, a preferable course to placing so small a Loan on the Stock Exchange, at a probable sale at 85.

On this view of the case, the whole Loan has been disposed of here at 90, chiefly to persons for local investments; but, in reference to the £29,800 sold to the Commercial Bank, and which the Government Brokers state will be sent to London by the outgoing mail, the Treasurer is desirous that the holders of these securities should be placed in as good a position as if they had purchased the Debentures in London. I am therefore to ask if you will be good enough to apply in the proper quarter for a recognition of this particular Loan on the Stock Exchange; but should your London Office not succeed in doing so, the Treasurer requests that, at the option of the London Branch of the Commercial Bank, your Chief Manager will exchange the Debentures referred to for a like value of similar securities quotable in the official list of the Stock Exchange, or pay the Bank their cash value at the current market rate—placing the amount so paid to the debit of this Government, and retransmitting the Debentures to the Treasury. I enclose, as requested, a blank form of the Debentures issued under this Act.

I have, &c.,
HENRY LANE.

No. 192.

No. 192.

W. W. CARGILL, Esq., to THE HONORABLE JAMES MARTIN, Esq.

Oriental Bank Corporation,
Sydney, 30 May, 1867.

SIR,

Referring to the interview with which you favoured Mr. Murray and myself, on the 21st instant, and at which the Honorable the Treasurer was also present, and to the understanding then come to, that I should request to be favoured in writing with such an expression of the views of the Government on the question of the debt of New South Wales, as might tend to create a right impression on the public mind in England respecting the financial position of the Colony, present and prospective, and of the intentions of the Government as to a further increase of such debt,—I have now the honor to submit for your consideration, what appears to me necessary to ensure the maintenance of the credit of New South Wales Bonds in Europe, and to pave the way for such further emission of Bonds as may be contemplated.

2. You are aware that the facility of borrowing in London on any recognized securities is greater or less, not only as the value of money may happen to be higher or lower at the time, but that it is affected by any momentary demand, also, that may happen to exist for the particular securities about to be offered to the public. This demand varies from time to time, owing to causes difficult to foresee,—it is exceedingly capricious, and any adverse disposition can only be dealt with on the spot as it may arise. It has often happened in our experience, as Agents for the New South Wales Government, that sales of Debentures have been made with comparative ease when we had looked for difficulty, and that when circumstances appeared to be in every way favourable, we have found ourselves grievously disappointed.

3. It is unnecessary at this period to enter into the reason why the present system of borrowing was adopted, whether on account of the unwillingness of the Government or Parliament to raise larger sums at a time than were required for meeting current engagements, or whether it was deemed advisable to abstain from presenting too large an amount of indebtedness at once before the English public, and to be content with moderate sales as required, and so to familiarize investors with such securities. The result has been so far successful,—upwards of seven and a half millions of money have been raised; and the value of the Bonds, although at present less than it was in former years, is equal to that of such of the other neighbouring Colonies which have also come into the London market.

4. What is now to be considered is, the future action of the Government with respect to the debt—how much they are compelled to borrow to clear off existing liabilities—what further sums they contemplate raising, and how far the present system of emitting Bonds and conducting their London Financial Agency should be adhered to.

5. I understood you to say, at our conference on the 21st instant, that, in your opinion, the Colony of New South Wales is able to bear a debt of from ten to twelve millions on its present resources, but that a larger sum might cause an undue pressure on the tax-payers, unless the Railways and other Public Works of a like nature should prove, as is expected, to yield a remunerative return on their expenditure. You stated that it was not the intention of the Government now to propose any increase to the amount of debt already authorized by the Legislature, or to enter into any fresh railway contracts beyond the sums already so authorized, except one, namely, for extending the Southern Line from Goulburn to the Murrumbidgee, and that as soon as the surveys for this extension were completed, you would apply to Parliament for sanction to raise the needful amount, and to borrow the same in England, as heretofore. Your rough estimate for this special work was from two to three millions sterling.

6. You added, according to my recollection, that as yet the railway system, for which nearly all the money raised by loan had been spent, extended only for short distances out of Sydney, and in three directions; that the cost had been excessive, owing to the mountainous character of the country; that to extend, at present, further to the north or west than is now under construction, would not offer sufficient inducement, but that an extension to the south-west would not only open up the most valuable country in the interior, but would intercept all the traffic from the north that now follows the rivers running into the Murray; also, that after passing the mountain ranges the cost of constructing would be much more moderate, and that besides being in itself a profitable line of road, it would give an adequate value to the existing section, and make the original railway scheme complete.

7. The result of the scheme in contemplation would then be—

Total Debt authorized	...	...	...	£9,424,000
(Debentures and Treasury Bills sold	...	...	£7,525,000	
Balance yet to be raised—With O.B.C., London	...	...	1,440,000	
In the Colony, unsold	...	...	459,000)	
Cost of proposed Railway extension, say	...	...	...	3,000,000
				<hr/>
				£12,424,000
				<hr/>

8. On referring to the advices in our London letters for past years, the following seem to be the rates at which the Bonds of the Colony were sold through the agency of the

continuing the Agency in their own hands, if the Government are of opinion that they can obtain other Agents better calculated to do justice to such a charge; they are quite ready at any time, prior to, or at the conclusion of the present contract, to hand it over to whomsoever the Government may think it proper to appoint.

19. If, however, the Government prefer to continue the Agency as at present, and give authority for consolidating all the Loans, it would be desirable to authorize the Bank to associate with themselves such other firms, or to employ specially the agency of such financial house in London as, in their judgment, they may deem it advisable or conducive to success to engage, on such terms as are usual in business of that kind.

20. Requesting that you will kindly favour me with as early and precise a reply as it may be in your power to give,—

I have, &c.,
W. W. CARGILL.

No. 193.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
1 June, 1867.

SIR,

I do myself the honor to inform you that Mr. Alexander Dick, one of the Examiners of Titles under the Real Property Act, has obtained leave of absence for the purpose of visiting England, and has been furnished with a certificate to enable him to receive payment in England of the half salary allowed to him during his absence, viz., £460 per annum from this date. I am directed also to inform you that the Treasurer has approved of Mr. Dick anticipating the payment of his salary for any three months, and to request that you will advise your London Office accordingly, by the mail which leaves for England to-day, *via* Panama, Mr. Dick having given the usual undertaking in such cases.

I have, &c.,
HENRY LANE.

No. 194.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 5 June, 1867.

SIR,

I beg to hand you herewith sundry shipping documents to hand by the Panama mail.

I am, &c.,
S. MURRAY,
Manager.

No. 195.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
11 June, 1867.

SIR,

Referring to the understanding which was arrived at between you and the Treasurer, to renew the deposit receipt for £20,000, coming due on the 17th instant, I am directed to inform you that the Treasurer finds, on inquiry, that great inconvenience will be occasioned by the said renewal, in view of the large payments he is called upon to make, and that he will therefore be under the necessity of drawing the amount in question at its due date.

I have, &c.,
HENRY LANE.

No. 196.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 14 June, 1867.

SIR,

For your information, I have the honor to hand you the following extract from a letter received this morning from our Chief Manager in London:—

“The Treasurer’s letter expresses satisfaction at the sale of the Bonds in November last, but he does not approve entirely of the condition of the sale,—that we should not come again on the market for a certain time. Now, as this condition is always imposed when

when a large amount of securities is contracted for at once, we shall be glad to know, for our future guidance, whether it is the Treasurer's desire that we should refuse such a stipulation, and trust to the daily demand in the market, rather than agree to it when we have an opportunity of placing such an amount as that sold in November. We send copy of a letter from our brokers on this subject.

"We had expected, ere this, to have advertised the £832,000 Bonds in our hands, as we have advised you, but to have done so during the last few months would infallibly have led to failure. We see reiterated in the letter of 21st February, the Government wish to avail itself of the favourable state of our money market; and if cheap money were the only condition required for placing the Bonds, no time more favourable than the present could possibly be found. I have endeavoured, on former occasions, to explain to you, for the Treasurer's information, that cheap money is only one condition of success, and not the greatest. Above all, confidence is necessary to a successful operation; first, confidence amounting to conviction that the securities are intrinsically safe; and next, a reasonable prospect that if an investor should desire to sell, he will be able to do so at or above the price he is required to give. This assurance, I am sorry to say, the financial policy of New South Wales is not quite calculated to afford.

"We are quite ready to bring the Loan out the moment there is a chance of success; and were the political question on the Continent settled peacefully, we think the time would not be far off; but to improve our chance to the utmost, we must assure the public that no Loan beyond the £832,000 will be introduced this year; indeed, to obtain subscriptions, it will be necessary to spread the instalments of payment over a considerable space of time, which will practically exclude any other Loan during 1867."

Copy of the letter alluded to in the foregoing extract is enclosed; and I have the pleasure of informing you that later information, in the shape of a telegram, dated 11 May, from London, reached us by the steamer just arrived, by which we learn that the Bonds for £832,000 had been placed at 85½.

Memorandum of Account as on 26th April last is herewith enclosed.

I have, &c.,
S. MURRAY,
Manager.

[Enclosures in the foregoing.]

Messrs. J. & A. Scrimgeour to C. J. F. Stuart, Esq.

18, Old Broad-street,
London, 17 April, 1867.

Dear Sir,

With reference to our Contract of 17th November last, for sale of £260,000 New South Wales Government Bonds, we beg to say that it would have been impossible for us to have negotiated the business without the stipulation that no further issue should take place during 1866; and the subsequent course of the markets has shown that it would have been advisable to have stipulated for a much longer intermission.

We are, &c.,
J. & A. SCRIMGEOUR.

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

			£	s.	d.				£	s.	d.	
Balance of Account	...	Dr.	158,900	0	0	Balance of Account	...	Cr.	.....	.....	.....
Drafts on Union Bank	...	...	.....	.....	.....	Bills for collection	...	...	.....	.....	.....
Drafts on Bank of England	...	...	.....	.....	.....	Transfer Drafts for do.	...	...	.....	.....	.....
Drafts on Chief Manager	...	...	.....	.....	.....	Debentures unsold	...	...	832,000	0	0
Transfer Drafts on do.	...	...	.....	.....	.....		
Bullion	...	...	.....	.....	.....		
Credits outstanding	...	...	33,400	0	0						
Balance	...	Cr.	639,700	0	0	Balance	...	Dr.	.....	.....	.....
			£	832,000	0	0			£	832,000	0	0

Oriental Bank Corporation,
London, 26 April, 1867.

E.E.

J. MACNAB,
Chief Accountant.

Memo. of Credits:—

			£	s.	d.
Emigration Commissioners	...	...	10,000	0	0
16/7 O.B.C. Pensions	...	...	192	0	0
W. C. Mayne	...	...	800	0	0
16/3 Do.	...	...	113	6	6
4 Do.	...	...	350	0	0
5 Do.	...	...	3	17	6
10 Do.	...	...	308	17	5
17/1 Do.	...	...	333	0	0
2 Do.	...	...	180	0	0
3 Do.	...	...	55	0	0
6 Do.	...	...	16,511	10	8
7 Do.	...	...	200	0	0
9 Do.	...	...	50	0	0
15/22 Do.	...	...	4,000	0	0
17/8 O.B.C. Pensions	...	...	230	0	7
			£33,377	12	8

No. 199.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 June, 1867.

SIR,

In reply to a paragraph in your letter of the 15th instant, with reference to a letter of credit for £13,000, in favor of W. C. Mayne, Esq., bearing date August, 1865, I have the honor to inform you that a communication has been addressed to Capt. Mayne, for the purpose of ascertaining whether the undrawn balance on the said credit, stated to be £4,000, is likely to be required.

Upon receipt of the information you will be further advised.

I have, &c.,
HENRY LANE.

No. 200.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 21 June, 1867.

SIR,

In terms of your letter S 137 of yesterday's date, I beg to hand you herewith the following letters of credit:—

	£	s.	d.
No. 17/16. Right Hon. Postmaster General	12,524	14	0
17. Oriental Bank Corporation	268	6	8
18. W. C. Mayne, Esq.	3	5	0

I am, &c.,
S. MURRAY,
Manager.

No. 201.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 June, 1867.

SIR,

With reference to the Debentures, amounting to £608,000, issued under the Act 29 Vic., No. 23, and transmitted to London by the mail steamer "Geelong," which sailed from Sydney in March last, I am now directed to forward, for transmission by the outgoing mail of this month, the balance, viz., £150,000 of the Debentures authorized by the said Act:—

Transmitted in March last	£608,000
Do. now	150,000
Total authorized	<u>£758,000</u>

The particulars of the Debentures for the £150,000 are shown in the enclosed Schedule.

I am also to request that you will instruct your Chief Manager, when this Loan of £758,000, as now completed, is placed for sale on the Stock Exchange, to have the goodness to tender for and purchase to the extent of £200,000 thereof, and return the same to this Colony, for the uses of the Government.

I have, &c.,
HENRY LANE.

[Enclosure in the foregoing.]

SCHEDULE of Debentures referred to.

	£
Series W2, of £500 Bonds:—	
Nos. 7,722 @ 7,796 = 75	37,500
7,839 @ 7,861 = 23	11,500
7,892 @ 7,927 = 36	18,000
Series X2, of £1,000 Bonds:—	
Nos. 543 @ 562 = 20	20,000
571 @ 587 = 17	17,000
Series Y2, of £100 Bonds:—	
Nos. 24,936 @ 25,070 = 135	13,500
25,181 @ 25,405 = 225	22,500
25,636 @ 25,735 = 100	10,000
TOTAL	<u>£150,000</u>

HENRY LANE.

No. 202.

No. 202.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 June, 1867.

SIR,

In connection with my letter of the 1st instant, No. S. 122, respecting the payment in London of Mr. Alexander Dick's salary, I have now the honor to enclose a letter of credit on the Oriental Bank Corporation, London, for the sum of £268 6s. 8d., being the amount of said salary up to 31st December next. In duplicate.
No. 17/17.

I have, &c.,
HENRY LANE.

No. 203.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 June, 1867.

SIR,

I have the honor to enclose the usual monthly lists of—

- 1. Debentures
 - 2. Treasury Bills
- } stamped, "Interest payable in London."

In duplicate.

I have, &c.,
HENRY LANE.

No. 204.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 22 June, 1867.

SIR,

I have to acknowledge receipt of your letter, dated 21st instant, accompanied by Debentures representing £150,000, which will be transmitted by outgoing mail to our Head Office in London, together with copy of your instructions relative thereto.

I am, &c.,
FRED. CROZIER.
(For the Manager.)

No. 205.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 24 June, 1867.

SIR,

Referring to my letter of 22nd instant, I beg to inform you that the Debentures representing £150,000 were duly shipped that day per "Geelong," to our London Office, but as only one bill of lading was issued (in conformity, we were told, with the rules of the P. & O. Company as to the red form), we forwarded it to London in the ordinary course and have no copy to hand to you.

I am, &c.,
S. MURRAY,
Manager.

No. 206.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
28 June, 1867.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esq., for the sum of £25,000.

I have, &c.,
HENRY LANE.

No. 207.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 28 June, 1867.

SIR,

Referring to your letter of this date, I beg to hand you herewith a letter of credit on our Head Office:—

No. 17/19. W. C. Mayne.....£25,000.

I am, &c.,
S. MURRAY,
Manager.

No. 208.

No. 208.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 June, 1867.

SIR,

I have the honor to request that you will be good enough to furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esq., for the sum of £100.

I have, &c.,

HENRY LANE.

No. 209.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 29 June, 1867.

SIR,

In terms of your letter of the 21st of this date, I beg to hand you herewith letter of credit on our London Office:—

No. 17/20. W. C. Mayne.....£100.

I am, &c.,

S. MURRAY,

Manager.

No. 210.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 15 July, 1867.

SIR,

By the mail recently arrived sundry documents in support of Capt. Mayne's drafts on our Head Office have come to hand, which I forward herewith.

The holders of the undermentioned Treasury Bills have given notice that they require payment in London of the principal, due 1st January, 1868.

Mr. F. A. Foreman Nos. 1619 to 1633. 15 of £100 each.

Mr. Davidson..... " 1611 " 1612. 2 " "

Mr. Browne " 888 " 902. 15 " "

London and Westr. Bank " 874 " 887. 14 " "

I am, &c.,

S. MURRAY,

Manager.

List of Enclosures—Shipping Documents.

Inv. & B. L. Stationery	per "Cingala"	99	15	0	under L. C. 16/3.
" " Life Boat	" "Strathnaver"	550	0	0	L. C. 16/4 & 17/15.
" " Ammunition	" "Cingala"	308	6	0	17/1.
" " "	" "	21	1	0	"
" " "	" "	62	10	0	"
" " Rails	" "Strathdon"	1,533	11	0	17/6.
" " "	" "Neuhoff"	902	17	9	"
" " Grease	" "Cingala"	54	18	6	"
" " Bridges	" "Cape Clear"	1,337	16	8	"
" " Spikes	" "Empress of India"	557	1	3	"
" " Rails	" "Lansdown"	1,211	1	5	"
" " "	" "	905	18	3	"
" " Fish Plates	" "Cingala"	1,273	10	10	"
" " "	" "Neuhoff"	17	0	0	"
" " Bridges	" "Compadre"	1,285	15	0	"
Freight note, per "Caledonia"		425	4	6	"
" " "Prince Patrick"		384	11	1	"
" " "Dartmouth"		4	7	11	"
" " "		93	1	1	"
" " "		166	0	10	"
" " "		7	13	1	"
		271	2	11	"
" " "Ben Lomond"		46	10	7	"
" " "Sir J. Lawrence"		145	12	8	"
" " "		155	6	1	"
		300	18	9	"
" " Insurance note		52	17	2	"
W. C. Mayne's a/c.		10	10	0	16/10.
Postmaster General's a/c.		13	1	3	Petty charges.
Reuter's Telegram Co. a/c.		15	15	0	Do.
Inv. and B. L. Books per "Cingala"		30	15	11	Do.
Insurance note		233	15	6	L. C. 17/6.

Also, Statement of Account in continuation to 27th May, balanced by £174,713 12s. 6d., at the debit of the Government.

No. 211.

No. 211.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 15 July, 1867.

SIR,

I have the honor to inform you that we have received advices from our Head office in London, up to 25th May last, in connection with the Agency of the New South Wales Government Account.

From such advices I extract the following, for your information, in relation to placing on the London market the Loan which we lately advised you had been successfully taken up:—

“On the 10th May, so soon as it appeared probable that peace would be maintained, we resolved to advertise the Loan for £832,000, as we had previously advised you. The enclosed advertisement will acquaint you with the terms of issue, and you will see that the instalments reach up to the 1st of December next, although it is probable that, with the cheap money we now have, the discount of 5 per cent. may induce prepayment of a large part of the amount. The price of 85½, with a discount, was recommended by our brokers, in preference to naming a lower price for the issue, as calculated to affect the quotations of the other Loans less; and, as the amount was rapidly subscribed, and the scrip is at a premium of 2 @ 2½, without any great or permanent fall in the other securities, we think it may be considered a successful operation.”

The advertisement referred to is herein enclosed.

I also hand you (as bearing on the subject matter of a letter addressed to the Honorable James Martin by Mr. W. W. Cargill of this Corporation) a further extract from a communication received in connection with the Government finances:—

“Should the Government be in a position to grapple with the question of their finances, with a view to a settlement, some such plan as the following might be worth their consideration—as it would undoubtedly improve their position here:—We would recommend them to take power to contract a consolidated 5 per cent. Loan in London, sufficient to absorb those now outstanding, with a sinking fund of 1 per cent., to be applied by yearly drawings. Thus, for an additional payment of £60,000 or £70,000 a year, the debt would be extinguished in 36 years; and should the Government require in future years to borrow more money, their credit would be good by the operation of the sinking fund. They would have no difficulty in adding any reasonable amount to their Loan. This is the true principle, whilst that of repaying one Loan by borrowing another is not, and can only lead one way.”

With reference to your letter of 25th March last, in which you estimate the obligations of the Government, up to 1 January, 1868, to be £623,000, I beg to bring to your notice that, notwithstanding the late considerable sale of Debentures, a large sum will have to be provided at this end for remittance to London, to keep your account at that place within the limit authorized by the agreement, thus:—

Debtor balance in London on 27th May	£175,000
Credits outstanding at that date and since issued	232,000
Specified by you as required up to 1st January, 1868, to meet current obligations	623,000
	£1,030,000

Against this you have, or will have in London, before 1st December, £700,000, proceeds of the new Loan, so that a deficit of £80,000 (allowing for the overdraft of £250,000 sanctioned by the agreement) will, in addition to any sums you may in the interim require, have to be provided for. I beg your earnest attention to this important matter, especially as the means you propose to make provision for the deficiency, namely, by disposal of a new Loan, will scarcely be practicable. The instalments of the one lately placed extend, as before stated, to 1st December; and our Chief Manager could not, with any prospect of success, place two Loans in such rapid succession. This point becomes the more important, as any monetary or political disturbance in Europe, or any adverse feeling on the part of the public or Stock Exchange, to Colonial Securities generally, or to these Bonds specially, would render the present provision you have made of no avail.

For your information I may mention, that Captain Mayne communicated with our Chief Manager about destroying the £299,700 Bonds paid off last year, and arrangements were made for their destruction on 28th May last, in the presence of that gentleman and Mr. Larnach, when a certificate of their destruction will be sent to the Government.

Usual memorandum, shewing the account in London as on 27th May to be Dr. £369,000, is herein enclosed, also memo. of No. 3 Account opened temporarily on account of the Loan.

I am, &c.,
S. MURRAY,
Manager.

[Enclosures in the foregoing.]

NEW SOUTH WALES GOVERNMENT.—LOAN FOR £832,000.

1. The New South Wales Government, by their Agents, the Oriental Bank Corporation, offer for disposal, by tender, the above Loan, which is a charge on the Consolidated Revenue of the Colony, authorized by the Acts of the Colonial Legislature, 26 Vic., No. 14, and 27 Vic., No. 14.

2. The Loan is to be issued in Bonds of £100, £500, and £1,000 each, bearing interest at 5 per cent. per annum from 1st January, 1867, payable by coupons half-yearly in London and Sydney. The principal money to be paid off on the 1st January, 1895.

3. Copies of the Acts and Bonds can be seen at the Office of the Agents.

4. The lowest price that will be accepted for the Bonds is £85 10s. for every £100, and the terms of issue are—

£10	0	per cent on application.
25	0	„ on 1st July (less coupon of £2 10s.)
25	0	„ on 2nd September.
25	10	„ on 2nd December.

£85 10

5. Scrip certificates will be issued to subscribers on allotment, and exchanged for bonds, on the payments of the instalments in full.

6. Subscribers paying in full on allotment, or at the dates of the several instalments, will receive a discount of 5 per cent. on their payments.

7. The above Loans are for the extension of Public Works in the Colony of New South Wales, of a reproductive character, including Railways, Telegraphs, Harbours, River Navigation, and Roads.

8. All tenders must be made in the annexed form, and will be received by the Agents for the Loan on and after Monday next, until the amount of the Loan is subscribed, but not beyond the 20th instant, at 2 o'clock. All applications will be recorded, and considered strictly in the order in which they are received.

9. Forms of tenders can be obtained from the Agents for the Loan, and from the brokers, Messrs. Steer, Lawford, & Cuerton, and Messrs. J. & A. Scrimgeour.

Oriental Bank Corporation,
Threadneedle-street, London,
10th May, 1867.

FORM OF APPLICATION.

To the Oriental Bank Corporation.

I enclose the sum of £ _____ and request that you will allot me _____ in Bonds of the New South Wales Government Loan authorized by the Acts 26 Vic., No. 14, and 27 Vic., No. 14; and I hereby agree to accept such Bonds as may be allotted to me, and to pay the instalments when due, in terms of your advertisement of 10th May, 1867.

I am,
Your obedient Servant,

Name in full _____
Profession or Business _____
Address _____
Date _____

MANAGER at Sydney. No. 2 Memo. of Account with Head Office.

	£	s.	d.		£	s.	d.
Balance of Account ... Dr.	175,000	0	0	Balance of Account ... Cr.	.....	.....	.....
Drafts on Union Bank ...	.....	.....	.....	Bills for Collection ...	.....	.....	.....
Drafts on Bank of England ...	.....	.....	.....	Transfer Drafts for do...	.....	.....	.....
Drafts on Chief Manager ...	.....	.....	.....	
Transfer Drafts on do. ...	.....	.....	.....	
Bullion ...	.....	.....	.....	
Credits ... Cr.	194,000	0	0	Balance ... Dr.	369,000	0	0
Balance ...	.....	.....	.....	
	£	369,000	0 0		£	369,000	0 0

Memorandum of Credits.

	Emigration Commissioners	£10,000	0	0
17/14	Bank of New South Wales	9,630	8	3
16/ 7	O.B.C. Pensions	192	0	0
17/ 8	„ „ „ „ „ „	230	0	7
11	„ Debentures	154,974	8	6
13	„ Pensions	3,427	5	9
12	„ Interest on Treasury Bills	4,581	0	0
16/3	W. C. Mayne	13	11	6
5	„ „ „ „ „ „	3	17	6
10	„ „ „ „ „ „	298	7	5
17/ 2	„ „ „ „ „ „	180	0	0
3	„ „ „ „ „ „	55	0	0
6	„ „ „ „ „ „	5,475	0	5
7	„ „ „ „ „ „	200	0	0
9	„ „ „ „ „ „	50	0	0
10	„ „ „ „ „ „	260	0	0
15/22	„ „ „ „ „ „	4,200	0	0
		£193,570	19	11

Oriental Bank Corporation,
London, 27th May, 1867.
E.E.

Chief Accountant.

MANAGER

MANAGER at Sydney. No. 3 Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	.....			Balance of Account ...	Cr.	.....		
Drafts on Union Bank...	.....				Bills for Collection ...	.....			
Drafts on Bank of England ...	.....				Transfer Drafts for do...	.....			
Drafts on Chief Manager ...	.....				Received on account of Loan of				
Transfer Drafts on do....	.....				May, 1867, for £832,000 ...		400,000	0	0
Bullion ... ..	.....				Balance in course of payment...		300,000	0	0
Balance	Cr.	700,000	0	0	Balance	Dr.	.....		
		£	700,000	0	0		£	700,000	0	0

Oriental Bank Corporation,
London, 27th May, 1867.
E.E.

Chief Accountant.

No. 212.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
20 July, 1867.

SIR,

I have the honor to request that you will furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esquire, for the sum of £50.

I have, &c.,
HENRY LANE.

No. 213.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 22 July, 1867.

SIR,

In terms of your letter of the 20th instant, I beg to hand you herewith a letter of credit on our London Office:—

No. 17/21. W. C. Mayne, Esq. ... £50.

I am, &c.,
S. MURRAY,
Manager.

No. 214.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 July, 1867.

SIR,

I have the honor to enclose the usual monthly lists of—

- | | |
|-------------------|--|
| 1. Debentures | } stamped, "Interest payable in London." |
| 2. Treasury Bills | |

In duplicate.

I have, &c.,
HENRY LANE.

No. 215.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
24 July, 1867.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 15th instant, advising the sale of £832,000 Debentures, issued under Loan Acts, 26 Vic., No. 14, and 27 Vic., No. 14; and without, at this time, expressing an opinion upon the mode in which this sale has been managed, I am to request that you will instruct your London Office, by the outgoing mail, to discontinue for the present any further sales of Debentures held on account of the Government.

I have, &c.,
HENRY LANE.

No. 216.

No. 216.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 24 July, 1867.

SIR,

I have the honor to acknowledge receipt of your letter S178 of this date, in reference to the disposal of £832,000 Debentures issued under Loan Acts, 26 Vict., No. 14, and 27 Vict., No. 14, in which, while withholding your opinion as to the mode in which the sale has been managed, you request us to instruct our Chief Manager to discontinue for the present any further operations.

This I have done; but at the same time I think it right to record my opinion, that these instructions may be the means of preventing our Head Office from taking advantage of a favourable market towards the end of the year, and thereby, to some extent, inconveniencing the Government in providing for their engagements falling due in July, 1868.

I have, &c.,
S. MURRAY,
Manager.

No. 217.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
29 July, 1867.

SIR,

I have the honor to request that you will furnish me with a letter of credit on the Oriental Bank Corporation, London, in favor of W. C. Mayne, Esquire, for the sum of £70, for transmission to England, *via* Panama.

I have, &c.,
HENRY LANE.

No. 218.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 29 July, 1867.

SIR,

In terms of your letter S¹²¹, of this date, I beg to hand you herewith a letter of credit on our London Office:—

No. 17/22. W. C. Mayne, Esq. ... £70.

I am, &c.,
S. MURRAY,
Manager.

No. 219.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
31 July, 1867.

SIR,

I am directed by the Honorable the Treasurer to invite your attention to the report, in this morning's papers, of a debate which took place in the Legislative Assembly, last evening, on the motion of Mr. Thornton,—“that this House disapproves of the sale, in May last, in London, of New South Wales Debentures, amounting to £832,000.”

In the course of this debate it will be seen that opinions had been freely expressed out of doors, and are entertained by some Members of the Assembly, that the conditions on which this sale was effected were not so advantageous to the Colony as, in the then favourable condition of the money market, they might have been made, without in any way imperilling the success of the Loan.

The course taken by the Government, in reference to this motion, was to dispose of it by means of the “previous question”; thus avoiding discussion, so far as they were concerned, on the merits of the several allegations placed before the House, and in respect of which the Government were not sufficiently informed.

It does, however, appear to the Treasurer, that exception may fairly be taken to the 8th clause of the Conditions, which limits the sale to a subscription, instead of enlarging it to a competitive tender, for the stock. Taking this clause in conjunction with the

ORIENTAL BANK CORPORATION.

91

GOVERNMENT of NEW SOUTH WALES. Memo. of Account with Head Office.

			£	s.	d.				£	s.	d.	
Balance of Account ...	Dr.		188,300	0	0	Balance of Account ...	Cr.					
Drafts on Union Bank ...						Bills for Collection ...						
Drafts on Bank of England ...						Transfer Drafts for do. ...						
Drafts on Chief Manager ...						Received on Debentures sold ...		651,500	0	0		
Transfer Drafts on dp. ...						Balance of Loan ...		67,000	0	0		
Bullion ...						Balance ...	Dr.					
Credits ...			187,300	0	0							
Balance ...	Cr.		342,900	0	0							
			£	718,500	0	0			£	718,500	0	0

Oriental Bank Corporation,
London, 26 June, 1867.

J. MACNAB,
Chief Accountant.

E.E.

Memo. of Credits:—

	£	s.	d.
H.M. Land and Emigration Commissioners...	10,000	0	0
17/14 Bank of New South Wales ...	9,630	8	3
16/ 7 O.B.C. Pensions ...	56	0	0
17/ 8 Do. ...	115	0	0
11 Debentures—Interest ...	154,974	8	6
12 Interest on Treasury Bills ...	4,581	0	0
13 Pensions ...	3,427	5	9
16/ 3 W. C. Mayne ...	13	11	6
5 Do. ...	3	17	6
7 Do. ...	200	0	0
9 Do. ...	50	0	0
10 Do. ...	260	0	0
15/22 Do. ...	4,000	0	0
	£187,311	11	6

No. 223.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
16 August, 1867.

SIR,

I am directed by the Honorable the Treasurer, to ask if any further information or particulars respecting the late sale of Debentures for £832,000 has been received, per Suez mail, from your Head Office in London, or whether you have advice of a further contemplated operation.

I have, &c.,
HENRY LANE.

No. 224.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation.
Sydney, 17 August, 1867.

SIR,

I have the honor to acknowledge receipt of your letter, S¹² of 16th instant, inquiring if any further information or particulars respecting the late sale of Debentures for £832,000 has been received, per Suez mail, from our Head Office in London, or whether we have advice of a further contemplated operation.

In reply, I beg to state that we have no further information connected with the matters in question to communicate.

I have, &c.,
S. MURRAY,
Manager.

No. 225.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 August, 1867.

SIR,

I have the honor to request that you will be good enough to direct your London Office to continue the payment to Mr. Charles Moore, Director of the Botanical Gardens, of his salary, at the rate of £380 per annum, in terms of certificate granted to him in December last, so long as he remains in England on Government business. As the period of his stay is uncertain, it would be impossible to say for what amount a letter of credit would be required, in addition to that which was forwarded to you in my letter of 21st December last.

I have, &c.,
HENRY LANE.

No. 226.

No. 226.

W. W. CARGILL, Esq., to THE HONORABLE JAMES MARTIN, ESQUIRE.

Oriental Bank Corporation,
Sydney, 23 August, 1867.

SIR,

I arrived in Sydney on the 15th May last, having been deputed by the Directors of the Oriental Bank Corporation to inquire, among other matters, into the state of the Public Finances of New South Wales, and to ascertain what prospect there might be of further issues of Debentures in the London market, and at what period the continued system of raising money every year, on loan, might be expected to determine.

2. At the interviews with which I was at that time favoured by yourself and the Honorable the Treasurer, you were good enough to inform me that, with one further exception of a probable Loan to extend one of the existing lines of Railway, if sanctioned by Parliament, it was not your intention to propose any more new Loans other than those already sanctioned; as, in your opinion, the maximum burden of Colonial Debt would then be reached.

3. The previous correspondence between our London Office, our Manager in Sydney, and the Colonial Treasurer, formed at the same time a subject of discussion; and while I ventured to urge upon your attention the views of the Directors, on the mode of raising money in London, and the injury to the credit of the Colony that might be caused by any indiscreet attempt to force sales of Debentures in excess of the current demand, you did not conceal your own disappointment and dissatisfaction with what you deemed the neglect of the Bank, in not giving effect to the repeated requests of your Government to realize, without delay, all the Debentures forwarded to London, and at that time still unsold.

4. Incidentally the question arose of the proposed consolidation of the whole debt, with a sinking fund, a proposal which you were not then prepared to adopt, but would take into future consideration.

5. I endeavoured at that interview to explain the difficulties that had of late interfered with the sale of Debentures. I pointed out, that it could not be to secure any interests of their own that the Directors had refrained from forcing sales; and I reminded you that, rather than sacrifice the securities entrusted to them for negotiation, they paid all the accruing engagements of the Government, and made cash advances, all through the recent panic, to the unprecedented amount of nearly a million sterling—an act that, I believe, no other Banking or Financial Company, public or private, would or could have done at that period.

6. The state of our mutual relations at that date, as fully shewn in the previous correspondence, was, that the Government account in London was debtor to the extent of £360,000, and that Debentures to the amount of £1,440,000 were then in our hands for sale. Your own anxiety was, that at least a moiety of these should be got rid of at once, and the remainder with all possible despatch, so as to discharge pressing obligations and provide the funds required to meet all extraordinary expenditure for which Government had contracted liability. On our part, we had no doubt of placing these Debentures, if time and discretion were allowed us, provided no fresh disturbance should take place in the money market, and also that additional heavy Loans were not in contemplation, for immediate issue, before investors could absorb those on hand.

7. You assured me, as already stated, that no fresh Loans were required or would be proposed beyond the new Railway Loan, and that, before this could be introduced, some time must elapse, as the surveys were only in progress, and the sanction of Parliament would be required ere the proposed extension could be decided on.

8. I had then no hesitation in saying, that if these explanations and assurances could be embodied in a letter to be forwarded to London, not only would the recent hesitation to subscribe to New South Wales Loans subside, but that their market value would be greatly enhanced.

9. To this you gave your assent, and the interview concluded with the understanding that I was to address you on the several points on which a decision was called for, and that you would favour me with such a reply as the Government might think proper to give for the purpose required. That letter I wrote accordingly, on the 30th May; but as yet the promised reply has not been accorded.

10. By the mail which left London on the 26th May, advice was received here of the successful placing of the whole of the Loan for £882,000, and by the mail following, that the new scrip had risen to a considerable premium. This result I had looked upon with much personal satisfaction, and I had every ground to feel confident that your Government would be gratified at the seasonable execution of their repeated urgent requests.

11. Never did I experience greater surprise than I felt on meeting you last Wednesday, to learn that, so far from being pleased with this prompt execution of your own orders, your Government felt aggrieved that the Bank had not held off until a higher rate could be obtained in a rising market. I put aside, as utterly unworthy of notice, the false and malignant insinuations which you referred to as current in some quarters,—that the price was fixed at an extremely low figure to serve private ends, and that persons connected with the Bank itself profited accordingly. You yourself are quite aware that no public institution of any standing in London could have acted in such a manner, and the whole past history of the connection of the Bank with the Government of New South Wales will give the lie to such an assertion, which can only be believed in by those who are themselves capable of dishonesty.

12. I had already seen the debates in the Sydney Assembly on the 30th ultimo, and the very proper defence made by the Treasurer against the attack of opposing Members; and I had read the letter of the Honorable the Treasurer to our Sydney Manager, dated 24th ultimo, countermanding further sales of Debentures in London, and his letter dated 31st July, asking for information regarding the issue of 11th May; but I had looked upon those as merely formal proceedings, denoting no particular animus one way or other; but from what you now tell me, I understand that not only are the Government dissatisfied with the management of the present Agency, but that they are promoting inquiries with a view to place their financial affairs in other hands, even if it is attended with greater cost, provided it holds out prospects of greater facilities in raising money.

13. It is not within my province to interfere with any intentions which the Government may entertain for placing their Agency in other hands; and if it deems it more consistent with its own dignity, and more conducive to the public interests, to entrust the management of its Loans to a private firm rather than to a public institution, I have not a word to say; and it is immaterial to the Directors of this Bank whether or not the Government decide to pay another Agent a larger remuneration for such services than they are now charged with; but I am bound to point out that, looking back to the whole period of our connection with the Government, it will be difficult for them to obtain more favourable terms, or to make sure of better treatment, than they have all along received at our hands. I am convinced also that, while the choice of a private firm, at so great a distance, might be attended with greater risk in dealing with money or securities of large amount, no imaginary advantages of supposed influence in moneyed circles will compensate the Colony for the extra charges they will have to pay in place of a mere banking commission as at present.

14. I have again carefully read over the correspondence above referred to in paragraph 3, and, from the latter end of 1865, its main characteristic appears to be, as respects the Government, an extreme urgency for obtaining money to meet their engagements, and, on the part of the Bank, remonstrances against the constant tender of new Loans on the London market, without allowing sufficient time for their absorption by the investing public. The anxiety of the Government to get means for carrying on their contracts, and other purposes, was very natural; but it was no less the duty of the Bank, as Agents for the Government, to guard the best interests of the Colony it then represented in Europe, and to maintain the credit of the Colony unimpaired. Every reported sale of Debentures by the Bank seems to have elicited expressions of approval and satisfaction by Government, while any delay in effecting sales called forth letters of complaint and dissatisfaction.

15. This dissatisfaction culminates in November and December last, when the Government pre-emptorily desire the sale of all outstanding Debentures "without further delay," declaring that otherwise they must stop public works, and would be unable even to meet the ensuing interest on the Public Debt!—an important admission to make to a public body, but nevertheless repeated, in general terms, in the Under Secretary's letter of 25th March last. It could not then be any cause of surprise that the Directors of the Bank should have felt uneasiness on receiving such communications, at a time when all the money markets in Europe were in a state of extreme excitement; and when, if war had actually broken out, every class of securities would have become unsaleable.

16. Fortunately the Luxembourg difficulty was smoothed over, and although much apprehension still remained that war was only postponed, and not averted, the Bank appears to have seized the earliest opportunity to carry out their instructions—they appear to have settled a fair price on the day of issue, under advice of the two firms on the Stock Exchange employed in such matters. The terms of subscription were precisely similar to those adopted for the short Loan previously issued and approved by the Government, and all the Bonds were quickly disposed of. I allude here to the terms of subscription, because the Treasurer's last letter seems now to take exception to them. Had it, however, happened that some new cause of weakness in the money market had arisen, and that the issue had proved a failure, what would the Government have done then, or how would they have expressed themselves towards their Agents?

17. If the rise, reported to have taken place after the issue was completed, enabled the subscribers to realize a profit, this need not be looked upon as so much lost to the Government; on the contrary, it may prove of the utmost advantage in any future issues, whatever issuing price may then be adopted.

18. In confirmation of this view, our London advice by last mail thus adverts to the subject:—

"After the full expression of our views by previous mails on the subject of the Government Loans, it is unnecessary for me again to enlarge on the subject. From the correspondence received, we find you are well aware of the weakness of the present system pursued by the Government.

"The extreme cheapness of money, and revival of confidence in the colonial markets, have carried the New South Wales Bonds up to 91—a price which, after deducting the half-yearly interest, leaves a good profit to those who took the new Loan. Had the necessities of the Government been less pressing, it is probable part of this profit might have been secured for them; but looking to the financial policy of the Government, it is perhaps better for their interests that a considerable Loan should have been placed quietly and quickly, and a rise in the securities established."

19. The time is now approaching for the arrangement of payments in London at the close of the year, and it will be desirable for us to know, as soon as convenient, what the Government propose with that view. The Under Treasurer's letter, dated 24th ultimo, having

having withdrawn from sale the balance of Debentures now in our hands, it will be necessary to provide in some other shape for the sums required in excess of the ordinary credit, and also to cover the credit hitherto open in terms of the existing agreement between the Government and the Bank.

Requesting the favour of an early reply,—

I remain, &c.,
W. W. CARGILL.

No. 227.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 August, 1867.

SIR,

In duplicate.

I have the honor to enclose the usual monthly lists of—

- | | | |
|-------------------|---|---------------------------------------|
| 1. Debentures | } | stamped "Interest payable in London." |
| 2. Treasury Bills | | |

I have, &c.,
HENRY LANE.

No. 228.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 August, 1867.

SIR,

I have the honor to request that you will furnish me with a letter of credit on the Oriental Bank Corporation, London, in favour of your Chief Manager, for the sum of £105.

I have, &c.,
HENRY LANE.

No. 229.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 August, 1867.

SIR,

In drawing your attention to the enclosed extract (23 August, 1867) from the Notices of Motion to be considered by the Legislative Assembly—having reference to the recent sale of £832,000 of Government Debentures—I am directed to inform you that it will be the duty of the Honorable the Treasurer to comply with the Order of the House in this matter.

I am, therefore, to request that you will have the goodness to communicate with your Head Office, by the mail which leaves for London to-morrow, for the purpose of obtaining the necessary information, so far as it is available.

I have, &c.,
HENRY LANE.

[Enclosure in the foregoing.]

GOVERNMENT Debentures sold in London in May last:—Mr. Thornton moved, pursuant to Notice, That there be laid upon the Table of this House, as early as possible, a Return shewing fully detailed particulars of—

- (1.) The names of the purchasers of the £832,000 worth of New South Wales Debentures sold in London in May last.
- (2.) The amount purchased and rate given by each separate purchaser.
- (3.) Full particulars, in detail, as far as they can be ascertained, of the names and offers of all other persons who submitted, or endeavoured to submit, tenders for the said Debentures, notwithstanding that they may have been offered after the full amount had been reached by previous tenders.
- (4.) The exact hour, day, and date at which all the above tenders were received.
- (5.) What was the net amount per centum (after deducting charges of every nature) which these said Debentures realized by such sale.
- (6.) What is now (*i.e.*, at the time of making up this Return in London) the value of these said Debentures, on the Stock Exchange in London.

No. 230.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 23 August, 1867.

SIR,

In terms of your letter S. 7318, of this date, I beg to hand you herewith a letter of credit on our London Office, No. 17/23, Chief Manager, London, £105.

I am, &c.,
FRED. CROZIER.
(For the Manager.)

No. 231.

THE HONORABLE JAMES MARTIN, Esq., to W. W. CARGILL, Esq.

24 August, 1867.

MY DEAR SIR,

I have handed your two letters of the 30th May and 23rd August to my colleague, the Colonial Treasurer, who will answer such portions of them as he may deem necessary to reply to, but no official notice will be taken by us of that part of your second letter which refers to a private and casual conversation which you had with me the other evening. You must be aware that it is altogether out of the usual course to have such a conversation made the subject of formal correspondence, in the way which you seem to desire.

Yours faithfully,
JAMES MARTIN.

No. 232.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK
CORPORATION, SYDNEY.

The Treasury, New South Wales,
24 August, 1867.

SIR,

I have the honor to inform you that Mrs. M'Farland (wife of Mr. M'Farland, one of the District Court Judges) being on a visit to England, has been authorized to draw, in London, the sum of £35 monthly, during a probable stay of eighteen months, on and after the 1st day of November next, when the first payment is to be made. I enclose, therefore, a letter of credit on the Oriental Bank Corporation, London, for the sum of £105—the amount payable up to the end of this year, which I request you will have the goodness to transmit to your Chief Manager by this mail, with the necessary advices. In duplicate.

I have, &c.,
HENRY LANE.

No. 233.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 24 August, 1867.

SIR,

I beg to acknowledge receipt of your letters, as follows:—

S201, of 22nd August.

S204, of 23rd August.

S7318, of 24th August.

The contents have received the required attention.

I am, &c.,
FRED. CROZIER.
(For the Manager.)

No. 234.

No. 234.

THE COLONIAL TREASURER to W. W. CARGILL, Esq.

The Treasury,
Sydney, 28 August, 1867.

SIR,

I have the honor to acknowledge the receipt of your letters of the 30th May and 23rd instant, addressed to my honorable colleague the Attorney General, and by him handed to me on the date last named.

As a matter of convenience, I proceed to reply to these letters separately.

With reference to your first communication, which is based upon an interview which had taken place, on the 21st May, between Mr. Martin, you, Mr. Murray, and myself, I have to state that the views expressed in your letter, as to the means necessary to maintain the credit of New South Wales Bonds in Europe, and pave the way for any new contemplated Loan, have had the earnest consideration of the Government,—and while I have to convey to you their thanks for the valuable suggestions which you have laid before them (some of which, it is probable, may be adopted), I have at the same time to inform you that it is not proposed, at present, to consolidate our Public Debt, and that the new Loan, which Parliament will shortly be invited to sanction, will be confined to Railway purposes.

Your letter of 23rd instant comprehends, in paragraphs numbers 2 to 9 inclusive, a more detailed account of what had taken place at the interview of 21st May, before referred to, and at other interviews on the same subject, the general correctness of which is not questioned. But I am unable to make any remark upon paragraphs 11 to 18 inclusive, which appear to refer to, and to be based upon, some private conversation between Mr. Martin and yourself, and in relation to which you cannot, of course, expect me to enter upon any official discussion.

My attention, however, is rendered necessary to the concluding paragraph of this letter, which is expressed in the following terms:—"The time is now approaching for the arrangement of payments in London at the close of the year, and it will be desirable for us to know, as soon as convenient, what the Government propose with that view. The Under Treasurer's letter, dated 24th ultimo, having withdrawn from sale the balance of Debentures now in our hands, it will be necessary to provide, in some other shape, for the sums required in excess of the ordinary credit, and also to cover the credit hitherto opened, in terms of the existing agreement between the Government and the Bank."

In answer to this portion of your letter, I have to refer you to your local Manager's communication of the 15th July, in which the total requirements of the Government, on the 1st January, 1868, are by him stated to be £1,030,000, and where he informs the Government that, after crediting the proceeds of the last sale of Debentures (£832,000) and allowing for the agreed overdraft of £250,000, the sum of £80,000 will require to be provided from this end to cover the account.

I have now to inform you that (should no further sale of Debentures be advised next month from London) the sum of £100,000 will be handed to your local Manager, for remittance to his Head Office by the September Suez mail; and that this being done, and provision thereby made for their requirements, the Government will look to the Oriental Bank Corporation that its agreement be carried out, so long as it subsists, in its strict terms,—an obligation in no way removed from the Bank by my recent direction to withhold from present sale the £730,000 value of Debentures now in their hands, as you must perceive that such direction cannot defeat the clause of the agreement which provides "that during the subsistence of any cash advance, the Corporation shall be absolutely empowered to sell Debentures at the market price of the day, to the extent of the advance."

That course can still be followed, if necessary, by the Bank, notwithstanding the direction to which you refer, as the Debentures are not withdrawn from their hands.

I have, &c.,
G. EAGAR.

No. 235.

W. W. CARGILL, Esq., to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 29 August, 1867.

SIR,

I have the honor to acknowledge receipt of your letter, dated yesterday, in which, remarking upon my communication of 23rd instant to the Honorable the Attorney General, you inform me that, notwithstanding the recent withdrawal from sale of the Debentures in London, p £730,000 (£758,000?), the power contained in the existing agreement between the Government and this Corporation, whereby the Corporation is empowered to sell any Debentures in their hands to cover advances, is still in force, "as the Debentures are not withdrawn from their hands."

This explanation is quite satisfactory, and the Manager of the Corporation in Sydney will be prepared to carry out the usual arrangements for the Government payments in London at the end of the present year.

I have, &c.,
W. W. CARGILL.

No. 236.

No. 236.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
31 August, 1867.

SIR,

I am directed to inform you that Frederic Norton Manning, Esq., M.D., who has been appointed, by His Excellency the Governor and the Executive Council, a Commissioner to inquire into the condition and management of the principal Lunatic Asylums of Great Britain and Ireland, the continent of Europe, and the United States of America, is to receive a salary at the rate of £600 per annum, for a period of six months, commencing on the 1st November next.

I am to request that you will be good enough to advise your Chief Manager to this effect by the mail, if possible, which leaves for England *via* Panama to-morrow, and to state that a letter of credit, to cover the expenditure incurred for this service, will be forwarded by an early opportunity.

I have, &c.,
HENRY LANE.

No. 237.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 5 September, 1867.

SIR,

I beg to hand you herewith sundry shipping documents received per Panama steamer; the cheques against them have been paid under no specific credit:—

B. L. and Inv. Fish plates per "Nourmahal"	£839	16	1
" " " " "Globe"	1,047	7	8
" Railway chairs "Agnes Rose"	248	2	0
" Fish plates "Caldbeck" ..	401	0	6
Freight note "Brucklay Castle"	172	8	9

The holders of the undermentioned Treasury Bills have given notice that they require payment in London of the principal, due 1st January, 1868:—

Vial d'Aram, No. 690 to 699—10	£100 each.	
Australian Joint Stock Bank—Nos. 64 @	400	337
	403 @	497 95
	1,853 @	2,052 200
		632 of £100 each.
Smith, Payne, & Co.—Nos. 1,419 @	1,428	7
Bank of Australasia—	1,115 @	1,118, 1,298,
and 1,299		6

I am, &c.,
EDWD. G. TOWELL.
(For the Manager.)

No. 238.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 14 September, 1867.

SIR,

By the mail just arrived we have received advices from our London Office to 26th July on matters connected with the Government Financial Agency.

The holders of the undermentioned Treasury Bills have given us notice that they require payment in London of the principal, due 1st January, 1868:—

Jas. Clyme	Nos. 1,401 to 1,414...14	of £100 each.
Jas. R. Pomfret & Co.	3 " 8... 6	£100 "
Commercial Banking Co. of Sydney	1,419 " 1,425... 7	£100 "
Pranco & Wedd	1,653 " ... 1	£200 "
Do.	1,658 " 1,659... 2	£100 each.
Foster & Braithwaite	1,729 " 1,736... 8	£100 "
Cox & Co.	501 " 502... 2	£100 "
A. Solmitz	503 " 522 } 50	£100 "
	649/68 & 1487/96	
Saml. Fletcher	1,686 to 1,691... 6	£100 "
George Fallows	1,681 " 1,685... 5	£100 "

We have stamped the following Debentures, interest payable in Sydney after 1st July, 1867:—

E1, Nos. 4,100 to 4,149...50	£100 each.
" " 4,379 " 4,383... 5	£100 "
N1, 4,582 " 4,591...10	£100 "
Q1, 4,880 " 4,894...15	£100 "
A2, 12,164 " 12,173...10	£100 "
" 12,462 " ... 1	£100
" 12,481 " ... 1	£100

Herewith I hand you the following documents relating to Captain Mayne's cheques on account of the Government of New South Wales:—

	£	s.	d.	
Inv. and B.L., per "Caldwell" Tiles ...	128	10	0	L.C. 17/7.
" " Do. Shearing machine ...	49	10	0	" 9.
" " "James Lister" Rails ...	678	6	5	
" " "Martha Birnie" Springs ...	359	18	10	
" " "Caldbeck" Kegs ...	225	15	0	
" " Do. " ...	187	1	0	
" " Do. Grease ...	55	14	10	
" " "Kiksburly" Chairs ...	812	16	0	
" " "Burton Castle" " ...	425	3	10	
" " "Walter Hood" " ...	162	5	7	
" " "Colonial Empire" " ...	476	9	7	
Freight Note "Landsdown" ...	243	8	0	
" " "General Lee" ...	258	9	6	
" " "Stratholl" ...	308	4	3	
" " "Sarah Grice" ...	306	19	4	
" " "Acgula" ...	£262	10	10	
" " " " ...	7	13	1	
	270	3	11	
" " "Strathnaver" ...	51	5	0	
" " Do. ...	£ 81	10	2	
" " Do. ...	308	17	4	
	390	7	6	
Pacific Fire and Marine Insurance Co. Receipt...	11	7	8	
Southern Insurance Company " ...	87	9	7	
Do. " ...	7	13	6	Petty charges.
Royal Exchange Assurance " ...	27	8	8	
Railway Service Account, Merry & Co. ...	8	11	4	
General " " " " ...	26	11	10	Petty
Reuter's Telegram Company Invoice ...	12	12	0	charges.
Freight Note, per "Cingala" ...	£1	15	11	
" " " " ...	0	10	6	
" " " " ...	5	17	3	
" " " " ...	7	17	11	
" " " " ...	0	5	3	
" " " " ...	3	8	9	
	19	15	7	Petty charges.
" " "Strathnaver" ...	51	5	0	Do.
Invoice and B.L., per "Agnes Rose" Springs ...	270	0	5	

L.C., 15/3, W. C. Mayne.—There is an amount outstanding under this credit of £47 16s. Our Head Office inquire if this may be cancelled.

I further enclose copy of account in continuation to 26th July, balanced by £361,748 16s. 5d. at the debit of the Government.

I am, &c.,
S. MURRAY,
Manager.

No. 239.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY; to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 16 September, 1867.

SIR,

I have the honor to inform you that our advices to hand by the English Mail delivered on 14th instant, furnish us with the following information, afforded by our Chief Manager, in reference to the contents of your letters of 22nd and 23rd May last, submitted by the then outgoing steamer for his consideration:—

"We have written to the Commercial Bank of Sydney, on the subject of the £29,800 of Bonds issued to them in Sydney, which are not negotiable here, and they have elected to exchange their Bonds for an equal amount of securities quoted on the Stock Exchange. As the Committee will not quote a Loan which has not been advertised here, we shall have to buy the amount in the market, which we will do at the best rate possible. We send you copies of the letters which have passed on the subject.

"The

ORIENTAL BANK CORPORATION.

99

"The only way to reserve for the Government the power of issuing in the Colony their Debentures negotiable in London is, as formerly suggested, to subscribe on their account for a certain amount of each of their Loans, and if they will inform us of the amount they so desire to retain, we will arrange the matter for them when placing future Loans.

"The Government have retained £150,000 of the Loan authorized by Vict. 29 No. 23, of which we hold the remainder, and should these Bonds be offered here for subscription, before we get your reply to this, we will so arrange that the Bonds held in Sydney will be negotiable here; care, however, must be taken with regard to stamping the Bonds, so as not to incur penalties.

"The rule on the Stock Exchange is to charge the commission on the principal sum when Loans are launched, and our charge was made in conformity; but as we have hitherto only charged on the net proceeds, we shall adjust this as requested."

The usual memorandum of account, shewing the balance in London as on 26th July, is enclosed.

I have, &c.,
S. MURRAY,
Manager.

[Enclosures in the foregoing.]

Manager, Commercial Banking Company of Sydney, London, to Chief Manager, Oriental Bank Corporation
Commercial Banking Company of Sydney,
33, Cornhill, London, 24 July, 1867.

Dear Sir,

I beg to acknowledge receipt of your favor of yesterday's date, and have to thank you for the information afforded. The New South Wales Debentures for £29,800, purchased in Sydney and remitted to this office, I expect to receive by the Southampton mail. We do not propose, as at present advised, of availing ourselves of your offer to encash these Bonds at the price they were purchased in Sydney, with 5 per cent. interest added from the date of purchase, but of asking you to be good enough to exchange the Bonds, which are not quoted on the London Stock Exchange, for a like value of similar securities quotable in the official list. I enclose copy of a letter addressed by the Treasury, New South Wales, to our brokers, by which you will see that it is left to our option whether to take the money or exchange the Bonds.

Yours, &c.,
NATHANIEL CORK,
Manager.

The Under Secretary for Finance and Trade to Messrs. Lennon and Cape.

The Treasury, New South Wales,
23 May, 1867.

Gentlemen,

I am directed to acknowledge receipt of your letter of the 20th instant, and am to state in reply, that, in reference to the Government Debentures representing £29,800 stock, which you inform me are to be transmitted by the outgoing mail to the London Branch of the Commercial Bank, arrangements are made with the Oriental Bank in virtue of which it will be at the option of the Commercial Bank to have the Debentures referred to exchanged in London by the Financial Agents of the Government for a like value of similar securities, quotable in the official list of the Stock Exchange, or to receive their cash value at the current market price.

I have, &c.,
HENRY LANE.

GOVERNMENT OF NEW SOUTH WALES. Memo. of Account with Head Office.

			£	s.	d.				£	s.	d.	
Balance of Account ...	Dr.		359,900	0	0	Balance of Account ...	Cr.					
Drafts on Union Bank ...						Bills for Collection ...						
Drafts on Bank of England ...						Transfer Drafts for do. ...						
Drafts on Chief Manager ...						Received on Debentures sold ...		695,300	0	0		
Transfer Drafts on do. ...						Balance of Loan ...		23,200	0	0		
Bullion ...												
Credits ...			24,800	0	0	Balance ...	Dr.					
Balance ...	Cr.		333,800	0	0							
			£	718,500	0	0			£	718,500	0	0

Oriental Bank Corporation,
London, 26th July, 1867.

J. MACNAB,
Chief Accountant.

E.E.

Memo. of Credits:—

			£	s.	d.	£	s.	d.
H.M. Land and Emigration Commissioners...			10,000	0	0	10,000	0	0
16/7 O.B.C. Pensions ...				56	0			
11 Do. Debentures ...				7,000	0			
13 Do. Pensions ...				3,427	5			
						10,483	5	9
16/3 W. C. Mayne ...				13	11			
5 Do. ...				3	17			
17/7 Do. ...				71	10			
9 Do. ...				0	10			
10 Do. ...				260	0			
15/22 Do. ...				4,000	0			
						4,349	9	0
						£24,832	14	9

No. 240.

No. 243.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
19 September, 1867.

SIR,

I have the honor to enclose, for transmission to your London Office, by the mail which leaves Sydney on the 24th instant, the undermentioned statements, viz. :—

	£	s.	d.
Treasury Bills, due 1 January, 1868	319,400	0	0
Interest on Debentures, do	156,127	15	6
Do. Treasury Bills do	9,582	0	0
Pensions, &c. payable during 1868, ..	3,662	13	5

together with letters of credit for the respective amounts on the Oriental Bank Corporation, London, to enable your Chief Manager to pay the same, the receipt of which I shall thank you to acknowledge.

I have, &c.,
HENRY LANE.

No. 244.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 21 September, 1867.

SIR,

I beg to acknowledge receipt of your letter S. 233, of 19th instant, enclosing the following statements, viz. :—

	£	s.	d.
Treasury Bills, due 1st January, 1868,	319,400	0	0
Interest on Debentures do.	156,127	15	6
Do. Treasury Bills do.	9,582	0	0
Pensions, &c., payable during 1868	3,662	13	5

together with letters of credit for the respective amounts which shall be forwarded to our Head Office as directed.

I am, &c.,
S. MURRAY,
Manager.

No. 245.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
21 September, 1867.

SIR,

I do myself the honor to inform you that, on examination of the last accounts received from the Oriental Bank Corporation, London, there do not appear to have been any vouchers furnished in connection with the following charges, viz. :—

1867.		£	s.	d.
June 29.	John King & Co.'s Account	3	16	0
	S. Deacon & Co.	9	9	0
July 5.	Dyer's draft	49	3	4

I have to request, therefore, that application may be made to your London Office, by this mail, for the necessary vouchers in these cases, as also for statements showing how the amounts charged against the Government for interest and commission on 31st December, 1866, are made up.

Respecting the letter of credit, 153, in favor of W. C. Mayne, referred to in the last paragraph but one of your letter of the 14th instant, I beg to inform you that, according to the books of the Treasury, there is no balance thereon, a cheque for £47 16s., paid 21 July, 1865, being chargeable to the said credit.

I have, &c.,
HENRY LANE.

No. 246.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 September, 1867.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letter of the 19th instant, and, in reply, I am to state that, should it be necessary, under the existing agreement, to dispose of a portion of the Debentures therein mentioned, to cover your London advances to the Government, the Treasurer prefers, in accordance with the rules of the Stock Exchange, that the whole Loan, aggregating £758,000, should be placed upon the market, for public competition, by means of tenders.

I am, at the same time, to point out to you that general disapproval has been expressed, in the Legislative Assembly, at the particular mode in which tenders were invited for the last Loan of £832,000; and I am to request that, in negotiating the Loan now under remark, the following rules may be observed, viz. :—

- 1st. A reasonable time to be allowed for receiving tenders, during which time the Loan is to be kept open.
- 2nd. The highest tenders to be accepted, without reference to priority of receipt thereof.
- 3rd. The minimum price not to be stated publicly, but to be enclosed in a sealed paper, and announced in the presence of the tenderers (if they wish to be present) when the tenders are opened.

Referring to my letter of 21st June, I am directed to withdraw the instruction therein contained, to tender for and purchase, on behalf of the Government, Debentures of this Loan, to the extent of £200,000.

I have, &c.,
HENRY LANE.

No. 247.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 September, 1867.

SIR,

I have the honor to enclose the usual Monthly Lists of,—

1. Debentures,
2. Treasury Bills—

stamped "Interest payable in London."

In duplicate.

I have, &c.,
HENRY LANE.

No. 248.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
24 September, 1867.

SIR,

I have the honor to enclose a Bill of Exchange on the Oriental Bank Corporation, London, for the sum of £100,000, in favor of your Chief Manager, to enable him to pay the first instalment of the short-dated Debentures, due 31st December next.

1st and 2nd
17/426.

In transmitting this Bill of Exchange, you will have the goodness to advise your London Office to keep the account of disbursements therefrom distinct from the ordinary account.

I shall thank you to acknowledge receipt of this letter.

I have, &c.,
HENRY LANE.

No. 249.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 24 September, 1867.

SIR,

I am in receipt of your letter S 224 of this date, enclosing draft on our London Office for £100,000, to enable our Chief Manager to pay the first instalment of the short-dated Debentures due 31st December next.

The draft has been duly forwarded by mail just closed, with instructions to keep the account of disbursements therefrom distinct from the ordinary account.

I have also received your letter S 222, and have forwarded a copy to London.

I am, &c.,
EDWD. G. TOWELL.
(For the Manager.)

No. 250.

No. 250.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
28 September, 1867.

SIR,

I have the honor to request that you will furnish me with a letter of credit on the Oriental Bank Corporation, London, in favour of W. C. Mayne, Esq., for the sum of £163.

I have, &c.,
HENRY LANE.

No. 251.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
30 September, 1867.

SIR,

I have the honor to request that you will furnish me with a letter of credit on the Oriental Bank Corporation, London, in favour of W. C. Mayne, Esq., for the sum of £100.

I have, &c.,
HENRY LANE.

No. 252.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Extract from Treasury Records.

8175, 30 September, 1867.

LETTERS of Credit for £163 and £100, to be forwarded to Captain Mayne.

No. 253.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 7 October, 1867.

SIR,

By the Panama Mail, lately arrived, we have received the following advice and documents from our London Office, having reference to the Government Financial Agency.

Mr. W. Richardson, holder of Treasury Bonds Nos. 1,521 to 1,527—7 of £100 each—has intimated that he will require the principal, due 1st January, 1868, made payable in London, and hopes, notwithstanding the shortness of the notice, that his wishes may be complied with.

Documents in support of Capt. Mayne's cheques are enclosed herein:—

Freight note per "Dundonald" £182 1 5 No special L.C.

98 10 3

Travelling expenses, as per Account 3 0 0 Petty charges.

I am, &c.,
FRED. CROZIER.
(For the Manager.)

No. 254.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 8 October, 1867.

SIR,

I beg to present herewith, to be stamped "Interest payable in London," two Government of New South Wales Debentures, Nos. 795 and 796 A, £100 each.

I am, &c.,
S. MURRAY,
Manager.

No. 255.

No. 255.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
8 October, 1867.

SIR,

I have the honor to return,—duly stamped, as requested, “Interest payable in London,”—the two N. S. W. Government Debentures Nos. 795 and 796 A, forwarded for that purpose in your letter of this date.

I have, &c.,
HENRY LANE.

No. 256.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 17 October, 1867.

SIR,

By the mail steamer, arrived on the 16th instant, I am placed in possession of advices from our London Office to the 26th August, on matters connected with the Government Financial Agency.

I hand you herewith, the following documents relating to Captain Mayne's cheques on account of the Government of New South Wales:—

		£	s.	d.	
Invoice and B. L., per	“ Parramatta”	...	517	10	7 No L.C.
”	“ Cospatrick”	...	1,370	9	1 ”
”	“ Caldbeck”	...	216	10	10 ”
”	“ Jas. Lister”	...	19	6	6 ”
”	“ Caldbeck”	...	118	10	0 ”
”	“ Parramatta”	...	282	1	7 ”
”	“ Jason”	...	247	9	11 ”
”	“ Parramatta”	...	430	1	11 ”
”	“ Agnes Rose”	...	194	9	2 ”
”	“ Jas. Lister”	...	53	4	0 ”
”	”	...	412	10	0 ”
Freight Note per	“ NeuhoF”	...	181	9	3
”	”	...	3	14	10
”	“ A. Duthie”	...	1	18	6
”	”	...	28	8	11
”	”	...	136	14	5
”	”	...	276	6	5
”	“ M. Birnie”	...	210	14	7
”	”	...	7	13	1
”	”	...	24	2	9
”	“ Winifred”	...	312	16	10
Insurance Note	...	...	15	10	6
”	...	...	24	14	1
”	...	...	12	10	11
Freight Note per	“ Martha Birnie”	...	0	15	9
”	”	...	1	9	8
”	”	...	0	8	7
Reuter's Telegram	...	...	2	14	0
Insurance Note	...	...	15	15	0
De la Rue & Co., account	...	...	3	6	11
Stevens & Son, account	...	...	14	0	0
			3	5	0 L.C. 17/18.

I further enclose copy of account in continuation to 26th August, shewing a balance amounting to £414,925 3s. 10d. at the debit of the Government.

I am, &c.,
FRED. CROZIER.
(For the Manager.)

No. 257.

No. 257.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
18 October, 1867.

SIR,

Referring to the enclosed correspondence, which has been handed to me this day, I have the honor to request that you will be good enough to inform me if the List of Debentures, stamped "Payable in London," which was transmitted to you from this Office, in my letter of 22nd June last, was forwarded in due course to your Chief Manager in London, by the then ensuing mail. To be returned.

I have, &c.,
HENRY LANE.

No. 258.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 19 October, 1867.

SIR,

I have the honor to acknowledge receipt of your letter S 273, of 18th instant, inquiring whether the List of Debentures stamped "Payable in London," enclosed in your letter of 22nd June, was forwarded in due course to our Chief Manager in London.

In reply, I beg to state that the documents referred to were transmitted by the mail steamer that left this port on 24th June last.

The correspondence you refer to is herewith returned.

I am, &c.,
FRED: CROZIER,
(For the Manager.)

No. 259.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 18 October, 1867.

SIR,

I have the honor to communicate the following extracts from a letter, dated 26th August, received from our Chief Manager by the mail lately arrived:—

"We take due note of the Treasurer's desire to have £200,000 of the Bonds authorized by Act 29 Vict., No. 23, reserved for use of the Government in Sydney, and will not fail to give effect to it at the right time.

"The Government's intention of borrowing three millions sterling for Railways, which was noted in the public papers, has found its way into the *Times*. We suppose there is no way of preventing these premature announcements being made, but they are calculated to interfere, more or less, with our operations here."

We are also in possession of advices intimating the completion of the exchange of Bonds with the Commercial Bank, in accordance with your letter of 23rd May, as per following copy of Broker's Contract:—

London, 23 July, 1867.

Bought for 31st instant—

Per order of the Oriental Bank Corporation, £29,800	
N. S. Wales 5 per cent. Bonds, 1888/95, @ 90½...	£26,894 10 0
Brokerage	37 5 0
	<hr/>
	£26,931 15 0

The Debentures were handed to the Commercial Bank of Sydney, in exchange for the Bonds of like amount falling due January 1st, 1867,* viz:— * Should be 1867.

Series Z2, Nos. 8,422/61, 40 Bonds of £500 each ...	£20,000 0 0
" Y2, " 27,989/28,086, 98 " 100 " ...	9,800 0 0
	<hr/>
	£29,800 0 0

The coupons were attached to the Bonds, with the exception of those which fell due 1st July, 1867, which have been paid to the Commercial Bank of Sydney.

The usual Memorandum of Account, shewing the balance in London as on 26th August, is enclosed.

I have, &c.,
S. MURRAY,
Manager.

[Enclosure in the foregoing.]

GOVERNMENT of New South Wales. Memo. of Account with Head Office.

		£	s.	d.			£	s.	d.	
Balance of Account ...	Dr.	415,000	0	0	Balance of Account ...	Cr.				
Drafts on Union Bank ...					Bills for Collection ...					
Drafts on Bank of England ...					Transfer Drafts for do. ...					
Drafts on Chief Manager ...					Balance of No. 3 Account					
Transfer Drafts on do. ...					received on account Loan ...		695,800	0	0	
Bullion ...					Do. do. due on £11,800					
Credits outstanding ...		16,800	0	0	Bonds outstanding ...		6,100	0	0	
Balance ...	Cr.	270,100	0	0	Balance ...	Dr.				
		£	701,900	0	0		£	701,900	0	0

Oriental Bank Corporation,
London, 26th August, 1867.
E. E.

JAMES MILNE.
(For Chief Accountant.)

MEMORANDUM of Credits outstanding.

	£	s.	d.
H.M. Land and Emigration Commissioners ...	7,200	0	0
16/7 O.B.C. Pensions ...	56	0	0
17/11 " Debentures ...	1,500	0	0
13 " Pensions ...	3,427	5	9
17 " Salary ...	268	6	8
16/3 W. C. Mayne ...	13	11	6
5 " ...	3	17	6
7 " ...	71	10	0
9 " ...	0	10	0
10 " ...	260	0	0
15/22 " ...	4,000	0	0
	<u>£16,801</u>	<u>1</u>	<u>5</u>

No. 260.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 October, 1867.

Sir,

I have the honor to enclose the usual monthly lists of—

1. Debentures,
2. Treasury Bills,

Stamped—"Interest payable in London."

I have, &c.,
HENRY LANE.

In duplicate.

No. 261.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 October, 1867.

Sir,

I have the honor to enclose the accompanying copy of a letter received from the Auditor General, respecting the manner in which the paid interest coupons on Debentures are punched, and I have to request that you will be so good as to invite the attention of your London Office to the subject.

I have, &c.,
HENRY LANE.

[Enclosure in the foregoing.]

The Auditor General to The Under Secretary for Finance and Trade.

Audit Office, Sydney,
22 October, 1867.

Sir,

I have the honor to inform you that, in punching the paid interest coupons on Debentures by the Oriental Bank Corporation, London, the numbers connecting them with the Debentures are frequently so defaced as to prevent their identification, and render the examination of the payments in these cases unsatisfactory.

2. May I request, therefore, that you will have the goodness to point out this inconvenience to the bank with a view to care being taken to obviate it as much as possible in future.

I have, &c.,
CHRIS. ROLLESTON.

No. 262.

No. 262.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 October, 1867.

SIR,

I have the honor to enclose a statement, showing particulars of Treasury Bills payable in England on 1st January, 1868, with the names of the Agents attached, so far as they can be ascertained.

I have, &c.,
HENRY LANE.

No. 263.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 24 October, 1867.

SIR,

I beg to acknowledge receipt of your letters S 281, 283, and ²⁸²/₂₈₄, of 23rd instant, with contents as stated, which have been forwarded to our London Office by the mail just closed, with copy of your letter S ²⁸²/₂₈₄.

I am, &c.,
S. MURRAY,
Manager.

No. 264.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 4 November, 1867.

SIR,

I beg to hand you herewith the following documents, received per Panama Mail, which were handed to our Head Office by Capt. Mayne:—

	£	s.	d.
John Fowler's account of charges, Railway Account	680	7	11
Charges for Paris Exhibition...	728	14	11
Memo. of sums recovered on account of the Government of New South Wales	50	12	3

I am, &c.,
S. MURRAY,
Manager.

No. 265.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 18 November, 1867.

SIR,

By the mail just arrived, we have received advices from our London Office to 26th September, on matters connected with the Government Financial Agency.

Referring to Treasury letter M ²⁷⁴/₂₇₆, addressed to Mr. Thomas Kidd, of Glasgow, that gentleman has been paid £2 10s. for lost coupon, and herewith we send his receipt and guarantee letter from the Bank of Scotland to the Treasury.

In a box accompanying, you will find enclosed the following coupons detached from Debentures sold:—

Series D2, Nos. 13,522 to 14,231—	710,	£2 10 each
" E2, " 4,970 to 5,151—	182,	12 10 "
" F2, " 14,232 to 17,231—	3,000,	2 10 "
" G2, " 5,152 to 5,871—	720,	12 10 "
" H2, " 309 to 318—	10,	25 0 "

for July, 1865, January and July, 1866, and January, 1867, making in all 18,488 coupons.
Debentures

No. 267.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

Treasury, New South Wales,
22 November, 1867.

SIR,

I am directed by the Honorable the Treasurer to invite your attention to Treasury letter of 23rd May last, respecting the transmission to London of certain New South Wales Government Debentures, representing £29,800 stock issued under the Act 30 Vic., No. 23, which, from the accounts of your London Office to the 23rd August last, appear to have been purchased from the Commercial Banking Company. As no advice has been received of the return to the Colony of these Debentures, I am to request that you will have the goodness to communicate with your Chief Manager, by the ensuing mail, with a view to their immediate return, in order that such steps may be taken as are considered advisable, either for a re-sale in the Colony, or for cancellation.

I have, &c.,

JAMES THOMSON.

(For Under Secretary.)

No. 268.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
22 November, 1867.

SIR,

I am directed to request that you will have the goodness to furnish me with Letters of Credit on the Oriental Bank Corporation, London, as follows, viz. :—

Messrs. Oliverson & Co....	...	...	...	...	£270	1	9
Do.	...	...	...	...	250	0	0
W. C. Mayne, Esq.	...	...	...	...	140	0	0
Do.	...	...	...	...	62	0	0
Do.	...	...	...	...	236	13	4
H.M. Paymaster General	...	...	...	...	10	10	0

I have, &c.,

JAMES THOMSON.

(For Under Secretary.)

No. 269.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 22 November, 1867.

SIR,

I have the honor to acknowledge your letter, S 293, of this date, applying for letters of credit on our head office in London, to extent of £969 5s. 1d.

In reply, I beg to inform you that, looking at the state of the account in London, coupled with the amount of credits outstanding, I do not feel justified in acceding to your request.

I have, &c.,

S. MURRAY,

Manager.

No. 270.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 November, 1867.

SIR,

I have the honor to enclose the usual monthly list of Debentures, stamped "Interest payable in London." In duplicate

I have, &c.,

JAMES THOMSON.

(For Under Secretary.)

No. 271.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY

The Treasury, New South Wales,
23 November, 1867.

SIR,

I have to acknowledge the receipt of your letter of the 22nd instant, in which you decline to furnish the Government with letters of credit by the outgoing mail to the extent of £969 5s. 1d., on the ground that "looking at the state of the account in London, coupled with the amount of credits outstanding, you do not feel justified in acceding to our request."

I am instructed by the Honorable the Treasurer to express his surprise and dissatisfaction at the course which you think it proper to pursue. Satisfactory arrangements were made by this Government, so far back as 28th August last, to meet all outstanding engagements up to 1st January, 1868; and;—seeing that your London Office hold at present at least half a million's worth of Debentures in excess of the security required to meet any claims they may have upon the Government—which Debentures they are at liberty to sell at any moment to cover their advances, and for which class of securities the latest London quotations are of a highly satisfactory character, both as regards price and facility of sale;—the position you take up in this instance appears to the Treasurer, not only unreasonable, but incomprehensible.

As the Treasurer is of opinion that your conduct in this matter will not be regarded by your London Office, either as serving the interests of your institution, or as a proper course to be adopted towards the Government of the country, I am directed to request that you will forward a copy of this letter, by the outgoing mail, to the Chief Manager of the Corporation in London.

I have, &c.,
JAMES THOMSON.
(For Under Secretary.)

No. 272.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
23 November, 1867.

SIR,

In reference to my communication of 24th July, requesting that you would instruct your London Office to discontinue for the present any further sales of our Debentures on account of the Government, and to my subsequent communications of 28th August and 23rd September, by which that instruction was withdrawn, and your London Office left at liberty to dispose of those Debentures to cover their advance,—I am directed by the Honorable the Treasurer to state that, as the recent advices from London represent a highly favorable state of the money market, and every prospect of its continuance, he trusts that your London Office will not have failed to take advantage of these circumstances to negotiate the Debentures on terms beneficial to the Colony.

Should they not have done so by the time this mail reaches London, you will please understand it to be the wish of the Government that the Loan (£758,000, 29 Vic., No. 23) should be placed without delay upon the market, if at all favorable for the operation.

I have, &c.,
JAMES THOMSON.
(For Under Secretary.)

No. 273.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, *to* THE COLONIAL TREASURER.
Oriental Bank Corporation,

Sydney, 23 November, 1867.

SIR,

I have the honor to acknowledge your letter, S 300, dated 23rd instant, intimating your surprise and dissatisfaction at the course I have deemed it advisable to pursue in declining, under existing circumstances, to grant the Government more credits, and stating that, in so doing, I have taken up a position not only unreasonable, but incomprehensible; and further setting forth your opinion, that my conduct in the matter will not be regarded, by our London Office, either as serving the interests of our institution, or as a proper course to be adopted towards the Government of this Colony; and requesting that we should forward, by the outgoing mail, to our Chief Manager, a copy of your communication under notice.

In

In reply, I have merely to state that your request will be complied with. I shall do so, I may add, without making any comments on its contents, as the tone and style of the whole letter are well calculated to speak for themselves; and it would be superfluous on my part to attempt, in any way, to weaken the effect which such a document will have on our Directors, who will doubtless peruse it with the attention so singular a production merits.

It is a source of considerable regret to us, that we cannot hold ourselves responsible for your opinions on a matter which, when the tenor of the agreement of September, 1865, and the present state of the Government Account in London, are considered, does not justify any discussion. Had they been the opinions of the Ministry, instead of your own individual ideas (and the tenor of your letter forbids us to think otherwise), we might have deemed them worthy of some little attention; but the style of the letter deals so little with the actual financial transactions of the Government, and so much with your views of my conduct, that I feel sure I shall secure your gratitude by consigning it to the oblivion it merits.

Lest you may be under any misconception as to the state of your account in London, I subjoin particulars, shewing a cash balance at your credit, 26th September last, of about £274,000, with credits issued and outstanding up to this date to extent of £539,000, thus leaving you under an advance to this Bank of £265,000, which is about £15,000 in excess of the amount authorized by the agreement before referred to.

In conclusion, I would express my deep regret that any approach towards angry correspondence should exist, and I trust, for the future, you will avoid such as far as possible.

The substance of your letters, S 294 and S 301, of 22nd and of this date, will also be communicated to our Chief Manager by the outgoing mail.

I have, &c.,
S. MURRAY,
Manager.

MEMORANDUM.

<i>Cr.</i> Cash balance in London, by latest advices	...	...	£274,000
<i>Dr.</i> Credits outstanding	...	...	539,000
Present position of account	...	<i>Dr.</i>	<u>£265,000</u>

No. 274.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 25 November, 1867.

SIR,

I have the honor to inform you that this Corporation has decided to discontinue acting as Financial Agents of the Government of New South Wales, at close of the period mentioned in the Agreement of September, 1865; and in terms thereof, I give you the necessary notice that, on 30th June, 1868, our Head Office will be prepared to hand over any securities belonging to the Government that may then be in their hands, on a settlement of accounts taking place.

Our principal reasons for thus acting are, the failure of the Ministry in their numerous schemes for the support of the Revenue, and the apparent dissatisfaction exhibited by them at our conduct of the Financial Agency. The former is exemplified by the improbability of your estimated surplus being realized, and the latter is evinced by the tone and character of the official correspondence for some time past.

I have, &c.,
S. MURRAY,
Manager.

No. 275.

THE COLONIAL TREASURER to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
26 November, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of the 25th instant, in which you inform me "that your Corporation has decided to discontinue acting as Financial Agents of the Government of New South Wales, at close of the period mentioned in the Agreement of September, 1865," and that, "in terms thereof, you give the necessary notice that, on 30th June, 1868, your Head Office will be prepared to hand over any securities belonging to the Government, that may then be in their hands, on a settlement of accounts taking place."

In

In reply, I beg to say that arrangements will be made to take over any securities or moneys belonging to this Government which may be in the hands of the Oriental Bank Corporation on the termination of the existing Agreement.

It is with much regret that I notice the concluding paragraph of your letter, which is calculated, and apparently intended, to create a false impression, prejudicial to the conduct and policy of this Government. It is untrue, as you state, that "numerous schemes" of the Ministry, for the support of the Revenue, have failed. The only scheme of the Ministry for increasing the Public Income which has been rejected, was that embodied in the Land Bill, which was thrown out on its second reading; and, as the Loan—the interest on which that increased income was expected to defray—has not been sanctioned, the failure to raise that income in no way affects our power to meet existing engagements.

I have further to state, that you are right in surmising that this Government has not been satisfied with the conduct by your Bank of their Financial Agency. We have not hitherto given expression to that dissatisfaction, but all reason for reserve having now, by your improper letter, been removed, I have no hesitation in expressing it as the opinion of the Government, that, at the last sale of Debentures by your Corporation, the interests of this Colony were most seriously damaged, and I believe that this opinion is one which is generally entertained.

I have, &c.,
G. EAGAR.

No. 276.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON.

The Treasury, New South Wales,
29 November, 1867.

SIR,

I am directed to forward, for your information, the enclosed* copy of certain correspondence which has recently passed between the Honorable the Treasurer and the Manager of the Oriental Bank Corporation, Sydney.

I have, &c.,
JAMES THOMSON.
(For the Under Secretary.)

* See Letters Nos. 268, 269, 271, 273 to 275.

No. 277.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 2 December, 1867.

SIR,

I have the honor to inform you that, by the Panama mail delivered this morning, our Head Office acknowledges receipt of my letter of 1st August, in which we communicated the substance of your favor S133, dated 31 July, taking exception to some of the conditions under which the last sale of Debentures was effected.

The subject, we are informed, would be brought before the Directors at the first meeting of the Court, and replied to by the Suez mail.

With reference to your request of 24th July last, not to offer for sale the Colonial Debentures then held by us, our Chief Manager writes as follows:—

"In the meantime we shall of course adhere to the Treasurer's request, not to offer for sale the Colonial Debentures we now hold, but I think it only right to inform you that this restriction may prove as injurious to the interests of the Colony as the previous instructions to sell at any price are supposed to have done. There is at present a good market for Debentures, and by the end of the year what we have might be easily and advantageously placed, whereas a European war in the spring, or an over-supply of Bonds by some of the other Colonies, would cause us to miss a favorable chance of issue, of which too many do not present themselves.

"The Treasurer, we presume, is well aware that neither to pay interest, nor for any other reason, will the Directors advance any money beyond the sum named in the agreement, viz., £250,000."

I have, &c.,
S. MURRAY,
Manager.

No. 278.

No. 278.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
11 December, 1867.

SIR,

I have the honor to request that you will be good enough to advise your London Office, by the first opportunity, that the undermentioned balances on letters of credit, issued in favor of W. C. Mayne, Esq., are no longer required, and should be written off, viz. :—

		£	s.	d.
No. 15/22.	18 August, 1865.....	3,994	1	0
16/5.	23 October, 1866	3	17	6
17/7.	23 January, 1867	71	10	0
17/9.	21 February, 1867.....	0	10	0
16/3.	23 October, 1866	14	1	6

I have, &c.,

HENRY LANE.

No. 279.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 12 December, 1867.

SIR,

I am in receipt of your letter S²²¹ of 11th instant, requesting that the balances of letters of credit, as therein stated, may be advised to our Head Office as no longer required, and to be written off, which shall have due attention by outgoing mail.

I am, &c.,

S. MURRAY,
Manager.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ORIENTAL BANK CORPORATION.

(Further Correspondence between the Government and the Oriental Bank Corporation, from the 13th December, 1867, to the 24th February, 1868, inclusive.)

Ordered by the Legislative Assembly to be Printed, 25 February, 1868.

No. 1.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 19 December, 1867.

SIR,

By the mail just arrived we have received advices from our Head Office to 29th October, on matters connected with the Government Financial Agency.

We mentioned in our letter of 14th September, that Debentures, series E 4100 @ 4149, had been indorsed "Interest payable in Sydney," and subsequently, in our letter of 18th November, that, in consequence of their sale, that indorsement had been cancelled, and the interest would continue to be drawn in London,—we are now informed that Nos. 4120 @ 4149 having been sent to Sydney by mistake, the interest on them will be applied for here.

We are requested to state that as the principal of Treasury Bill No. 1,301 for £500 was omitted to be advised to you as payable in London on 1st January next, our Head Office will pay the amount at maturity to debit of the Government.

You were debited in error on 5th July in the sum of £49 3s. 4d. (Dyers' cheque), this has now been reversed.

You will find enclosed the following shipping documents in support of Captain Mayne's drafts:—

	£	s.	d.	
Inv. and B. L., per "W. Duthie".....	538	15	1	No L. C.
" " " "Bucton Castle".....	259	10	8	"
" " " "Canaan".....	532	10	0	"
" " " "Parramatta".....	2,408	2	0	"
" " " "Bucton Castle".....	607	10	0	"
" " " "Esmeralda".....	723	17	5	"
Freight note, "La Hogue".....	153	18	5	"
	£	s.	d.	
" " " "James Lister".....	7	13	1	
" " " ".....	5	4	7	
" " " ".....	233	0	5	
" " " ".....	0	18	6	
	246	16	7	"
" " " "Jason".....	89	6	6	"
" " " "Colonial Empire".....	171	18	2	"
" " " "Nourmahal".....	202	4	1	
" " " ".....	75	5	6	
	279	9	7	"
Insurance note.....	19	13	9	"
".....	157	6	3	"

Merry,

ORIENTAL BANK CORPORATION.

	£	s.	d.	
Merry, Willis, and Lloyd's account	5	3	5	No L. C.
Reuter's "Telegram Co's" account	17	7	4	Petty expenses.
Louis Cohen and Sons' account	9	9	0	"
Inv. and B. L., per "Canaan"	92	14	0	L. C. 16/10.
" " " "	54	12	6	No L. C.
" " " "	911	5	0	"

Also, enclosed is Statement of Account in continuation to 29th October, balanced by £432,569 11s. 1d., at the debit of the Government.

I am, &c.,
S. MURRAY,
Manager.

No. 2.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
24 December, 1867.

In duplicate. SIR, I have the honor to enclose the usual monthly list of Debentures, stamped "Interest payable in London."

I have, &c.,
HENRY LANE.

No. 3.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 2 January, 1868.

SIR, I beg to hand you herewith an envelope containing:—
Summary Statements of dividends on Debentures and Treasury Bills due 1st July, 1867, and on Debentures due 1st July, 1865, 1st January and 1st July, 1866, and 1st January, 1867, in continuation,—

Statement of Pensions and Salaries;—

And in a box accompanying you will find Coupons and Receipts to correspond, and copy of letters of guarantee for lost Coupons, viz. :—

Series S2, No. 22,110, for £2 10 0, Sched. No. 1,003.

" A2, " 12,565, " 2 10 0, " 1,543.

" B2, " 3,456, " 12 10 0, " 311, has been mislaid

in our London office.

I am, &c.,
S. MURRAY,
Manager.

No. 4.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 4 January, 1868.

SIR, I beg to apply to you for a cheque for £11 5s., being the amount of sundry disbursements which we have made on account of the Government, as per particulars at foot.

I am, &c.,
FRED. CROZIER,
(For the Manager.)

	£	s.	d.
Freight and insurance on Debentures forwarded to			
London, March, 1867	5	0	0
Do. do. do. do., June, 1867	4	5	0
Postages during 1867	2	0	0
	£11	5	0

No. 5.

ORIENTAL BANK CORPORATION.

No. 5.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Oriental Bank Corporation,
Sydney, 16 January, 1868.

SIR,

By the mail, just arrived, we have received advices from our London Office on matters connected with the Government Financial Agency.

Mr. Charles Moore, being about to return to the Colony, has been paid £96, his salary to 31st October last.

You are credited £12 14s., received by Captain Mayne, as per account enclosed.

Referring to your letter of 21st September last, I enclose receipted accounts,—

King and Co....	£3 16 0
S. Deacon and Co.	9 9 0

and statements of interest and commission to 31st December, 1866.

Debit of 5th July, 1866, "Dyers' draft, £49 3s. 4d.," was made in error, and afterwards reversed.

You will find enclosed the following shipping documents:—

	£	s.	d.	
W. C. Mayne's a/c	22	10	0	L. C. 16/10
Inv. and B. L., per "Wm. Duthic"	185	4	2	" 17/10.
Insurance note	3	3	8	Petty charges.
" "	190	18	3	No L. C.
Invoice	58	0	10	"
Inv. and B. L., per "Landsborough"	2,046	6	1	"
" " "Sobraon"	1,268	12	2	"
" " " "Dalhousie"	177	10	0	"
" " "Earl Dalhousie"	1,066	2	4	"
" " "Sarah Nicolson"	1,322	18	1	"
" " "Queen of Nations"	326	9	9	"
" " "Esmeralda"	1,260	0	0	"
" " "Canaan"	2,540	0	0	"
" " " " "	52	4	0	"
" " "Earl Dalhousie"	1,700	0	0	"
" " "Landsborough"	3,560	0	0	"
" " "Canaan"	11	16	9	"
" " " " "	154	16	0	"
" " "Landsborough"	258	0	0	"
	£	s.	d.	
Freight note per "Parramatta"	122	3	4	
" " " "	122	8	4	
" " " "	76	17	2	
" " " "	39	0	0	
	360	8	10	"
Inv. & B. L., per "Cospatrick"	272	13	3	"
" " " "Sir R. Sale"	319	7	7	"
Freight note, per "Sarah Nicolson"	4	18	8	
" " " "	255	8	2	
	260	6	10	"
" " "Esmeralda"	139	11	2	
" " " "	165	16	9	
	305	7	11	"
" " "Bucton Castle"	184	3	0	
" " " "	76	1	8	
" " " "	7	13	1	
" " " "	64	0	8	
" " " "	68	0	9	
	399	19	2	"
" " "Prince Charlie"	256	7	7	"

I further enclose Statement of Account in continuation to 26th November, 1867, balanced by £452,320 7s. 11d., at the debit of the Government.

I am, &c.,

S. MURRAY,

Manager.

No. 6.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

S. 12.

The Treasury, New South Wales,
17 January, 1868.

SIR,

I am directed to inquire if, by this mail, you have received any advices from your London Office, as to the sale, or contemplated sale, of the Debentures of this Government in your hands, or if you can inform me if the Corporation have acted upon the Treasury letter, addressed to you on 23rd September last, in reference to such sale.

I have, &c.,

HENRY LANE.

No. 7.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, *to* THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 17 January, 1868.

SIR,

I have the honor to acknowledge your letter S 12 of this date, inquiring whether we have received any advices from our London Office as to the sale or contemplated sale of the Debentures in our hands, or if we can inform you whether our Chief Manager has acted upon your letter of 23rd September last in reference to such sale.

In reply, I beg to inform you that, up to the date of latest advices, no sale had been attempted, although at one time our Chief Manager contemplated putting forward the Loan, and was on the eve of issuing an advertisement, when it was discovered that your favor of 23rd September last, alluding to the power to sell possessed by the Corporation under the existing agreement, during the subsistence of any cash advance, did not set aside the prohibition contained in your preceding letter of 26th July, so long as the Government account was in funds.

I am, therefore, of opinion, notwithstanding the very favorable market existing in London for Colonial securities, that our Chief Manager will abide by your written instructions, and will only put forward the Loan on receiving your letter of 23rd November last.

I have, &c.,

S. MURRAY,

Manager.

No. 8.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, *to* THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 30 January, 1868.

SIR,

Keeping in view the possibility that the £758,000, of Debentures in the hands of our London Office may not yet be disposed of, I have the honor to request you will be good enough to inform me for the information of our Chief Manager, the opportunity by which you purpose forwarding to London the Debentures for £1,000,000 recently authorized to complete the Railways of this Colony.

I have, &c.,

S. MURRAY,

Manager.

No. 9.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

S. 25.

The Treasury, New South Wales,
1 February, 1868.

SIR,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letters of the 17th and 30th ultimo, which have had his attention.

In reply to the last-dated letter, I have to inform you that, as the amount of Debentures held by your London Office on account of this Government (£758,000, under Act 29 V. No. 23) is very much in excess of any advances which you are under agreement to make, up to 30th June next, it is not considered expedient to place in the hands of your Corporation for sale the further Loan of £1,000,000 for Railway purposes, recently authorized by the Legislature of this Colony.

I

I am further to inform you that, having regard to your notice of 25 November last, for terminating the Agreement for the conduct of the Banking business of the Government in England on 30th June next, arrangements have been made with the Bank of New South Wales to succeed your Corporation in the Agency.

Consequent on these arrangements,—should it so happen, that the Debentures before referred to, have not been sold by the time the present outgoing Suez mail shall have reached London,—I am directed by the Treasurer to request that your Corporation will, so soon thereafter as may be mutually arranged between yourselves and the Managing Director of the Bank of New South Wales, London, hand the said Debentures over to that gentleman, who is hereby authorized to receive the same, and to settle your accounts with the Government.

On the other hand, should the Debentures have been sold in the interim, I am to request that your Corporation will hand over to the said Managing Director of the Bank of New South Wales, all moneys and securities in your hands belonging to this Government, after a settlement of accounts, which he is hereby authorized, and is prepared to make.

As in either of these cases, the subsisting agreement with your Corporation would be brought to a close at an earlier date than that determined by your notice,—I am to state, that it would be agreeable to the Government, and, it is presumed, would be mutually convenient, if the full term of the notice were thus anticipated.

A copy of this letter will be forwarded to the Chief Manager of your Corporation.

I have, &c.,
HENRY LANE.

No. 10.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON.

The Treasury, New South Wales,
1 Februray, 1868.

SIR,

I am directed by the Honorable the Treasurer to hand you (enclosed) copy ^{vide No. 9,} of a letter addressed this day to your Sydney Manager, and am to request that the ^{supra.} wishes of the Government as therein expressed may be carried out by your Corporation.

I have, &c.,
HENRY LANE.

No. 11.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
1 February 1868.

SIR,

I have the honor to enclose the usual monthly list of Debentures, stamped ^{In duplicate.} "Interest payable in London."

I have, &c.,
HENRY LANE.

No. 12.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 3 February, 1868.

SIR,

I have the honor to acknowledge receipt of your letter S.25, dated 1st instant, informing me that it is not considered expedient to place in the hands of this Corporation for sale the further Loan of £1,000,000, recently authorized by the Legislature of the Colony, seeing that our Head Office already holds Debentures representing a much larger sum than any advances we are under agreement to make, up to 30th June next; and also intimating that you have made arrangements with the Bank of New South Wales to succeed this Corporation as the Financial Agents of the Colony in England.

For this information I have to thank you, and as your communication, under reply, enters into several matters of detail that are likely to be of importance, consequent on the transfer of the London Agency of the Government, I have deemed it desirable to forward the original to our Chief Manager for his guidance.

I am, &c.,
S. MURRAY,
Manager.

No. 13.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.
Oriental Bank Corporation,
Sydney, 11 February, 1868.

SIR,

I have the honor to inform you that we have received a telegram from our Chief Manager in London, dated 14th January, and forwarded from Adelaide on arrival of the mail steamer at that port.

The message reads as follows:—

“Have sold Debentures for £758,000 at 94½ per cent.”

I have, &c.,

S. MURRAY,
Manager.

No. 14.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.
Oriental Bank Corporation,
Sydney, 15 February, 1868.

SIR,

For the information of the Government, I have the honor to hand you the following extracts from our advices, received yesterday from our Chief Manager in London, dated 23rd December last.

“In accordance with the notice formerly sent you, the drawing for £100,000 of the Bonds issued under Acts 4 and 5 of Vic. 29, took place on the 9th December. Enclosed is the Notarial Act recording and verifying the numbers and amounts of the Bonds drawn, which please hand to the Treasurer, to whom we have sent a copy of the *London Gazette*. Amongst the numbers drawn were eight bonds of £100 each, which were cancelled and sent to Sydney on the 20th March last, being a portion of the £7,800 of the first issue under the above Acts, which were retained by the public.

“The Government will of course have to pay these Bonds for £7,800 when they come due, and consequently are entitled to credit for the £800 now drawn, which amount has been placed in their account accordingly. The numbers drawn are 24878, 24879, 24889, 24904, 24915, 24919, 24921, and 24929.

“We gather from your advices that you would be well pleased to learn that the Loan for £758,000, now in our hands, was disposed of; and your opinion seems to be that such intelligence would be agreeable also to the Government. Had our relations with the Government been as satisfactory as formerly, the Loan in question would doubtless have been placed about the beginning or middle of December, when the markets were unquestionably good, and the public an eager buyer of Colonial Debentures at extreme prices. Before receipt of the Treasurer's letter of 28th August we had prepared, and all but published, an advertisement of the Loan, but the precise way in which the Treasurer in that letter threw us upon the terms of our agreement, instead of withdrawing his prohibition against selling Debentures, led us to the conclusion that it would be safer and better not to attempt placing the Loan until the state of our account warranted the operation; and, although it is more than likely that this decision will prove adverse to the interests of the Government, we cannot consider ourselves responsible for it, but it must rest with the Colonial authorities.

“It is probable that early in January payments under the credits will require from us a cash advance on behalf of the Government, and so soon as this preliminary enables us to offer the Loan we have, no time will be lost in doing so. I cannot hope that a better price than what might have been obtained in December can be got for the Loan, as the public have now been supplied with other investments, and the predilection in favor of Colonial Loans has been diverted into other channels. The state of politics both at home and on the Continent also is less favorable for financial operations than it was.”

It is gratifying, notwithstanding the somewhat gloomy anticipations of our Chief Manager, to find, by the telegram quoted in my letter to you of 11th instant, that the Loan was disposed of at so satisfactory a price as 94½ per cent.

The Notarial Certificate, referred to in the above extract, is herein enclosed.

I have, &c.,

S. MURRAY,
Manager.

[Enclosures in the foregoing.]

I WILLIAM DUFF, of the City of London, Notary Public, duly admitted and sworn, do hereby certify that, at the request of the Oriental Bank Corporation, the Banking Agents in London of the Government of New South Wales, I did, on the day of the date hereof, examine and find correctly numbered, four thousand four hundred printed cards, numbered consecutively as follows, viz. :—

Series S 2.	21,436 to 24,935, of £100 each	3,500
Series T 2.	6,922 to 7,721, of £500 each	800
Series U 2.	443 to 542, of £1,000 each	100

4,400

And

ORIENTAL BANK CORPORATION.

7

And that I did thereon place the same in three separate bags, which bags I placed in a japanned tin box, marked "New South Wales Debentures." And that afterwards, on the same day, I did attend at the banking house of the said Oriental Bank Corporation, situate, and being No. 40, Threadneedle-street, in this city, when and where James Milne, of No. 40, Threadneedle-street aforesaid, appointed by the said Banking Agents for such purpose, did, in my presence, and in the manner prescribed by the said Debentures, at the first yearly drawing, held at noon on this day, the second Monday in the Month of December, draw by lot, and one by one, the five hundred and sixteen numbers, a correct list of which, numerically arranged, appears below, representing five hundred and sixteen of the said Debentures, amounting together to the sum of One hundred thousand pounds, to be paid off and redeemed at par on the thirty-first instant. The numbers and particulars of the Debentures so drawn are as follows:—

Series S2, Nos.	21444	21446	21447	21457	21462	21463		
21465	21473	21496	21518	21528	21529	21539	21540	
21541	21556	21564	21565	21579	21592	21593	21604	
21606	21607	21609	21611	21613	21627	21632	21663	
21673	21681	21682	21687	21689	21694	21702	21718	
21780	21790	21808	21813	21816	21835	21837	21841	
21860	21861	21880	21898	21911	21918	21933	21937	
21939	21941	21954	21966	21973	21974	21979	21982	
21987	21997	21998	22004	22011	22013	22025	22032	
22044	22050	22055	22059	22084	22086	22087	22089	
22095	22098	22100	22104	22109	12121	22135	22138	
22145	22166	22171	22179	22190	22193	22199	.....
22201	22237	22242	22268	22269	22279	22281	.....
22286	22293	22304	22311	22315	22327	22328	.....
22331	22332	22334	22340	22352	22357	22359	22374	
22377	22378	22379	22397	22399	22404	22408	22446	
22447	22461	22466	22493	22494	22495	22501	22503	
22506	22512	22517	22520	22526	22528	22533	22538	
22543	22548	22553	22559	22562	22565	22598	22604	
22622	.....	22626	22657	22658	22659	22665	22677
22703	22712	22735	22744	22747	22754	22796	22797	
22802	22807	22839	22841	22847	22858	22883	22886	
22895	22900	22911	22912	22943	22970	22974	22975	
23008	23016	23024	23066	23068	23069	23076	23085	
23087	23095	23119	23157	23195	23202	23217	23232	
23243	23247	23252	23256	23261	23270	23272	23275	
23295	23303	23306	23332	23339	23342	23353	23371	
23403	23413	23419	23422	23435	23446	23451	23452	
23455	23462	23465	23466	23482	23488	23490	23494	
23495	23501	23502	23503	23513	23516	23521	23522	
23532	23542	23543	23548	23551	23572	23573	23574	
23585	23593	23604	23607	23616	23624	23627	23628	
23630	23642	23644	23654	23657	23703	23704	23705	
23717	23727	23763	23766	23774	23795	23807	23813	
23839	23852	23865	23869	23870	23874	23903	23930	
23931	23932	23935	23936	23957	23963	23967	23992	
23993	23994	24001	24014	24027	24039	24041	24049	
24053	24055	24056	24080	24085	24095	24096	24097	
24103	24114	24118	24128	24130	24142	24144	24153	
24156	24166	24170	24173	24183	24201	24222	24247	
24264	24269	24284	24303	24316	24322	24323	24336	
24342	24344	24351	24352	24366	24369	24371	24377	
24395	24400	24407	24411	24412	24422	24426	24443	
24444	24445	24451	24459	24463	24480	24482	24483	
24480	24496	24499	24500	24506	24517	24525	24530	
24535	24540	24547	24553	24559	24562	24568	24577	
24580	24588	24591	24598	24599	24600	24613	24621	
24637	24641	24643	24651	24655	24661	24666	24677	
24678	24706	24709	24711	24737	24740	24741	24749	
24752	24760	24769	24776	24781	24791	24792	24800	
24801	24802	24804	24805	24807	24813	24836	24855	
24878	24879	24889	24904	24915	24919	24921	24929	
							410 Debentures of £100 each.	£41,000
Series T2, Nos.	6922	6923	6933	6935	6936	6937		
6939	6946	6961	6969	6973	6978	7004	7027	
7069	7071	7074	7086	7093	7096	7103	7108	
7136	7170	7189	7200	7203	7235	7236	7240	
7259	7262	7269	7270	7282	7284	7285	7293	
7296	7301	7309	7320	7327	7350	7352	7361	
7405	7410	7419	7427	7444	7447	7454	7468	
7478	7490	7493	7501	7503	7505	7509	7523	
7539	7554	7566	7576	7580	7586	7592	7605	
7610	7626	7631	7635	7643	7658	7664	7670	
7679	7693	7698	7706	7710	7711	7721		
							94 Debentures of £500 each.	£47,000
Series U2, Nos.	447	448	481	483	489	499		
509	515	516	529	531	540			
							12 Debentures of £1,000 each.	£12,000
								£100,000

And I the said Notary, do further certify that the said drawing having been completed, I sealed the said bags, with my official seal, and delivered the same, in the said box, into the care of the said Oriental Bank Corporation for safe custody, to abide future drawings of the said Debentures.

Whereof, an Act being required of me the said Notary, I have granted the present in duplicate, under my hand and seal of office, to serve and avail as occasion may require.

Dated in London, this ninth day of December, in the year of our Lord one thousand eight hundred and sixty-seven.

In testimonium veritatis.

WILLM. DUFF, (L.S.)
Not. Pub.

[Extract

[Extract from the London Gazette of December 17, 1867.]

New South Wales Government Debentures for £850,000, issued in September, 1866, under the authority of Acts Nos. 4 and 5 of Vict. 29 of the Colonial Legislature.

First Yearly Drawing of £100,000.

NOTICE is hereby given, that the following are the numbers of the above Debentures drawn for payment, in conformity with the terms of the Loan, on Monday, the 9th day of December, 1867, in the presence of Mr. William Duff, Notary Public, of the city of London. And notice is further given, that the Debentures so drawn will cease to bear interest from the 31st of December instant, on and after which date they will be payable on presentation at the Oriental Bank Corporation, No. 40, Threadneedle-street, where the Debentures and interest coupons must be left three clear days for examination.

N.B.—If any coupons for undue interest shall be found wanting, they will be deducted from the amount of the Debentures at the time of payment.

Numbers and particulars of Debentures :—

SERIES S 2, Nos.

21444	21446	21447	21457	21462	21463	21465	21473	21496	21518
21528	21529	21539	21540	21541	21556	21564	21565	21579	21592
21593	21604	21606	21607	21609	21611	21613	21627	21632	21663
21673	21681	21682	21687	21689	21694	21702	21718	21780	21790
21808	21813	21816	21835	21837	21841	21860	21861	21880	21898
21911	21918	21933	21937	21939	21941	21954	21966	21973	21974
21979	21982	21987	21997	21998	22004	22011	22013	22023	22032
22044	22050	22055	22059	22084	22086	22087	22089	22095	22098
22100	22104	22109	22121	22135	22138	22145	22166	22171	22170
22190	22193	22199	22201	22237	22242	22268	22269	22279	22281
22286	22293	22304	22311	22315	22327	22328	22331	22332	22334
22340	22352	22357	22359	22374	22377	22378	22379	22397	22399
22404	22408	22416	22447	22461	22466	22493	22494	22495	22501
22503	22506	22512	22517	22520	22526	22528	22533	22538	22543
22548	22553	22559	22562	22565	22598	22604	22622	22626	22657
22658	22659	22665	22677	22703	22712	22735	22744	22747	22754
22796	22797	22802	22807	22839	22841	22847	22858	22883	22886
22895	22900	22911	22912	22943	22970	22974	22975	23008	23016
23024	23066	23068	23069	23076	23085	23087	23095	23119	23157
23195	23202	23217	23232	23243	23247	23252	23256	23261	23270
23272	23275	23295	23308	23306	23332	23339	23342	23353	23371
23403	23413	23419	23422	23435	23446	23451	23452	23455	23462
23465	23466	23482	23488	23490	23494	23495	23501	23502	23503
23513	23516	23521	23522	23532	23542	23543	23548	23551	23572
23573	23574	23585	23593	23604	23607	23616	23624	23627	23628
23630	23642	23644	23654	23657	23703	23704	23705	23717	23727
23763	23766	23774	23795	23807	23813	23839	23852	23865	23869
23870	23874	23903	23930	23931	23932	23935	23936	23957	23963
23967	23992	23993	23994	24001	24014	24027	24039	24041	24049
24053	24055	24056	24080	24085	24095	24096	24097	24103	24114
24118	24128	24130	24142	24144	24153	24156	24166	24170	24173
24183	24204	24222	24247	24264	24269	24284	24303	24316	24322
24323	24336	24342	24344	24351	24352	24366	24369	24371	24377
24395	24400	24407	24411	24412	24422	24426	24443	24444	24445
24451	24459	24463	24480	24482	24483	24489	24496	24499	24500
24506	24517	24525	24530	24535	24540	24547	24553	24559	24562
24568	24577	24580	24588	24591	24598	24599	24600	24613	24621
24637	24641	24643	24651	24655	24661	24666	24677	24678	24706
24709	24711	24737	24740	24741	24749	24752	24760	24769	24776
24781	24791	24792	24800	24801	24802	24804	24805	24807	24813
24836	24855	24878	24879	24889	24904	24915	24919	24921	24929

410 Debentures of £100 each..... £ 41,000

SERIES T 2, Nos.

6922	6923	6933	6935	6936	6937	6939	6946	6961	6969
6973	6978	7004	7027	7031	7069	7071	7074	7086	7093
7096	7103	7108	7130	7136	7170	7189	7200	7203	7235
7236	7240	7247	7259	7262	7269	7270	7282	7284	7285
7293	7295	7296	7301	7309	7320	7327	7350	7352	7361
7367	7405	7410	7419	7427	7444	7447	7454	7468	7476
7478	7490	7493	7501	7503	7505	7509	7523	7529	7530
7554	7566	7576	7580	7586	7592	7605	7609	7610	7626
7631	7635	7643	7658	7664	7670	7677	7679	7693	7698
7706	7710	7711	7721						

94 Debentures of £500 each..... £ 47,000

SERIES U 2, Nos.

447	448	481	483	489	499	509	515	516	529
531	540								

12 Debentures of £1,000 each..... £ 12,000

£100,000

CHARLES J. F. STUART,

Chief Manager of the Oriental Bank Corporation,
Agents of the New South Wales Government.

Present—WILLIAM DUFF, Notary Public.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FINANCIAL AGENTS OF THE GOVERNMENT OF
NEW SOUTH WALES IN LONDON.

(TERMINATION OF AGREEMENT WITH THE ORIENTAL BANK CORPORATION.)

Ordered by the Legislative Assembly to be Printed, 4 December, 1867.

[*Vide Question No. 4 of Votes and Proceedings No. 87, 4th December, 1867.*]

No. 1.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

22 November, 1867.

SIR,

I am directed to request that you will have the goodness to furnish me with Letters of Credit on the Oriental Bank Corporation, London, as follows, viz. :—

Messrs. Oliverson & Co.	£270	1	9
Do.	250	0	0
W. C. Mayne, Esq.	140	0	0
Do.	62	0	0
Do.	236	13	4
H.M. Paymaster General	10	10	0

I have, &c.,

JAMES THOMSON.
(For Under Secretary.)

No. 2.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER,
Oriental Bank Corporation,
Sydney, 22 November, 1867.

SIR,

I have the honor to acknowledge your letter, S 293, of this date, applying for letters of credit on our head office in London, to extent of £969 5s. 1d.

In reply, I beg to inform you that, looking at the state of the account in London, coupled with the amount of credits outstanding, I do not feel justified in acceding to your request.

I have, &c.,

S. MURRAY,
Manager.

No. 3.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales.
23 November, 1867.

SIR,

I have to acknowledge the receipt of your letter of the 22nd instant, in which you decline to furnish the Government with letters of credit by the outgoing mail to the extent of £969 5s. 1d., on the ground that, "looking at the state of the account in London, coupled with the amount of credits outstanding, you do not feel justified in acceding to our request."

I am instructed by the Honorable the Treasurer to express his surprise and dissatisfaction at the course which you think it proper to pursue. Satisfactory arrangements were made by this Government, so far back as 28th August last, to meet all outstanding engagements up to 1st January, 1868; and;—seeing that your London Office hold at present at least half a million's worth of Debentures in excess of the security required to meet any claims they may have upon the Government—which Debentures they are at liberty to sell at any moment to cover their advances, and for which class of securities the latest London quotations are of a highly satisfactory character, both as regards price and facility of sale;—the position you take up in this instance appears to the Treasurer, not only unreasonable, but incomprehensible.

As the Treasurer is of opinion that your conduct in this matter will not be regarded by your London Office, either as serving the interests of your institution, or as a proper course to be adopted towards the Government of the country, I am directed to request that you will forward a copy of this letter, by the outgoing mail, to the Chief Manager of the Corporation in London.

I have, &c.,
JAMES THOMSON.
 (For Under Secretary.)

No. 4.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
 Sydney, 23 November, 1867.

SIR,

I have the honor to acknowledge your letter, S 300, dated 23rd instant, intimating your surprise and dissatisfaction at the course I have deemed it advisable to pursue in declining, under existing circumstances, to grant the Government more credits, and stating that, in so doing, I have taken up a position not only unreasonable, but incomprehensible; and further setting forth your opinion, that my conduct in the matter will not be regarded, by our London Office, either as serving the interests of our institution, or as a proper course to be adopted towards the Government of this Colony; and requesting that we should forward, by the outgoing mail, to our Chief Manager, a copy of your communication under notice.

In reply, I have merely to state that your request will be complied with. I shall do so, I may add, without making any comments on its contents, as the tone and style of the whole letter are well calculated to speak for themselves; and it would be superfluous on my part to attempt, in any way, to weaken the effect which such a document will have on our Directors, who will doubtless peruse it with the attention so singular a production merits.

It is a source of considerable regret to us, that we cannot hold ourselves responsible for your opinions on a matter which, when the tenor of the agreement of September, 1865, and the present state of the Government Account in London, are considered, does not justify any discussion. Had they been the opinions of the Ministry, instead of your own individual ideas (and the tenor of your letter forbids us to think otherwise), we might have deemed them worthy of some little attention; but the style of the letter deals so little with the actual financial transactions of the Government, and so much with your views of my conduct, that I feel sure I shall secure your gratitude by consigning it to the oblivion it merits.

Lest you may be under any misconception as to the state of your account in London, I subjoin particulars, showing a cash balance at your credit, 26th September last, of about £274,000, with credits issued and outstanding up to this date to extent of £539,000, thus leaving you under an advance to this Bank of £265,000, which is about £15,000 in excess of the amount authorized by the agreement before referred to.

In conclusion, I would express my deep regret that any approach towards angry correspondence should exist, and I trust, for the future, you will avoid such as far as possible.

The substance of your letters, S 294 and S 301, of 22nd and of this date, will also be communicated to our Chief Manager by outgoing mail.

I have, &c.,
S. MURRAY,
 Manager.

MEMORANDUM.

Cr. Cash balance in London, by latest advices...	£274,000
Dr. Credits outstanding ...	539,000
Present position of account ...	<u>Dr. £265,000</u>

No. 5.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 25 November, 1867.

SIR,

I have the honor to inform you that this Corporation has decided to discontinue acting as Financial Agents of the Government of New South Wales, at close of the period mentioned in the Agreement of September, 1865; and in terms thereof, I give you the necessary notice that, on 30th June, 1868, our Head Office will be prepared to hand over any securities belonging to the Government that may then be in their hands, on a settlement of accounts taking place.

Our principal reasons for thus acting are, the failure of the Ministry in their numerous schemes for the support of the Revenue, and the apparent dissatisfaction exhibited by them at our conduct of the Financial Agency. The former is exemplified by the improbability of your estimated surplus being realized, and the latter is evinced by the tone and character of the official correspondence for some time past.

I have, &c.,
S. MURRAY,
Manager.

No. 6.

THE COLONIAL TREASURER to THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY.

The Treasury, New South Wales,
26 November, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of the 25th instant, in which you inform me "that your Corporation has decided to discontinue acting as Financial Agents of the Government of New South Wales, at close of the period mentioned in the Agreement of September, 1865," and that, "in terms thereof, you give the necessary notice that, on 30th June, 1868, your Head Office will be prepared to hand over any securities belonging to the Government, that may then be in their hands, on a settlement of accounts taking place."

In reply, I beg to say that arrangements will be made to take over any securities or moneys belonging to this Government which may be in the hands of the Oriental Bank Corporation on the termination of the existing Agreement.

It is with much regret that I notice the concluding paragraph of your letter, which is calculated, and apparently intended, to create a false impression, prejudicial to the conduct and policy of this Government. It is untrue, as you state, that "numerous schemes" of the Ministry, for the support of the Revenue, have failed. The only scheme of the Ministry for increasing the Public Income which has been rejected, was that embodied in the Land Bill, which was thrown out on its second reading; and, as the Loan—the interest on which that increased income was expected to defray—has not been sanctioned, the failure to raise that income in no way affects our power to meet existing engagements.

I have further to state, that you are right in surmising that this Government has not been satisfied with the conduct by your Bank of their Financial Agency. We have not hitherto given expression to that dissatisfaction, but all reason for reserve having now, by your improper letter, been removed, I have no hesitation in expressing it as the opinion of the Government, that, at the last sale of Debentures by your Corporation, the interests of this Colony were most seriously damaged, and I believe that this opinion is one which is generally entertained.

I have, &c.,
G. EAGAR.

No. 7.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE CHIEF MANAGER, ORIENTAL BANK CORPORATION, LONDON.

The Treasury, New South Wales,
29 November, 1867.

SIR,

I am directed to forward, for your information, the enclosed* copy of certain correspondence which has recently passed between the Honorable the Treasurer and the Manager of the Oriental Bank Corporation, Sydney.

I have, &c.,
JAMES THOMSON.
(For the Under Secretary.)

* See Letters No. 1 to 6 preceding.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT BROKERS.

(APPOINTMENT OF MESSRS. LENNON & CAPE.)

Ordered by the Legislative Assembly to be Printed, 3 December, 1867.

MESSRS. LENNON & CAPE to THE COLONIAL TREASURER.

Sydney, 12 November, 1866.

SIR,

Referring to our several conversations on the subject of the advisability of your appointing us Government Brokers, for the sale of your Debentures in this Colony, we now again respectfully call your attention to the fact that we are in a position to be of material service to this Government, in working off a considerable amount of Debentures, in the investment of trust and other funds passing through our hands from time to time.

As a proof thereof, we beg to state that, in face of the high rates of interest offering by the Banks for fixed deposits, and the large amount of New Zealand Government 8 per cent. Debentures, and Queensland Government 10 per cent. Treasury Bills, recently offering in this market, and of which some two to three hundred thousand pounds stock have been sold through our agency, we have within the past six months sold, on account of your own Government, the following amounts of 6 per cent. Treasury Bills at par, viz. :—

Trustees, Civil Service Fund	£2,000	J. Mullens	£500
A. Leverrier	1,400	R. Thorne	8,000
M. Rogers	300	M. M'Grath	1,500
Dangar, Dangar & Co.	2,000	Do.	600
A. F. Janssen	600	R. Thorne	1,000
J. G. M'Donald	1,000	R. Maddrill	1,500
A. F. Janssen	2,200	Alexr. Warren	4,500
F. Watkins	600	J. F. Janssen	1,000
John Martin	400	Master in Equity	2,500
Trustees, St. Mary's Cathedral	10,000	R. Thorne	1,000
W. Busby	200	H. Grenville	200
M. Rogers	400	Alex. Warren	1,500
R. Maddrill	1,500	J. Flavelle	400
J. W. Bligh	1,500	Do.	100
M. Rogers	1,500	Master in Equity	700
Mrs. Ward	400	Bank, New South Wales ...	2,500
D. Kearney	500		
Trustees, St. Mary's	6,000	Total ...	£ 60,200
H. Grenville	400		

From our intimate and extensive knowledge of the requirements of this market, we feel warranted in suggesting the appointment of a Government Broker; and were we in a position to act as Brokers to your Government, we have no hesitation in saying we could, with our present connection, be of service to your Government in any monetary negotiations, as well as influence a large amount of capital to be invested from time to time in the securities of this Colony.

Trusting that you will be pleased to give this matter your early and favourable consideration,—

We have, &c.,
LENNON & CAPE.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

*Government Brokers—Lennon & Cape.*The Treasury, New South Wales,
18 December, 1866.

THE Treasurer lays before His Excellency the Governor and the Executive Council the accompanying letter from Messrs. Lennon & Cape, highly respectable share and money brokers of this city; and, having had satisfactory experience of the benefit derivable from their employment, during the last six months, as the Agents of the Government in the sale of Treasury Bills, he now recommends, with a view to encourage local investments in Debentures, that they be appointed the official Brokers for the sale of public securities in this Colony on account of the Government, their remuneration to be a commission upon the respective transactions at the customary rates chargeable therefor.

G. EAGAR.

Minute 66/44, 19 December, 1866.—Confirmed, 21 December, 1866.

UPON the recommendation of the Colonial Treasurer, the Executive Council advise the appointment of Messrs. Lennon & Cape, as official Brokers to the Government, for the sale of public securities in this Colony, as herein recommended.

ALEX. C. BUDGE,
Clerk of the Council.Approved—J.Y.
31 Dec., /66.

THE UNDER SECRETARY FOR FINANCE AND TRADE to MESSRS. LENNON & CAPE.

The Treasury, New South Wales,
7 January, 1867.

GENTLEMEN,

I am directed to inform you that His Excellency the Governor, with the advice of the Executive Council, and upon the recommendation of the Honorable the Treasurer, has been pleased to appoint you Official Brokers for the sale of public securities in this Colony, on account of the Government.

Your remuneration will be a commission upon the respective transactions, at the customary rates chargeable therefor.

A notification of your appointment has already appeared in the *Government Gazette*.

I have, &c.,
HENRY LANE.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT DEBENTURES SOLD IN LONDON
IN MAY LAST.
(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 10 January, 1868.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 27 August, 1867, That there be laid upon the Table of this House, as early as possible,—

“ A Return shewing fully detailed particulars of—

“ (1.) The names of the purchasers of the £832,000 worth of
“ New South Wales Debentures sold in London in May last.

“ (2.) The amount purchased and rate given by each separate
“ purchaser.

“ (3.) Full particulars, in detail, as far as they can be
“ ascertained, of the names and offers of all other persons
“ who submitted, or endeavoured to submit tenders for the
“ said Debentures, notwithstanding that they may have been
“ offered after the full amount had been reached by previous
“ tenders.

“ (4.) The exact hour, day, and date at which all the above
“ tenders were received.

“ (5.) What was the net amount, per centum (after deduct-
“ ing charges of every nature) which these said Debentures
“ realized by such sale.

“ (6.) What is now (*i.e.*, at the time of making up this
“ return in London) the value of these said Debentures, on
“ the Stock Exchange in London.”

(*Mr. Thornton.*)

GOVERNMENT DEBENTURES SOLD IN LONDON IN MAY LAST.

THE MANAGER, ORIENTAL BANK CORPORATION, SYDNEY, to THE COLONIAL TREASURER.

Oriental Bank Corporation,
Sydney, 20 December, 1867.

SIR,

I have the honor to communicate, for your information, the following extract from a letter by our Chief Manager, dated 29th October, which reached us yesterday:—

“ In reply to the Treasurer’s letter of the 31st July, we would say that, in advertising the Loan for £832,000, we followed the plan adopted successfully with the short Bonds in September, 1866, which was approved of by the Government; and we may add that, having regard to the sensitive state of the money market on both these occasions, we looked rather to a sufficient amount of subscriptions at once, by offering a premium on early application, instead of resorting to the dilatory, though more profitable method of competition, which involved a risk of failure if a political or monetary crisis should arise before the operation was completed; and, with this feeling, the 8th clause of the conditions to which the Treasurer takes exception was framed.

“ It must not be forgotten that the New South Wales Government was not in the position of a borrower who could afford to wait. The money it was seeking for was already spent; the very credit of the Colony was perilled, if, as the Treasurer said (*vide* letter, 22nd December, 1866), the Interest of the Debt could only be paid if new Loans were issued. Under these circumstances our duty was a very plain one; and before the Treasurer or House of Assembly criticises the transaction, we ask that all the circumstances of the case be made known to them, and that they reflect on the position the Government and Colony would have been in had this Loan not been subscribed for.

“ We now proceed to supply, as clearly as possible, the information sought for in the Treasurer’s letter of the 23rd August, by answering *seriatim* the questions proposed in the House of Assembly, appending only such observations to the answers as will save further reference.

“ In reply to questions 1 and 2, enclosure A.	
question 3	do. B.
question 4	do. C.
question 5	do. D.
question 6	do. E.

“ We need trouble you with very few remarks on the above, which, although they are not written on the Returns, they are essentially a part of them.

“ The interval between issuing the advertisement on the 10th, and the reception of tenders on the 13th (enclosure C), was arranged in order that country brokers and others might have an equal opportunity with London subscribers of offering for the Loan—this omission having led to complaint in 1866. A reference to enclosure B will show that the Loan would have been further spread had this interval been extended, which would not however have been of any material advantage to the Government, as only in one or two cases, and for inconsiderable amounts, was any premium offered.

“ By enclosures D and E, it appears that the price realized by the Government for the Debentures, and the quotation of the day, differs about 10 per cent. The rise in the market for New South Wales and Colonial Stocks generally since May has been about 5 per cent., and the balance is the penalty paid for placing a large Loan on the market which amounts usually to about 4 per cent., and commission and expenses make up the balance.

“ We append a list of the prices of Australian Debentures in May last and now, which shews that the New South Wales Loans, notwithstanding the large issue, keep their place in the market—a matter of no slight importance to a Colony which is likely to be a borrower for some time to come, and a point which in all our operations had our careful attention.

“ We were of course disappointed to find that an operation which has placed the Government as borrowers in such a good position, has been unappreciated by our Principals, but Finance is a science not deeply studied or well understood in the Colonies, and we were therefore prepared to think lightly of our disappointment, and to forget it; but we were not prepared to learn that our treatment of this Loan had been viewed with such unmerited disapprobation.”

Our Chief Manager further writes, expressing the surprise of the Court of Directors, that the course pursued with reference to the Loan for £832,000 should, although confessedly successful, give dissatisfaction, more especially as the judicious handling of the Government Securities by the Bank has frequently in past years been the subject of favorable comment.

I have, &c.,
S. MURRAY,
Manager.

[Enclosure A.]

GOVERNMENT DEBENTURES SOLD IN LONDON IN MAY LAST. 3

[Enclosure A.]

Sydney Government Agency Letter, 29th October, 1867.

NAMES of Purchasers of £832,000 worth of New South Wales Debentures, sold in London in May last, shewing the amount allotted to, and the rate given by each separate purchaser; shewing also the amount applied for in each Tender.

Date.	Names.	Amount allotted.		Rate tendered.	Amount applied for.	
		£	s. d.		£	s. d.
1867.						
13 May	Alfred Brown	100	0 0	85½	100	0 0
"	Clapham Bros.	3,100	0 0	"	5,000	0 0
"	J. & A. Scrimgeour	30,100	0 0	"	45,000	0 0
"	James Crow	400	0 0	"	500	0 0
"	John Skinner	600	0 0	"	1,000	0 0
"	Wm. Lamond	600	0 0	"	1,000	0 0
"	Tozer & Quilter	6,600	0 0	"	10,000	0 0
"	Wm. Reynolds	1,300	0 0	"	2,000	0 0
"	Keyser & Ricardo	33,300	0 0	"	50,000	0 0
"	Harvie M. Farquhar	6,600	0 0	"	10,000	0 0
"	Marshall, Paine & Co.	10,000	0 0	"	15,000	0 0
"	Prance & Wedd	10,000	0 0	"	15,000	0 0
"	Harman, Paine & Co.	6,600	0 0	"	10,000	0 0
"	Henry Light Scott	10,000	0 0	"	15,000	0 0
"	Frederick Harrison	3,300	0 0	"	5,000	0 0
"	James B. Alexander	3,300	0 0	"	5,000	0 0
"	Wm. & George Reynolds	6,600	0 0	"	10,000	0 0
"	Walter S. Davidson	3,300	0 0	"	5,000	0 0
"	Marcus Cuerton	600	0 0	"	1,000	0 0
"	Steer, Lawford & Cuerton	6,600	0 0	"	10,000	0 0
"	Sheppards, Pelly & Co.	16,600	0 0	"	25,000	0 0
"	Hitchins, Harrison & Co.	13,300	0 0	"	20,000	0 0
"	Linton & Clarke	33,300	0 0	"	50,000	0 0
"	John Miller	200	0 0	"	300	0 0
"	Simon W. Waley	13,400	0 0	"	20,200	0 0
"	G. & A. Worms	5,000	0 0	"	7,500	0 0
"	Solomon B. Worms	3,300	0 0	"	5,000	0 0
"	Herbert W. Symes	2,600	0 0	"	4,000	0 0
"	Geo. Hartley	1,300	0 0	"	2,000	0 0
"	Foster & Braithwaite	16,600	0 0	"	25,000	0 0
"	Baker & Sturdy	13,300	0 0	"	20,000	0 0
"	G. W. Brown	400	0 0	"	500	0 0
"	Edward H. Burke	2,600	0 0	"	4,000	0 0
"	Renton Bros.	16,600	0 0	"	25,000	0 0
"	Marshall, Paine & Co.	10,000	0 0	"	15,000	0 0
"	Prance & Wedd	10,000	0 0	"	15,000	0 0
"	George Elers	33,300	0 0	"	50,000	0 0
"	National Provincial Bank of England	33,300	0 0	"	50,000	0 0
"	Speyer Bros.	16,600	0 0	"	25,000	0 0
"	Stern Bros.	136,600	0 0	"	205,000	0 0
"	John D. Farrell	400	0 0	"	500	0 0
"	Robert Porter	6,600	0 0	"	10,000	0 0
"	Gilbert Robins	1,700	0 0	"	2,500	0 0
"	J. & A. Scrimgeour	66,600	0 0	"	100,000	0 0
"	Walker & Lunsden	20,000	0 0	"	30,000	0 0
"	Joseph Sebag	53,300	0 0	}	55,000	0 0
"	Do.				25,000	0 0
"	Samuel Montague	6,600	0 0	"	10,000	0 0
"	John Rennie	6,600	0 0	"	10,000	0 0
"	R. Raphael & Sons	20,000	0 0	"	30,000	0 0
"	Alfred Newth	200	0 0	"	200	0 0
"	Moses, Levy & Co.	30,000	0 0	"	45,000	0 0
"	J. M. Walters	600	0 0	"	1,000	0 0
"	John Mitchell	300	0 0	"	400	0 0
"	George Elers	16,600	0 0	"	25,000	0 0
"	George Kelly	400	0 0	"	500	0 0
"	James F. Mackenzie	13,300	0 0	"	20,000	0 0
"	Linton & Clarke	30,000	0 0	}	5,000	0 0
"	Do.				40,000	0 0
"	J. & A. Scrimgeour	33,300	0 0	"	50,000	0 0
"	Louis Pereira	600	0 0	"	1,000	0 0
"	R. Ovenstone	300	0 0	"	400	0 0
"	Steer, Lawford & Cuerton	3,300	0 0	"	5,000	0 0
		832,000	0 0		1,250,600	0 0

CHARLES J. F. STUART,
Chief Manager.

[Enclosure B.]

GOVERNMENT DEBENTURES SOLD IN LONDON IN MAY LAST.

[Enclosure B.]

Sydney Government Agency Letter, 29 October, 1867.

FULL particulars, as far as can be ascertained, of the names and offers of all other persons who tendered for, or inquired about the Debentures after the full amount had been reached.

From	Dated.	Received.	Abstract Contents of Letter.
G. du Pre Porcher	London	May 13	May 13... Applying for Bonds amounting to £1,000, and sending £100 payment on application.
G. Barham	"	" 13	" 14... Do. do 700, do. 70 do.
O. Browne	Devon	" 13	" 14... Do. do. 6,000, do. 600 do.
W. Lewis	Redditch	" 13	" 14... Do. do. 600, do. 60 do.
G. W. Roach	Leith	" 13	" 14... Do. do. 500, do. 50 do.
John Jenkins	London	" 14	" 14... Do. do. 2,000, no enclosure.
G. R. Wrangham	Driffield	" 14	" 15... Do. do. 500, and sending £50 payment on application.
W. Martin	Exeter	" 14	" 15... Do. do. 2,000, do. 200 do.
T. L. R. Shand	Whithorn	" 13	" 15... Do. do. 300, do. 30 do.
Thomas Barrett	Bath	" 15	" 16... Do. do. 500, do. 50 do.
Thomas Miller	Newton Stewart	" 15	" 16... Do. do. 1,000, do. 100 do.
W. M. Carrington	Portsea	" 16	" 17... Do. do. 1,000, no enclosure.
G. Osborn	Kettering	" 13	" 13... }
R. J. Bywater	Ambleside	" 19	" 14... }
Dr. Coles	Bourton	" 13	" 14... }
Henry Harris	Poole	" 13	" 14... }
C. Rawlings	Bradford	" 13	" 14... }
H. Maples	Spalding	" 13	" 14... }
W. A. Sanderson	Newton Abbott...	" 13	" 14... }
T. Palmer	Melkshaw	" 20	" 21... }
Thomas Payne	Bedford	" 14	" 15... }
Thomas Osborne	London	" 13	" 14... Expresses his willingness to give £86 10s. for a £100 Bond.
Joseph Brown	"	" 13	" 14... Asking for particulars of Loan.
Edward Yapp	Kington	" 14	" 15... Asking how much to remit for £100 Bond.
Thomas Barrett	Bath	" 17	" 18... Wants to know at what premium he can obtain the Bonds.

CHARLES J. F. STUART,
Chief Manager.

[Enclosure C.]

Sydney Government Agency Letter, 29 October, 1867.

THE advertisement of the Loan was issued on Friday the 10th May, and the tenders began to come in on Saturday, the 11th. They were not officially received, however, until Monday, the 13th, in order to give subscribers in the country an equal opportunity of applying for the Loan with those in London.

On Monday morning a list was made of the tenders which had arrived by post, and by hand, at 10 o'clock (*vide* "Enclosure A"). This list exceeding the amount for disposal, the Loan was at once declared closed.

CHARLES J. F. STUART,
Chief Manager.

[Enclosure D.]

Sydney Government Agency Letter, 29 October, 1867.

NET amount per centum realized by the sale of the Debentures £83 14 3½

CHARLES J. F. STUART,
Chief Manager.

[Enclosure E.]

VALUE of the Debentures on the London Stock Exchange at the date of this return..... £94 per cent.

CHARLES J. F. STUART,
Chief Manager.

Government Agency Letter, 29 October, 1867.

Quotations of Stocks referred to—

		8th May.	28th October.
New South Wales	5 per cent.....	87½	94
Victoria	6 "	104½	110
Queensland	6 "	92	100
New Zealand	6 "	100	106½
Do.	5 "	86	95
Consols	.....	91	94½

Sydney: Thomas Richards, Government Printer.—1868.

[Price, 3d.]

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY LOAN BILL.
(MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 26 November, 1867.

JOHN YOUNG,
Governor.

Message No. 14.

In compliance with the opinion conveyed in the Address from the Legislative Assembly, of the 9th October, 1867, the Governor recommends that the necessary provision be made for raising a Loan of One Million Pounds, towards the completion of the Railway Lines already sanctioned.

Government House,
Sydney, 26 November, 1867.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY LOAN BILL.

(FURTHER MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 4 December, 1867.

JOHN YOUNG,
Governor.

Message No. 15.

With reference to Message No. 14, dated 26th November, 1867, wherein it is recommended that provision be made for raising a Loan of One Million Pounds, towards the completion of the Railway Lines already sanctioned, the Governor further recommends that appropriation be made of £50,000 for the payment of interest on the Loan, yearly, from 1st January, 1868, to 31st December, 1871; and of £70,000 yearly, from 1st January, 1872, to 31st December, 1897,—to be paid and applied in the following manner:—

1. To the payment of interest on the Loan.
2. Towards the reduction and final extinction of the Loan, by the payment of twenty thousand pounds in each year, as a Sinking Fund of two per cent.; and—
3. To the purchase of the Debentures of the Loan.

*Government House,
Sydney, 4 December, 1867.*

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TREASURY BILLS.
(MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 9 December, 1867.

JOHN YOUNG,
Governor.

Message No. 16.

It being found expedient to raise an amount of money, not exceeding Two hundred and fifty thousand pounds, for the payment of Services already sanctioned by the Legislature, and it being considered advisable to provide such amount by the issue of New South Wales Treasury Bills, the Governor submits the subject to the consideration of the Legislative Assembly, and recommends that provision be made accordingly.

*Government House,
Sydney, 9th December, 1867.*

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TREASURY BILLS.
(FURTHER MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 19 December, 1867.

JOHN YOUNG,
Governor.

Message No. 22.

With reference to Message No. 16, dated 9th instant, wherein it was recommended that an amount of money, not exceeding two hundred and fifty thousand pounds, for the payment of Services already sanctioned by the Legislature, should be provided by the issue of Treasury Bills, the Governor now submits for the consideration of the Legislative Assembly, and recommends, that a further amount of money, not exceeding one hundred and fifty thousand pounds, for the like Services, should also be provided in a similar manner, namely, by the issue of New South Wales Treasury Bills.

*Government House,
Sydney, 19th December, 1867.*



1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTE OF CREDIT.

(MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 19 December, 1867.

JOHN YOUNG,
Governor.

Message No. 21.

In accordance with the provisions contained in the 54th clause of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, that provision be made for defraying, out of the Consolidated Revenue Fund of New South Wales, the expenses of the various Departments and Services of the Colony, from the 1st January to the 30th April, in the year 1868, at the rates which have been sanctioned for the year 1867.

*Government House,
Sydney, 19th December, 1867.*

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

(LOAN OF £100,000.)

Ordered by the Legislative Assembly to be Printed, 3 December, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 3 December, 1867, That there be laid upon the Table of this House,—

“ Copies of all papers, minutes, and correspondence relating
“ to the borrowing of £100,000 by the Government from the
“ Mutual Provident Society, and having reference to the
“ Debentures deposited with that Society as security for such
“ Loan.”

(*Mr. Samuel.*)

AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY, to THE COLONIAL
TREASURER.

Australian Mutual Provident Society,
New Pitt-street,
Sydney, 1 August, 1866.

SIR,

I have the honor to inform you that the proposition submitted by you to a deputation from this Board was finally considered at a meeting of the Director's held yesterday, and I am now authorized to state,—

That the Society is prepared to advance to the Government of New South Wales, the sum of *Fifty thousand pounds* (£50,000) for the period of twelve calendar months—interest at the rate of eight pounds (£8) per cent. per annum—as an overdraft against one hundred thousand pounds (£100,000) stock of 5 per cent. Debentures of this Colony, to be placed in the hands of the Society for sale,—the Society to be at the same time duly appointed the Agent for the Government for the sale thereof at a limit of ninety pounds (£90), provided,—

- (1.) That the Loan be advanced in the following manner, viz. :—
By an instalment of ten thousand pounds (£10,000) on the 5th of August current, and by further instalments thereafter of such amount, and at such intervals as is convenient to the Society—the whole sum of £50,000, to be paid, however, not later than the 11th of October next.
- (2.) That interest on the sums so advanced be paid on the first day of January and first day of July hereafter, during the continuance of the said Loan, or so long as any of the said advances shall be unpaid, with proportionate interest on payment of any principal money, should it not be paid on either or any of the abovenamed days.
- (3.) That the Society be authorized to charge a commission of one-half per cent. on all sales of Debentures made through its agency.

I have, &c.,

A. RALSTON,
Secretary.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE SECRETARY, AUSTRALIAN
MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
2 August, 1866.

SIR,

I am directed to acknowledge receipt of your letter of this day's date, and to inform you that the Honorable the Treasurer agrees to the terms and conditions on which the Board of the Australian Mutual Provident Society is prepared to advance to the Government of this Colony the sum of £50,000—those terms and conditions being specified and set forth in your letter now replied to.

The authority of His Excellency the Governor and the Executive Council will be obtained, and the Debentures lodged without delay.

I have, &c.,

HENRY LANE.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

(Australian Mutual Provident Society—Loan of £50,000.)

The Treasury, New South Wales,
2 August, 1866.

THE Treasurer recommends that the sanction of His Excellency the Governor and the Executive Council may be given to an Arrangement entered into by him with the Australian Mutual Provident Society, by which that Institution agrees "to advance to the Government of New South Wales the sum of fifty thousand pounds (£50,000), for the period of twelve calendar months—interest at the rate of eight pounds (£8) per cent. per annum—as an overdraft against one hundred thousand pounds (£100,000) stock of 5 per cent. Debentures of this Colony, to be placed in the hands of the Society for sale,—the Society to be at the same time duly appointed the Agent for the Government for the sale thereof, at a limit of ninety pounds (£90), provided,—

1. That the Loan be advanced in the following manner, viz. :—

By an instalment of (£10,000) ten thousand pounds on the 5th of August current, and by further instalments thereafter of such amount and at such intervals as is convenient to the Society—the whole sum of £50,000 to be paid, however, not later than the 11th October next.

2.

2. That interest on the sums so advanced be paid on the first day of January and first day of July hereafter, during the continuance of the said Loan, or so long as any of the said advances shall be unpaid, with proportionate interest on payment of any principal money should it not be paid on either or any of the above-named days.

3. That the Society be authorised to charge a commission of one-half per cent. on all sales of Debentures made through its agency."

G. EAGAR.

Minute 66/26, 3 August, 1866.—Confirmed, 6 August, 1866.

THE EXECUTIVE COUNCIL having carefully considered the terms and conditions herein set forth, approve of the same, and accordingly advise that the arrangement entered into between the Honorable the Colonial Treasurer and the "Australian Mutual Provident Society" for the loan of fifty thousand pounds stg. (£50,000) be carried into effect—the Society being appointed the Agent for the Government for the sale of the Debentures herein referred to.

ALEX. C. BUDGE,
Clerk of the Council.

8 Aug., /66.,
Approved—J.Y.

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY to THE COLONIAL
TREASURER.

Australian Mutual Provident Society,
New Pitt-street, Sydney,
8 August, 1866.

SIR,

I have the honor to state that the Society will be prepared to pay the balance of the Loan agreed to be advanced to the Government, by instalments, in the following manner, viz. :—

On August ...	23	...	...	£4,000
September	10	...	...	5,000
"	19	...	...	8,000
"	28	...	...	4,000
October ...	5	...	...	7,000
"	7	...	...	8,000
"	11	...	...	4,000
				<u>£40,000</u>

I have, &c.,
A. RALSTON,
Secretary.

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY to THE COLONIAL
TREASURER.

Australian Mutual Provident Society,
New Pitt-street, Sydney,
10 August, 1866.

SIR,

I have the honor to inform you that the Society is prepared to anticipate the payment proposed to be made on the 23rd instant to the Government, by handing to the Treasury the sum of £4,000 to-morrow,—upon receipt of debentures in the ratio of the security agreed upon, and of the certified Minute of the Executive Council confirming the negotiation.

I have, &c.,
A. RALSTON,
Secretary.

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY to THE COLONIAL TREASURER.

New Pitt-street,
Sydney, 24 August, 1866.

SIR,

I have the honor to inform you, should you desire to avail yourself of a further instalment of the Loan of £50,000 earlier than that the date on which I have arranged to meet the next payment, the Society will be prepared to hand you over the sum of £5,000 or £6,000 to-morrow, the 25th instant.

I have, &c.,
A. RALSTON,
Secretary.

THE

AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE SECRETARY, AUSTRALIAN
MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
15 August, 1866.

SIR,

In connection with my letter of 2nd instant, with reference to the Loan of £50,000 to the Government by the Australian Mutual Provident Society, I have the honor to enclose a certified copy of the Minutes of the Proceedings of the Executive Council, confirming the agreement entered into, as to the terms and conditions upon which the loan in question has been negotiated.

I have, &c.,
HENRY LANE.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE SECRETARY, AUSTRALIAN
MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
11 September, 1866.

SIR,

Referring to the conversation which the Honorable the Treasurer had with you this morning, I am directed to ask whether your Directors are disposed to increase their Loan to the Government by a second sum of £50,000, on the same terms as the first sum of like amount.

I have, &c.,
HENRY LANE.

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY, *to* THE COLONIAL
TREASURER.

Australian Mutual Provident Society,
New Pitt-street,
Sydney, 12 September, 1866.

SIR,

I have the honor to acknowledge receipt of the Under Secretary's letter, No. 1328, of the 11th instant.

In reply, I am authorized to state, that the Directors of this Society are prepared to grant to the Government of New South Wales a further Loan of £50,000 (fifty thousand pounds), for a period of twelve calendar months—to be computed from the date of each instalment paid—on the same terms and conditions as the former Loan, alluded to in my letter of 1st August, 1866, and recapitulated in the Minutes of the Proceedings of the Executive Council on the 3rd of the same month, provided,—

- (1.) That the Loan be advanced in instalments of such sums and at such intervals as is convenient to the Society—it being understood that the whole amount shall be paid over not later than 31st December next.
- (2.) That the negotiation be submitted for the approval of His Excellency the Governor and Executive Council, and a certified copy of the Minute confirming the same transmitted to me, as on a former occasion.

I have, &c.,
A. RALSTON,
Secretary.

THE UNDER SECRETARY FOR FINANCE AND TRADE *to* THE SECRETARY, AUSTRALIAN
MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
14 September, 1866.

SIR,

I am directed to acknowledge receipt of your letter of the 12th instant, and to inform you that the Honorable the Treasurer agrees to the terms and conditions on which the Board of the Australian Mutual Provident Society is prepared to advance to the Government of this Colony the further sum of £50,000—those terms and conditions being the same as those referred to in your former letter of 2nd ultimo, in connection with a previous advance of a like amount, provided that the whole amount be paid over not later than 31st December next.

The authority of His Excellency the Governor and the Executive Council will be obtained, and the Debentures lodged, without delay.

I have, &c.,
HENRY LANE.

MINUTE

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.
(Australian Mutual Provident Society.—Further Loan of £50,000.)

The Treasury, New South Wales,
14 September, 1866.

REFERRING to Treasury minute of 2nd ultimo, upon which the sanction of His Excellency the Governor and the Executive Council was given to an Arrangement entered into by the Treasurer with the Australian Mutual Provident Society, by which that Institution agreed to advance to the Government of New South Wales the sum of £50,000, upon certain terms and conditions set forth in the said Minute, the Treasurer recommends that the like sanction may be given for the negotiation of a further Loan of similar amount, and on the same terms and conditions, provided that the whole amount of the further advance be paid over before the 31st December next.

G. BAGAR.

Minute 66/33, 21 September, 1866.—Confirmed, 26 September, 1866.

WITH reference to the proceedings on the 3rd ultimo, when authority was granted for giving effect to an Arrangement entered into by the Honorable the Colonial Treasurer with the "Australian Mutual Provident Society," by which that Institution agreed to advance the sum of £50,000, for the period of twelve calendar months, upon certain terms and conditions therein set forth, the Executive Council now advise, upon the recommendation of the Honorable the Colonial Treasurer, that authority be granted to negotiate a further Loan of fifty thousand pounds stg. (£50,000) with the said Institution, upon the same terms and conditions as the former one, provided that the whole amount be paid over before 31st December next.

28 Sept/66.

Approved.—J.Y.

ALEX. C. BUDGE,

Clerk of the Council.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
5 October, 1866.

SIR,

I have the honor to enclose a certified copy of the Minutes of the Proceedings of the Executive Council, confirming the Agreement entered into between the Australian Mutual Provident Society and the Treasurer, in connection with the Second Loan of £50,000.

I have, &c.,

HENRY LANE.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
27 June, 1867.

SIR,

With reference to the arrangements entered into in August and September, 1866, under which the Government obtained from your Society the two Loans of £50,000 each, I am directed to ask if your Board will permit the immediate withdrawal of Debentures representing £100,000, being a moiety of those for £200,000, which were lodged by the Government as collateral security for the Loans referred to.

The Honorable the Treasurer asks for the withdrawal of this moiety of the amount of Debentures so lodged, on the following grounds, viz. :—

1. The improvement, since the Loans were made, of the financial position of the English and local money markets.
2. The proximity of the due dates of instalments made by the Society under said Loans :—

On	6 August, 1867	...	...	...	£10,000
	11 "	"	"	"	4,000
	25 "	"	"	"	6,000
	11 Sept.,	"	"	"	10,000
	19 "	"	"	"	10,000
	22 "	"	"	"	10,000
	8 Oct.,	"	"	"	7,500
	11 "	"	"	"	5,500
	15 "	"	"	"	5,000
	22 "	"	"	"	5,500
	29 "	"	"	"	7,000
	5 Nov.,	"	"	"	16,500
	13 "	"	"	"	3,000
					£100,000

at which dates respectively the sums stated will be repaid by the Government, and Debentures, for double each sum, would in due course be redeemed.

I have, &c.,

HENRY LANE.

THE SECRETARY, AUSTRALIAN MUTUAL PROVIDENT SOCIETY, to THE UNDER SECRETARY
FOR FINANCE AND TRADE.

Australian Mutual Provident Society,
New Pitt-street, Sydney, 28 June, 1867.

SIR,

I have the honor to acknowledge receipt of your letter, M 971, of 27th instant, inquiring whether the Board of this Society would permit the withdrawal of £100,000 of Debentures,—being a moiety of the £200,000 lodged with the Office as collateral security for certain Loans granted to the Government of the Colony.

In reply, I beg to state that my Board felt some embarrassment in dealing with so unusual a request, arising out of the consideration as to how far they would be justified, as a matter of principle, in relinquishing any part of a security pledged to them for an advance before repayment of the loan,—yet, notwithstanding, they resolved to meet your application half-way, and consented to the withdrawal of Debentures to the value of £50,000 (fifty thousand pounds).

Upon receipt of your reply indicating what particular Debentures you desire to receive, to the amount stated, I shall immediately avail myself of the opportunity of placing them in your hands.

I am, &c.,
A. RALSTON,
Secretary.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE SECRETARY, AUSTRALIAN
MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
1 July, 1867.

SIR,

In reply to your letter of the 28th ultimo, I have the honor to inform you that the Treasurer will take the £50,000 of Debentures in the following denominations and numbers, viz. :—

Issue under 29 Vic., No. 9,—	£
Series P 2 of £100 Bonds, Nos. 20,632 to 20,931 = 300.....	30,000
„ Q 2 of £500 Bonds, Nos. 6,722 to 6,751 = 30.....	15,000
„ R 2 of £1,000 Bonds, Nos. 404 to 408 = 5.....	5,000

In all..... £50,000

I have, &c.,
HENRY LANE.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE SECRETARY, AUSTRALIAN
MUTUAL PROVIDENT SOCIETY.

The Treasury, New South Wales,
2 July, 1867.

SIR,

I do myself the honor to acknowledge having received this day from the Australian Mutual Provident Society the following Debentures, being part of the £200,000 lodged in 1866, as collateral security for the Loan to the Government by that Institution of £100,000, viz. :—

Issue under 29 Vic., No. 9,—	£
Series P 2 of £100 Bonds, Nos. 20,632 to 20,931 = 300.....	30,000
„ Q 2 of £500 Bonds, Nos. 6,722 to 6,751 = 30.....	15,000
„ R 2 of £1,000 Bonds, Nos. 404 to 408 = 5.....	5,000

In all..... £50,000

I have, &c.,
HENRY LANE.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BANK OF NEW SOUTH WALES.

(CORRESPONDENCE RESPECTING CONDUCT OF THE GOVERNMENT AGENCY IN ENGLAND.)

Ordered by the Legislative Assembly to be Printed, 25 February, 1868.

No. 1.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE GENERAL MANAGER, BANK OF
NEW SOUTH WALES, SYDNEY.

S. 24.

The Treasury, New South Wales,
31 January, 1868.

SIR,

As the Agreement with the Oriental Bank Corporation, for the conduct of the Banking business of this Government, in England, will terminate, by a notice from the Corporation, on the 30th June next, I am directed by the Hon. the Treasurer to inquire whether your Bank would take up and continue the said Agreement for the unexpired portion of the term originally contemplated, say to the 30th June, 1870,—with this difference in the third clause thereof, namely, that the total advance which you shall be required to make at any one time, on the deposit of Debentures, shall not exceed £350,000 (Three hundred and fifty thousand pounds).

Should your Bank consider it expedient to entertain this proposal, I am further to inquire whether, in the event of the Oriental Bank Corporation having failed to dispose of the Debentures held by them on account of this Government (£758,000 under 29 V. No. 23) at the time of the arrival of the present outgoing Suez mail in London, you would in that case be prepared, at once, to take over the Agreement as proposed to be modified, and the Debentures above referred to, paying the Oriental Bank the amount due to them (for which purpose you would undertake to provide a sum not exceeding £350,000), and thus close the account of the Government with that Institution.

In the event, however, of a sale of those Debentures having, meantime, been effected by the Oriental Bank, their Chief Manager will be requested by the present outgoing Suez mail, to hand over to your London Office the moneys in the hands of the Oriental Bank belonging to the Government, after settlement of accounts, should the proposals now placed before you, be acceded to.

I have, &c.,
HENRY LANE.

No. 2.

THE GENERAL MANAGER, BANK OF NEW SOUTH WALES, SYDNEY, to THE COLONIAL
TREASURER.Bank of New South Wales,
Sydney, 31 January, 1868.

SIR,

I am directed by my Board to acknowledge your letter of this date, and to intimate to you that this Bank is willing to take up and continue the Agreement now existing between your Government and the Oriental Bank (as defined in Executive Minute

Vide page 5.

Minute, No. 65/39, dated 6 October, 1865), for the conduct of the Banking and Financial Agency business of the Government in England, for the period, and subject to the alteration which your letter specifies.

In the event of your notifying to us that the Executive have agreed to avail of the services of this Institution, in the manner indicated, we shall hold ourselves prepared to arrange for an adjustment with the Oriental Bank in London, on your account, by either mode suggested in the second and concluding paragraphs of your letter, as the circumstances may require.

I have, &c.,
SHEPHERD SMITH,
General Manager.

No. 3.

THE UNDER SECRETARY FOR FINANCE AND TRADE TO THE GENERAL MANAGER,
BANK OF NEW SOUTH WALES, SYDNEY.

The Treasury, New South Wales,
1 February, 1868.

SIR,

I am directed by the Honorable the Treasurer to acknowledge the receipt of your letter of the 31st ultimo, in answer to Treasury letter S. No. 24 of like date, on the subject of our Banking Agency in England; and, in reply, I am to inform you that the Government accept the services of your Institution in the manner indicated in the letters above referred to, and I have the honor to hand you (enclosed) a certified copy of a Minute of the Executive Council, of this day's date, approving of the arrangements.

No. 5 infra.

I have, &c.,
HENRY LANE.

No. 4.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

(Change of Agents for the conduct of the Government Banking business in London.)

The Treasury, New South Wales,
1 February, 1868.

In view of the notice given by the Oriental Bank Corporation, under date 25th November, 1867, by which their Agreement for the conduct of the Banking business of this Government in England will terminate on the 30th June next, the Treasurer submits, for the consideration and approval of His Excellency the Governor and the Executive Council, an arrangement with the Bank of New South Wales, comprised (1) in a letter addressed by the Under Secretary for Finance and Trade, under date 31st ultimo, to the General Manager of the said Bank, and (2) in the reply of the said General Manager, under same date, to said Treasury letter.

Herewith.

In terms of this arrangement the Bank of New South Wales are to take up and continue to the 30th June, 1870, the existing Agreement with the Oriental Bank, as defined in Executive Minute No. 65/39 of 6th October, 1865, with the following difference in the third clause thereof, namely, that the total advance which the Bank shall be required to make at any one time on the deposit of Debentures, shall not exceed £350,000, by which proviso the Government secure an additional advance of £100,000.

The Treasurer now recommends the arrangement referred to for the approval of the Council.

G. BAGAR.

[*Letters referred to.*]

The Under Secretary for Finance and Trade to The General Manager, Bank of New South Wales, Sydney.

The Treasury, New South Wales,
31 January, 1868.

SIR,

As the Agreement with the Oriental Bank Corporation, for the conduct of the Banking business of this Government, in England, will terminate, by a notice from the Corporation on the 30th June next, I am directed by the Hon. the Treasurer to inquire whether your bank would take up and continue the said Agreement for the unexpired portion of the term originally contemplated, say to the 30th June, 1870,—with this difference in the third clause thereof, namely, that the total advance which you shall be required to make at any one time, on the deposit of Debentures, shall not exceed £350,000 (Three hundred and fifty thousand pounds.)

Should your Bank consider it expedient to entertain this proposal, I am further to inquire whether, in the event of the Oriental Bank Corporation having failed to dispose of the Debentures held by them on account of this Government (£758,000 under 29 V. No. 23) at the time of the arrival of the present outgoing Suez mail in London, you would in that case be prepared, at once, to take over the Agreement as proposed to be modified, and the Debentures above referred to, paying the Oriental Bank the amount due to them (for which purpose you would undertake to provide a sum not exceeding £350,000), and thus close the account of the Government with that Institution.

In the event, however, of a sale of those Debentures having, meantime, been effected by the Oriental Bank, their Chief Manager will be requested by the present outgoing Suez mail, to hand over to your London Office the moneys in the hands of the Oriental Bank belonging to the Government, after settlement of accounts, should the proposals now placed before you, be acceded to.

I have, &c.,
HENRY LANE.

The

The General Manager, Bank of New South Wales, Sydney, to The Colonial Treasurer.

Bank of New South Wales,
Sydney, 31 January, 1868.

Sir,

I am directed by my Board to acknowledge your letter of this date, and to intimate to you that this Bank is willing to take up and continue the Agreement now existing between your Government and the Oriental Bank (as defined in Executive Minute, No. 65/39, dated 6th October, 1865), for the conduct of the Banking and Financial Agency business of the Government in England, for the period, and subject to the alteration which your letter specifies.

In the event of your notifying to us that the Executive have agreed to avail of the services of this Institution, in the manner indicated, we shall hold ourselves prepared to arrange for an adjustment with the Oriental Bank in London, on your account, by either mode suggested in the second and concluding paragraphs of your letter, as the circumstances may require.

I have, &c.,

SHEPHERD SMITH,
General Manager.

No. 5.

MINUTE OF THE EXECUTIVE COUNCIL.

Minute 68/7.—1 February, 1868.

AFTER careful consideration of the subject herein set forth, with reference to a change of Agents for the conduct of the Government Banking business in London, the Executive Council approve of the arrangement proposed to be entered into with the Bank of New South Wales, and advise that the terms and conditions set forth in the accompanying communications dated the 31st ultimo, be approved and adopted. No. 4 *supra*.

ALEX. C. BUDGE,
Clerk of the Council.

Confirmed, 11 February, 1868.

Approved.—B.—13 February, 1868.

No. 6.

THE UNDER SECRETARY FOR FINANCE AND TRADE, to THE GENERAL MANAGER,
BANK OF NEW SOUTH WALES, SYDNEY.

The Treasury, New South Wales,
1 February, 1868.

SIR,

Referring to the arrangements entered into with your Bank,—

- (1) For the sale in London of the Loan of £1,000,000, authorized under the Act 31 V., No. 11, and
- (2) For the conduct (as successors to the Oriental Bank Corporation) of the banking business of this Government in England,—

I am directed by the Honorable the Treasurer to convey to you an expression of the views of the Government thereon, for your information and guidance, and that of your Managing Director, London.

You are aware that the Oriental Bank, at the date of latest advices, held in London, on account of the Government, £758,000 of Debentures (29 Vic., No. 23) subject to advances made by them on those securities, under agreement of October, 1865.

The Treasurer, in view of the latterly improved state of the money market for such securities, had expected, ere this, that the Debentures referred to would have been sold upon advantageous terms,—and, under date 23 Nov. last, the Oriental Bank was specially advised of the wish of the Government, that the Loan (£758,000) "should be placed without delay upon the market, if at all favorable for the operation."

It is possible, however, that these Debentures may still be unsold, at the time of the arrival in England of the present outgoing Suez mail, and it may therefore become the duty of your London Managing Director, in terms of Agreement, to effect a settlement of the accounts of the Oriental Bank with the Government, and to take over those securities, and to dispose of them on the most advantageous terms obtainable.

In contemplation of such an event, it appears to the Treasurer that the placing of this Loan of £758,000 should precede the larger and more recent Loan of £1,000,000, for the reason that the Debentures of the last-named Loan contain a provision for a sinking fund and redemption of the debt within a term of years—which provision is wanting in the Debentures of the first named Loan—and which has only hitherto been made use of, in the public securities of this Colony, in the case of the short-dated Loan of £850,000 under Acts 29 V., Nos. 4 and 5; and it is presumed that if the One Million Loan take precedence in the market, the smaller Loan will sell at a comparative disadvantage.

In expressing this opinion, I am to state that it is not intended thereby to limit in any way the discretion of your London Managing Director, whose contemplated association with the House of the Messrs. Rothschild, in the management of the Loan, inspires the Government with the fullest confidence that every justice will be done to the interests confided to your charge.

It is, however, desirable that you should be informed, as a matter of fact, that the proceeds of the One Million Loan cannot be expended on Railway Works at a rate which will absorb the amount in a less term than two years; and if, on the negotiation of the

the Loan, a higher price can be obtained by spreading the instalments for payment thereof over a period of from 9 to 15 months, the adoption of such a course would meet the financial requirements of the Government for Railway construction.

In terms of Clause 4 of the Agreement, I am now directed to intimate to you the limit, as to price, which is fixed for the present by the Government on the sale of the Debentures of the One Million Loan. The lowest price to be taken is £93 per cent., exclusive of accrued interest. The Treasurer considers that the minimum, having regard to the latest London quotations, might be fixed at a somewhat higher rate; but it is particularly desired not to fix a rate which might be obstructive of a sale, when a sale, in the judgment of those conducting the operation, might be considered desirable; and the Government, in naming the present price, prefer to rely, as they do with much confidence, on the best exertions of your London Managing Director, and the eminent capitalists with whom it is expected he will be associated, to obtain, without unnecessary delay, the best price which securities of this kind—and launched under such auspices—should command in the London market.

I am further instructed to request, in reference to the future conduct of the English Banking Agency and settlement of accounts with the Oriental Bank, that you will communicate to your London Managing Director the particulars of the arrangements entered into on this behalf; and authority is hereby conveyed to your said London Managing Director to effect a settlement of the Government account with the Oriental Bank and to take over any moneys or securities belonging to the Government in their hands.

For your further information, I enclose copy of a Treasury letter addressed this day to the Sydney Manager of the Oriental Bank on the subject referred to,—and a like copy has been transmitted to the Chief Manager of the Corporation, London.

In settling accounts with the Oriental Bank, your London Managing Director will be governed by the terms of the Agreement (copy herewith), and should any dispute arise as to commissions or charges not obviously tenable, a sum of money can be retained by the Oriental Bank, pending reference here.

I enclose the following documents, namely:—

Two certified copies of the Act 31 V., No. 11, authorizing the Loan of One Million.

Two certified copies of the New South Wales *Government Gazette*, No. 8, of 8 January, 1868, containing the Proclamation of the assumption, by the Right Honorable the Earl of Belmore, of the office of Governor of the Colony.

I have, &c.,
HENRY LANE.

P.S.—The Treasurer's authority, under seal, (in duplicate,) to receive and take over from the Oriental Bank the Debentures, if unsold, or any portion thereof, as well as all moneys in their hands belonging to this Government, is enclosed.

No. 7 *infra*.

H. L.

[*Enclosures referred to.*]

The Under Secretary for Finance and Trade to The Manager, Oriental Bank Corporation, Sydney.

S 25.

The Treasury, New South Wales,
1 February, 1868.

Sir,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letters of the 17th and 30th ultimo, which have had his attention.

In reply to the last-dated letter, I have to inform you that, as the amount of Debentures held by your London Office on account of this Government (£758,000, under Act 29 V., No. 23) is very much in excess of any advances which you are under agreement to make, up to 30th June next, it is not considered expedient to place in the hands of your Corporation for sale the further Loan of £1,000,000 for Railway purposes, recently authorized by the Legislature of this Colony.

I am further to inform you that, having regard to your notice of 25 November last, for terminating the Agreement for the conduct of the banking business of the Government in England on 30th June next, arrangements have been made with the Bank of New South Wales to succeed your Corporation in the Agency.

Consequent on these arrangements,—should it so happen that the Debentures before referred to have not been sold by the time the present outgoing Suez mail shall have reached London, I am directed by the Treasurer to request that your Corporation will, so soon thereafter as may be mutually arranged between yourselves and the Managing Director of the Bank of New South Wales, London, hand the said Debentures over to that gentleman, who is hereby authorized to receive the same, and to settle your accounts with the Government.

On the other hand, should the Debentures have been sold in the interim, I am to request that your Corporation will hand over to the said Managing Director of the Bank of New South Wales all moneys and securities in your hands belonging to this Government, after a settlement of accounts, which he is hereby authorized, and is prepared to make.

As, in either of these cases, the subsisting Agreement with your Corporation would be brought to a close at an earlier date than that determined by your notice,—I am to state, that it would be agreeable to the Government, and, it is presumed, would be mutually convenient, if the full term of the notice were thus anticipated.

A copy of this letter will be forwarded to the Chief Manager of your Corporation.

I have, &c.,
HENRY LANE.

MINUTE

BANK OF NEW SOUTH WALES.

5

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

(Financial Agency in England.)

The Treasury, New South Wales,
2 October, 1865.

THE Treasurer recommends that the authority of His Excellency the Governor and the Executive Council may be granted for concluding an Agreement with the Oriental Bank Corporation, for the conduct of the Financial Agency of this Government in London, on the terms set forth in the accompanying Précis.

T. W. SMART.

PRÉCIS of terms upon which it is proposed to enter into an Agreement with the Oriental Bank Corporation, for the conduct of the Financial Agency of this Government in London :—

1. All the banking business of the Government of New South Wales, in England, to be conducted by the Oriental Bank Corporation.
2. Funds to be placed in London, by the Government, in one of the two undermentioned ways :—
 1. By remitting the Bills of the Corporation, at the exchange of the day.
 2. By placing in the hands of the Oriental Bank Corporation, Government Debentures for sale, the Bank agreeing to advance in London, as the Government Account may require, to the extent of 90 per cent. of the market value of such Debentures.
3. The Corporation not to be required to advance at any one time on the deposit of Debentures a larger sum than £250,000.
4. That during the subsistence of any cash advance, the Corporation shall be absolutely empowered to sell Debentures at the market price of the day, to the extent of the advance.
5. That the interest payable to the Government, in respect of any cash balance in the hands of the Corporation, shall be 1 per cent. below the Bank of England rate for the time being ; and the interest payable by the Government for cash advanced by the Corporation shall be 1 per cent. above the Bank of England rate, and on such advances shall never be less than 5 per cent.
6. That the commission of $\frac{1}{2}$ per cent. now charged by the Corporation (exclusive of brokerage) on the sale of Debentures, shall be charged also on the half-yearly payments of interest, and on the repayment of Debentures which have expired.
7. That the above Agreement shall commence and take effect from the 1st July last, and continue in operation for three or five years, to be determined by either party giving to the other six months' notice in writing.—T.W.S.—2/10/65.

Minute 65/39, 6 October, 1865.—Confirmed, 13 October, 1865.

THE Executive Council having carefully considered the terms of the Agreement proposed to be entered into with the Oriental Bank Corporation, for conducting the Financial Agency of this Government in London, approve of the same as herein set forth, and advise that the necessary steps be taken to carry the said Agreement into effect.

Approved—J.Y.
16 Oct., /65.

ALEX. C. BUDGE,
Clerk of the Council.

No. 7.

THE COLONIAL TREASURER, to THE CHIEF MANAGER, ORIENTAL BANK CORPORATION,
LONDON.

The Treasury, New South Wales,
1 February, 1868.

SIR,

Referring to Treasury letter S. No. 25, addressed to your Sydney Manager, under this day's date, (copy of which is transmitted to you by this mail,) I hereby authorise the Bank of New South Wales, London, to receive and take over from your Corporation, on behalf of the Government of this Colony, the Debentures aggregating £758,000, issued under the Colonial Act, 29 Vict., No. 23, if unsold, or any portion thereof, as well as all moneys in your hands belonging to the said Government.

The Bank of New South Wales is further authorized to adjust and settle the accounts subsisting between this Government and yourselves.

I have, &c.,
G. EAGAR, (L.S.)
Colonial Treasurer.

Sydney : Thomas Richards, Government Printer.—1868.

[Price, 6d.]

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BANK OF NEW SOUTH WALES.

(CORRESPONDENCE RESPECTING NEGOTIATION OF RAILWAY LOAN OF £1,000,000.)

Ordered by the Legislative Assembly to be Printed, 25 February, 1868.

No. 1.

THE GENERAL MANAGER, BANK OF NEW SOUTH WALES, SYDNEY, to THE COLONIAL
TREASURER.

Bank of New South Wales,
Sydney, 29 January, 1868.

SIR,

Referring to the verbal communications which I yesterday definitely made to you expressive of this Bank's willingness to enter into arrangements with your Government for the conduct of the sale in London of the Debentures of the value of £1,000,000 sterling, to be issued under the authority of the Act of the Legislature 31 Vict., No. 11, I have now the honor to offer formally the services of this Institution in that behalf, and to inform you that, in anticipation of a loan of this character, such negotiations have passed between the Messrs. Rothschild, and our Managing Director in London, as to warrant the conclusion that if the Bank is entrusted with the business, the Government will have the benefit of that firm's co-operation with ourselves in the arrangement and guidance of the sales.

The Messrs. Rothschild have expressed their readiness to associate with us in floating your securities, and in this instance we propose to avail of their assistance.

The following are the terms and conditions upon which we are prepared to undertake the operation:—

- 1.—That the Bank shall be the Agent for the Government for the sale in London of the whole of the Debentures, of the value of £1,000,000—issued under the authority of the Act 31 Vict. No. 11.
- 2.—That the said Debentures shall be handed to the Bank for transmission to London at the risk of the Government by the mail leaving Sydney on the 2nd proximo.
- 3.—That upon the security of the said Debentures, the Bank shall advance to the Government, at Sydney, such sums as from time to time the Government may require, provided that the said advances shall not exceed (unless by special agreement) one hundred thousand pounds during any one month, or in the aggregate at any time the sum of two hundred and fifty thousand pounds.
- 4.—That the said Debentures shall be sold at such prices, in such manner, and on such terms as the Bank and its Brokers may judge expedient, within limits as to price, to be fixed from time to time by the Government.
- 5.—That the Bank shall be entitled to a Commission of one-half per cent. upon the amount of all Debentures sold, besides Brokerage of one quarter per cent. or such other usual rate of Brokerage as is charged by financial houses in London of first standing and character, together with disbursements for advertisements and petty charges.

6.—

- 6.—That the Interest on all the said Debentures payable in London shall be paid by means of the Bank in London, and the Bank shall be entitled to a Commission of one-half per cent. on the amount thereof, the amount of such interest to be provided in London by the Government before the same becomes due.
- 7.—That the payment of the Debentures at maturity, or under the annual drawings, or the re-purchase of any of them during their currency, on behalf of the Government, shall be performed by means of the Bank, the funds therefor being provided by the Government, and the Bank shall be entitled to a Commission of one-half per cent. upon the amount thereof, besides the usual Brokerage (if any) payable on such transaction in London.
- 8.—That the rate of interest to be charged by the Bank on advances against the said Debentures shall be at and after the rate of six per centum per annum, such interest to cease from the date of receipt of advice in Sydney of the Bank's reimbursement in London by sale of the Debentures, and to be only chargeable on the aggregate debtor balance against the Government after deduction of any credit balance existing from time to time at the General Government Account at Sydney.
- 9.—That the interest payable to the Government in respect of any Cash Balance held by the Bank in London shall be one per cent. below the Bank of England rate for the time being; provided that no interest shall be allowed on any portion of said Cash Balance in virtue of the Bank's possession of which, interest has been stopped on the advance account at Sydney, by the negotiation of current drafts against said Cash Balance.
- 10.—The Bank shall purchase all Drafts drawn by the Government on London against realized proceeds of the sale of the said Debentures at the Exchange of the day, and sell to the Government any drafts required for disbursements connected with the sale of said Debentures at one-half per cent. below the current rates.
- 11.—That in the event of the Debentures proving unsaleable at the limits now fixed, or to be fixed from time to time as aforesaid, it shall be optional with the Bank at any time after the 1st February, 1869, and from time to time thereafter, to reimburse itself all advances made by it, and all moneys payable to it, and all such expenses as shall have been made or incurred by effecting sales of such Debentures, or a competent part thereof, at the best price, and most money then obtainable in London therefor, and if there shall be any deficiency in the proceeds of the Debentures then in the hands of the said Bank, other provision shall be made by the Government for the Bank's reimbursement.

I have, &c.,
SHEPHERD SMITH,
 General Manager.

No. 2.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE GENERAL MANAGER,
 BANK OF NEW SOUTH WALES, SYDNEY.

The Treasury, New South Wales,
 1 February, 1868.

SIR,

I am directed by the Honorable the Treasurer to acknowledge the receipt of your letter of the 29th ultimo, expressing the willingness of your Bank to enter into arrangements with this Government for the conduct of the sale in London of the Debentures of the value of One Million Sterling, to be issued under the authority of the Act of the Legislature, 31 Vic. No. 11, and setting forth the terms and conditions on which you are prepared to undertake the operation.

I am, in reply, to inform you that your proposals, as contained in your said letter, have been submitted to, and are accepted by the Government; and I beg to hand you, enclosed, a certified copy of a Minute of the Executive Council, of this day's date, approving of the arrangements in question.

I have, &c.,
HENRY LANE,

No. 3.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Appointment of the Bank of New South Wales to negotiate, in London, the Loan of £1,000,000 for Railway purposes, under 31 Vic. No. 11.

The Treasury, New South Wales,
 1 February, 1868.

THE Treasurer submits for the consideration and approval of His Excellency the Governor and the Executive Council, a proposal from the Bank of New South Wales for the negotiation in London of the Loan of £1,000,000, authorized by the Act 31 Vic., No. 11, to be raised "towards the completion of the Railway lines already sanctioned."

The

The Bank's proposal is embodied in a letter dated 29th ultimo, addressed to the Colonial Treasurer by the General Manager of that Institution; and, seeing that it contemplates the association of the Messrs. Rothschild with the Managing Director of the Bank in London, for the purpose of floating the Loan, the Treasurer recommends the said proposal for the approval of the Council,—its terms being, otherwise, of an advantageous character. No. 1 *supra*.

G. EAGAR.

No. 4.

EXECUTIVE COUNCIL.

Minute 68/7.—1st February, 1868.

AFTER careful consideration of the subject herein set forth, with reference to the negotiation in London of the Loan of One Million Pounds Sterling (£1,000,000) authorized by the Act 31 Vict. No. 11, the Executive Council approve of the proposal of the Bank of New South Wales, as set forth in the accompanying communication, dated the 29th ultimo, and advise that it be adopted and carried into effect. No. 2 *supra*.

ALEX. C. BUDGE,
Clerk of the Council.

Confirmed, 11 Feb., 1868.

Approved.—B.—13 Feb., 1868.

No. 5.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE GENERAL MANAGER, BANK OF NEW SOUTH WALES, SYDNEY.

The Treasury, New South Wales,
1 February, 1868.

SIR,

Referring to the arrangements entered into with your Bank,—

1. for the sale in London of the loan of £1,000,000, authorized under the Act 31 V. No. 11, and—
2. for the conduct (as successors to the Oriental Bank Corporation) of the banking business of this Government in England,—

I am directed by the Honorable the Treasurer to convey to you an expression of the views of the Government thereon, for your information and guidance, and that of your Managing Director, London.

You are aware that the Oriental Bank, at the date of latest advices, held in London, on account of the Government, £758,000 of Debentures (29 Vic. No. 23) subject to advances made by them on those securities, under agreement of October, 1865.

The Treasurer, in view of the latterly improved state of the money market for such securities, had expected, ere this, that the Debentures referred to would have been sold upon advantageous terms,—and under date 23 November last, the Oriental Bank was specially advised of the wish of the Government, that the Loan (£758,000) "should be placed without delay upon the market, if at all favourable for the operation."

It is possible, however, that these Debentures may still be unsold, at the time of the arrival in England of the present outgoing Suez mail, and it may therefore become the duty of your London Managing Director, in terms of agreement, to effect a settlement of the accounts of the Oriental Bank with the Government, and to take over those securities, and to dispose of them on the most advantageous terms obtainable.

In contemplation of such an event, it appears to the Treasurer that the placing of this Loan of £758,000 should precede the larger and more recent Loan of £1,000,000, for the reason, that the Debentures of the last-named Loan contain a provision for a sinking fund and redemption of the debt within a term of years—which provision is wanting in the Debentures of the first-named Loan—and which has only hitherto been made use of, in the public securities of this Colony, in the case of the short-dated Loan of £850,000 under Acts 29 Vic., Nos. 4 and 5; and it is presumed that if the One Million Loan take precedence in the market, the smaller Loan will sell at a comparative disadvantage.

In expressing this opinion I am to state, that it is not intended thereby to limit in any way the discretion of your London Managing Director, whose contemplated association with the House of the Messrs. Rothschild in the management of the Loan, inspires the Government with the fullest confidence that every justice will be done to the interests confided to your charge.

It is, however, desirable that you should be informed, as a matter of fact, that the proceeds of the One Million Loan cannot be expended on Railway Works at a rate which will absorb the amount in a less term than two years; and if on the negotiation of the loan, a higher price can be obtained by spreading the instalments for payment thereof over a period of from 9 to 15 months, the adoption of such a course would meet the financial requirements of the Government, for Railway construction.

In

In terms of Clause 4 of the Agreement, I am now directed to intimate to you the limit as to price, which is fixed for the present by the Government, on the sale of the Debentures of the One Million Loan. The lowest price to be taken is £93 per cent., exclusive of accrued interest. The Treasurer considers that the minimum, having regard to the latest London quotations, might be fixed at a somewhat higher rate, but it is particularly desired not to fix a rate which might be obstructive of a sale, when a sale in the judgment of those conducting the operation might be considered desirable, and the Government in naming the present price prefer to rely, as they do with much confidence, on the best exertions of your London Managing Director, and the eminent capitalists with whom it is expected he will be associated, to obtain without unnecessary delay the best price which securities of this kind—and launched under such auspices—should command in the London market.

I am further instructed to request—in reference to the future conduct of the English Banking Agency and settlement of accounts with the Oriental Bank—that you will communicate to your London Managing Director, the particulars of the arrangements entered into on this behalf; and authority is hereby conveyed to your said London Managing Director to effect a settlement of the Government account with the Oriental Bank, and to take over any moneys or securities belonging to the Government in their hands.

For your further information, I enclose copy of a Treasury letter addressed this day to the Sydney Manager of the Oriental Bank, on the subject referred to, and a like copy has been transmitted to the Chief Manager of the Corporation, London.

In settling accounts with the Oriental Bank, your London Managing Director will be governed by the terms of the Agreement (copy herewith), and should any dispute arise as to commissions or charges not obviously tenable, a sum of money can be retained by the Oriental Bank, pending reference here.

I enclose the following documents, namely:—

Two certified copies of the Act 31 Vic., No. 11, authorizing the Loan of One Million.

Two certified copies of the New South Wales *Government Gazette*, No. 8, of 8th January, 1868, containing the Proclamation of the assumption, by the Right Honorable the Earl of Belmore, of the office of Governor of the Colony.

I have, &c.,
HENRY LANE.

P.S.—The Treasurer's authority, under seal, (in duplicate), to receive and take over from the Oriental Bank the Debentures if unsold, or any portion thereof, as well as all moneys in their hands belonging to this Government, is enclosed.—H.L.

[Enclosures referred to.]

The Under Secretary for Finance and Trade to The Manager, Oriental Bank Corporation, Sydney.

S. 25.

The Treasury, New South Wales,
1 February, 1868.

Sir,

I am directed by the Honorable the Treasurer to acknowledge receipt of your letters of the 17th and 30th ultimo, which have had his attention.

In reply to the last-dated letter, I have to inform you that, as the amount of Debentures held by your London Office on account of this Government (£758,000, under Act 29 V., No. 23) is very much in excess of any advances which you are under agreement to make, up to 30th June next, it is not considered expedient to place in the hands of your Corporation for sale the further Loan of £1,000,000 for Railway purposes, recently authorized by the Legislature of this Colony.

I am further to inform you that, having regard to your notice of 25 November last, for terminating the Agreement for the conduct of the banking business of the Government in England on 30th June next, arrangements have been made with the Bank of New South Wales to succeed your Corporation in the Agency.

Consequent on these arrangements,—should it so happen that the Debentures before referred to have not been sold by the time the present outgoing Suez mail shall have reached London, I am directed by the Treasurer to request that your Corporation will, so soon thereafter as may be mutually arranged between yourselves and the Managing Director of the Bank of New South Wales, London, hand the said Debentures over to that gentleman, who is hereby authorized to receive the same, and to settle your accounts with the Government.

On the other hand, should the Debentures have been sold in the interim, I am to request that your Corporation will hand over to the said Managing Director of the Bank of New South Wales all moneys and securities in your hands belonging to this Government, after a settlement of accounts, which he is hereby authorized, and is prepared to make.

As, in either of these cases, the subsisting Agreement with your Corporation would be brought to a close at an earlier date than that determined by your notice,—I am to state, that it would be agreeable to the Government, and, it is presumed, would be mutually convenient, if the full term of the notice were thus anticipated.

A copy of this letter will be forwarded to the Chief Manager of your Corporation.

I have, &c.,
HENRY LANE.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.
(Financial Agency in England.)

The Treasury, New South Wales,
2 October, 1865.

THE Treasurer recommends that the authority of His Excellency the Governor and the Executive Council may be granted for concluding an Agreement with the Oriental Bank Corporation, for the conduct of the Financial Agency of this Government in London, on the terms set forth in the accompanying Précis.

T. W. SMART.

PRÉCIS of terms upon which it is proposed to enter into an Agreement with the Oriental Bank Corporation, for the conduct of the Financial Agency of this Government in London :—

1. All the banking business of the Government of New South Wales, in England, to be conducted by the Oriental Bank Corporation.
2. Funds to be placed in London, by the Government, in one of the two undermentioned ways :—
 1. By remitting the bills of the Corporation, at the exchange of the day.
 2. By placing in the hands of the Oriental Bank Corporation, Government Debentures for sale, the Bank agreeing to advance in London, as the Government Account may require, to the extent of 90 per cent. of the market value of such Debentures.
3. The Corporation not to be required to advance at any one time on the deposit of Debentures a larger sum than £250,000.
4. That during the subsistence of any cash advance, the Corporation shall be absolutely empowered to sell Debentures at the market price of the day, to the extent of the advance.
5. That the interest payable to the Government, in respect of any cash balance in the hands of the Corporation, shall be 1 per cent. below the Bank of England rate for the time being; and the interest payable by the Government for cash advanced by the Corporation shall be 1 per cent. above the Bank of England rate, and on such advances shall never be less than 5 per cent.
6. That the commission of $\frac{1}{2}$ per cent. now charged by the Corporation (exclusive of brokerage) on the sale of Debentures, shall be charged also on the half-yearly payments of interest, and on the repayment of Debentures which have expired.
7. That the above Agreement shall commence and take effect from the 1st July last, and continue in operation for three or five years, to be determined by either party giving to the other six months' notice in writing.—T.W.S.—2/10/65.

Minute 65/39, 6 October, 1865.—Confirmed, 13 October, 1865.

THE Executive Council having carefully considered the terms of the Agreement proposed to be entered into with the Oriental Bank Corporation, for conducting the Financial Agency of this Government in London, approve of the same as herein set forth, and advise that the necessary steps be taken to carry the said Agreement into effect.

Approved—J. Y.
16 Oct., /65.

ALEX. C. BUDGE,
Clerk of the Council.

The Colonial Treasurer to The Chief Manager, Oriental Bank Corporation, London.

The Treasury, New South Wales,
1 February, 1868.

Sir,

Referring to Treasury letter S. No. 25, addressed to your Sydney Manager, under this day's date (copy of which is transmitted to you by this mail), I hereby authorize the Bank of New South Wales, London, to receive and take over from your Corporation, on behalf of the Government of this Colony, the Debentures aggregating £758,000, issued under the Colonial Act 29 Vict., No. 23, if unsold, or any portion thereof, as well as all moneys in your hands belonging to the said Government.

The Bank of New South Wales is further authorized to adjust and settle the accounts subsisting between this Government and yourselves.

I have, &c.,
G. EAGAR, (L.S.)
Colonial Treasurer.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LACHLAN McLAUCHLAN.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 10 March, 1868.

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

The Petition of the undersigned, Lachlan McLauchlan, of Adelaide,—

HUMBLY SHEWETH:—

That in the year 1866, your Petitioner addressed the Honorable the Treasurer, and other Members of Parliament, on the subject of a Financial Administrative Reform; such communications being dated from Melbourne.

That your Petitioner was moved to draw up his plan after reading the Progress Report of a Select Committee of your Honorable House, during the Session of 1865-6, where Government Finance and the banking affairs of the Colony are amply discussed.

That your Petitioner had observed that none of the witnesses examined had suggested any remedial measure.

That your Petitioner, on the 23rd day of July, 1866, forwarded to the Honorable T. A. Murray an epitome of a part of his contemplated measure in the Note Issue Branch.

That your Petitioner, in comparing that fragment with the proposal of the Honorable the Treasurer, in his budget speech of 1866, but more especially in an appendix published in the form of a pamphlet, dated the 8th day of October, 1866, finds that the figures and general outline correspond with the scheme of your Petitioner, although in one or two important particulars his views are set aside.

That your Petitioner believes that if your Honorable House would entertain, and Parliament legalize the scheme of your Petitioner as a whole, the financial position of the Colony would be greatly improved, your credit strengthened, and your resources amplified.

That your Petitioner is prepared to place the whole of his plans before your Honorable House.

Your Petitioner would therefore pray your Honorable House to take the premises into consideration, and allow your Petitioner the privilege of placing before the Government and your Honorable House his contemplated measure of Financial Reform.

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

L. McLAUCHLAN.

NEW SOUTH WALES.

LEGISLATIVE ASSEMBLY.

SESSION 1867-8.

EXPLANATORY ABSTRACTS

Nos. I and II,

OF THE

AMOUNTS RESPECTIVELY ESTIMATED, VOTED,

AND

EMBODIED IN THE APPROPRIATION ACT,

31 VICTORIAE, No. XXIX,

FOR THE SERVICE OF THE YEAR 1868, AND FOR 1867 AND PREVIOUS YEARS;

WITH

NOTES EXPLANATORY.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[Price, 9d.]

477—A

NEW SOUTH WALES.

LEGISLATIVE ASSEMBLY.

No. I.

EXPLANATORY ABSTRACT of the Expenditure of the Colonial Government, for the undermentioned Services, for the Year 1868, as respectively Estimated, Voted, and Embodied in the Appropriation Act, 31st Victoriae, No. 29.

ORIGINAL ESTIMATE.		AMOUNTS ESTIMATED.					AMOUNTS VOTED.					Notes Explanatory of Alterations.	
Page.	No. of Head.	HEAD OF SERVICE.	ESTABLISHMENTS.			OTHER SERVICES.	Total.	ESTABLISHMENTS.			OTHER SERVICES.		TOTAL.
			Salaries.	Contingencies.	Total.			Salaries.	Contingencies.	Total.			
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Page.
7	I.	Supplement to Schedule B ...					2,240 0 1					2,240 0 1	
	II.	Executive and Legislative:—											
10		His Excellency the Governor ...	820 0 0	635 0 0	1,455 0 0		1,455 0 0	820 0 0	635 0 0	1,455 0 0		1,455 0 0	
10		Executive Council ...	610 0 0	110 0 0	720 0 0		720 0 0	610 0 0	110 0 0	720 0 0		720 0 0	
10		Legislative Council ...	6,010 0 0	225 0 0	6,235 0 0		6,235 0 0	5,835 0 0	225 0 0	5,860 0 0		5,860 0 0	4
11		Legislative Assembly ...	6,490 0 0	1,663 0 0	8,153 0 0		8,153 0 0	6,490 0 0	1,663 0 0	8,153 0 0		8,153 0 0	4
11		Legislative Council and Assembly	1,167 0 0	100 0 0	1,267 0 0		1,267 0 0	1,167 0 0	100 0 0	1,267 0 0		1,267 0 0	
11		Parliamentary Library ...	1,010 0 0	701 0 0	1,711 0 0		1,711 0 0	610 0 0	701 0 0	1,311 0 0		1,311 0 0	
	III.	Chief Secretary:—											
14		Chief Secretary ...	4,274 0 0	75 0 3	4,349 0 0		4,349 0 0	4,274 0 0	75 0 0	4,349 0 0		4,349 0 0	
15		Volunteers ...	2,868 0 0	3,353 0 0	5,721 0 0	1,410 0 0	7,131 0 0	2,983 0 0	3,833 0 0	5,721 0 0	1,410 0 0	7,131 0 0	
16		Naval Brigade ...	3,435 0 0	100 0 0	3,535 0 0	800 0 0	4,335 0 0	3,435 0 0	100 0 0	3,535 0 0	800 0 0	4,335 0 0	
16		Police ...	110,451 0 0	30,170 0 0	140,621 0 0		140,621 0 0	110,451 0 0	29,170 0 0	139,621 0 0		139,621 0 0	4
17		Gold and Escort ...				7,200 0 0	7,200 0 0				7,200 0 0	7,200 0 0	
17		Gold Receivers ...	285 0 0		285 0 0		285 0 0	285 0 0		285 0 0		285 0 0	
17		Goals and Penal Establishments...	38,869 0 0	29,593 0 0	68,462 0 0		68,462 0 0	38,869 0 0	29,593 0 0	68,462 0 0		68,462 0 0	
24		Lunatic Asylums ...	9,470 0 0	15,534 0 0	25,004 0 0		25,004 0 0	9,470 0 0	15,534 0 0	25,004 0 0		25,004 0 0	
25		Medical Board ...	44 0 0		44 0 0		44 0 0	44 0 0		44 0 0		44 0 0	
25		Vaccine Institution...	260 0 0	1,915 0 0	2,175 0 0		2,175 0 0	260 0 0	1,915 0 0	2,175 0 0		2,175 0 0	
25		Auditor General ...	4,247 0 0	260 0 0	4,507 0 0		4,507 0 0	4,247 0 0	260 0 0	4,507 0 0		4,507 0 0	
26		Registrar General ...	7,545 0 0	5,600 0 0	13,145 0 0		13,145 0 0	7,545 0 0	5,600 0 0	13,145 0 0		13,145 0 0	
27		Colonial Agent ...	1,000 0 0	300 0 0	1,300 0 0		1,300 0 0	1,000 0 0	300 0 0	1,300 0 0		1,300 0 0	
27		Observatory ...	1,220 0 0	430 0 0	1,650 0 0		1,650 0 0	1,220 0 0	430 0 0	1,650 0 0		1,650 0 0	
27		Museum ...	500 0 0		500 0 0		500 0 0	500 0 0		500 0 0		500 0 0	
28		Public Instruction ...				90,000 0 0	90,000 0 0				90,000 0 0	90,000 0 0	
28		Grants in aid of Public Institutions				4,350 0 0	4,350 0 0				4,350 0 0	4,350 0 0	
29		Industrial Schools ...	2,639 0 0	6,406 0 0	9,045 0 0		9,045 0 0	2,639 0 0	6,406 0 0	9,045 0 0		9,045 0 0	
29		Charitable Institutions ...	500 0 0		500 0 0		500 0 0	500 0 0		500 0 0		500 0 0	
30		Protestant Orphan School ...	1,127 0 0	2,445 0 0	3,572 0 0		3,572 0 0	1,127 0 0	2,445 0 0	3,572 0 0		3,572 0 0	4
30		Roman Catholic Orphan School...	1,146 0 0	2,805 0 0	3,951 0 0		3,951 0 0	1,146 0 0	2,805 0 0	3,951 0 0		3,951 0 0	
31		Asylums for the Infirm and Destitute	2,925 0 0	10,000 0 0	12,925 0 0		12,925 0 0	2,925 0 0	10,000 0 0	12,925 0 0		12,925 0 0	
31		Workhouse ...				1,500 0 0	1,500 0 0				1,500 0 0	1,500 0 0	
32		Charitable Allowances ...				36,049 0 0	36,049 0 0				36,049 0 0	36,049 0 0	
33		Miscellaneous Services ...				16,294 0 0	16,294 0 0				16,669 0 0	16,669 0 0	4
	IV.	Administration of Justice:—											
36		Law Officers of the Crown ...	4,258 0 0	1,150 0 0	5,408 0 0		5,408 0 0	4,616 0 0	1,150 0 0	5,766 0 0		5,766 0 0	5
36		Supreme and Circuit Courts ...	5,958 0 0	7,105 0 0	13,063 0 0		13,063 0 0	5,653 0 0	7,105 0 0	12,758 0 0		12,758 0 0	5
37		Sheriff ...	4,840 0 0	8,150 0 0	12,990 0 0		12,990 0 0	4,540 0 0	3,150 0 0	7,690 0 0		7,690 0 0	5
37		Insolvent Court ...	1,544 0 0		1,544 0 0		1,544 0 0	1,469 0 0		1,469 0 0		1,469 0 0	
38		District Courts ...	8,221 0 0	3,100 0 0	11,321 0 0		11,321 0 0	8,221 0 0	3,100 0 0	11,321 0 0		11,321 0 0	
40		Quarter Sessions ...	4,064 0 0	9,250 0 0	13,314 0 0		13,314 0 0	3,954 0 0	9,250 0 0	13,204 0 0		13,204 0 0	5
41		Petty Sessions ...	36,232 0 0	3,630 0 0	39,862 0 0		39,862 0 0	36,032 0 0	3,630 0 0	39,662 0 0		39,662 0 0	5
46		Coroner's Inquests ...	600 0 0	2,825 0 0	3,425 0 0		3,425 0 0	600 0 0	2,825 0 0	3,425 0 0		3,425 0 0	
46		Court of Claims ...				100 0 0	100 0 0				100 0 0	100 0 0	
			65,737 0 0	30,210 0 0	95,947 0 0	100 0 0	96,047 0 0	65,385 0 0	30,210 0 0	95,595 0 0	100 0 0	95,695 0 0	

V. Treasurer and Secretary for Finance and Trade :-												
43	Treasury	8,685 0 0	800 0 0	8,485 0 0	.....	9,485 0 0	8,880 0 0	800 0 0	9,186 0 0	.....	9,186 0 0	6
49	Stamp Duties	1,615 0 0	50 0 0	1,665 0 0	.....	1,665 0 0	1,495 0 0	50 0 0	1,545 0 0	.....	1,545 0 0	6
49	Customs	25,671 0 0	4,950 0 0	30,521 0 0	.....	30,521 0 0	25,371 0 0	4,950 0 0	30,321 0 0	.....	30,321 0 0	6
52	Colonial Distilleries and Refineries	2,645 0 0	200 0 0	2,845 0 0	.....	2,845 0 0	2,645 0 0	200 0 0	2,845 0 0	.....	2,845 0 0	6
53	Printing, Bookbinding, Stamps, and Railway Tickets	19,577 0 0	200 0 0	19,777 0 0	.....	19,777 0 0	19,577 0 0	200 0 0	19,777 0 0	.....	19,777 0 0	6
54	Stores and Stationery	720 0 0	.....	720 0 0	50,490 0 0	51,210 0 0	650 0 0	.....	660 0 0	50,490 0 0	51,150 0 0	6
54	Gunpowder Magazines	625 0 0	474 0 0	1,099 0 0	.....	1,099 0 0	600 0 0	474 0 0	1,074 0 0	.....	1,074 0 0	6
55	Health and Emigration Officers	825 0 0	75 0 0	900 0 0	.....	900 0 0	755 0 0	75 0 0	830 0 0	.....	830 0 0	6
55	Quarantine	800 0 0	600 0 0	900 0 0	.....	900 0 0	800 0 0	600 0 0	900 0 0	.....	900 0 0	6
55	Shipping Masters	1,657 0 0	20 0 0	1,677 0 0	.....	1,677 0 0	1,450 0 0	20 0 0	1,470 0 0	.....	1,470 0 0	6
55	Glebe Island Abattoir	650 0 0	330 0 0	980 0 0	.....	980 0 0	600 0 0	330 0 0	930 0 0	.....	930 0 0	7
56	Harbours, Light-houses, and Pilot Department	19,894 0 0	1,199 0 0	21,093 0 0	2,350 0 0	23,443 0 0	19,864 0 0	1,199 0 0	21,063 0 0	2,350 0 0	23,413 0 0	7
58	Life-boats	.....	.....	.....	400 0 0	400 0 0	.....	.....	400 0 0	.....	400 0 0	7
59	Miscellaneous Services	.....	.....	.....	51,780 0 0	51,780 0 0	.....	.....	51,780 0 0	.....	51,780 0 0	7
		82,664 0 0	8,898 0 0	91,562 0 0	105,020 0 0	106,582 0 0	81,703 0 0	8,898 0 0	90,601 0 0	105,020 0 0	105,021 0 0	
VI. Secretary for Lands :-												
62	Department of Lands	11,926 0 0	552 0 0	11,920 0 0	.....	11,920 0 0	11,368 0 0	552 0 0	11,920 0 0	.....	11,920 0 0	7
62	Survey of Lands	35,753 0 0	33,375 0 0	69,128 0 0	.....	69,128 0 0	33,961 0 0	33,375 0 0	67,336 0 0	.....	67,336 0 0	7
63	Commission to Land Agents and others, and Rent of Offices	.....	.....	4,900 0 0	.....	4,900 0 0	.....	.....	4,900 0 0	.....	4,900 0 0	7
64	Occupation of Lands	10,338 0 0	3,700 0 0	14,038 0 0	.....	14,038 0 0	10,338 0 0	3,700 0 0	14,038 0 0	.....	14,038 0 0	7
64	Gold Fields	2,026 0 0	723 0 0	2,748 0 0	.....	2,748 0 0	2,026 0 0	723 0 0	2,748 0 0	.....	2,748 0 0	7
65	Prevention of Scab in Sheep	10,375 0 0	1,345 0 0	11,720 0 0	.....	11,720 0 0	10,875 0 0	1,345 0 0	11,720 0 0	.....	11,720 0 0	7
65	Inspection of Cattle	275 0 0	30 0 0	305 0 0	.....	305 0 0	275 0 0	30 0 0	305 0 0	.....	305 0 0	7
65	Coal Fields	900 0 0	460 0 0	1,360 0 0	.....	1,360 0 0	900 0 0	460 0 0	1,360 0 0	.....	1,360 0 0	7
66	Botanic Gardens	808 0 0	2,330 0 0	3,138 0 0	.....	3,138 0 0	808 0 0	2,330 0 0	3,138 0 0	.....	3,138 0 0	7
66	Government Domains and Hyde Park	258 0 0	4,100 0 0	4,358 0 0	.....	4,358 0 0	258 0 0	4,100 0 0	4,358 0 0	.....	4,358 0 0	7
67	Minor Roads	.....	.....	64,750 0 0	.....	64,750 0 0	.....	.....	64,750 0 0	.....	64,750 0 0	7
67	Haslem's Creek General Cemetery	104 0 0	100 0 0	204 0 0	.....	204 0 0	104 0 0	100 0 0	204 0 0	.....	204 0 0	7
67	Aborigines	.....	.....	500 0 0	.....	500 0 0	.....	.....	500 0 0	.....	500 0 0	7
68	Miscellaneous Services	.....	.....	8,394 0 0	.....	8,394 0 0	.....	.....	7,284 0 0	.....	7,284 0 0	7
		72,204 0 0	46,715 0 0	118,919 0 0	67,944 0 0	186,863 0 0	70,412 0 0	46,715 0 0	117,127 0 0	66,834 0 0	183,961 0 0	
VII. Secretary for Public Works :-												
70	Department of Public Works	3,511 0 0	680 0 0	4,191 0 0	.....	4,191 0 0	3,470 0 0	680 0 0	4,150 0 0	.....	4,150 0 0	7
70	Railways :-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71	General Establishment	2,750 0 0	200 0 0	2,950 0 0	.....	2,950 0 0	2,050 0 0	200 0 0	2,250 0 0	.....	2,250 0 0	7
71	Works in Progress	5,750 0 0	2,674 0 0	6,324 0 0	.....	6,324 0 0	3,750 0 0	1,500 0 0	5,250 0 0	.....	5,250 0 0	7
71	Existing Lines—Working Expenses	11,430 0 0	90,450 0 0	101,940 0 0	.....	101,940 0 0	11,415 0 0	90,450 0 0	101,865 0 0	.....	101,865 0 0	7
72	Harbours and River Navigation	8,723 0 0	16,820 0 0	25,543 0 0	.....	25,543 0 0	8,498 0 0	12,740 0 0	21,238 0 0	.....	21,238 0 0	8
73	Public Works	.....	.....	16,300 0 0	.....	16,300 0 0	.....	.....	14,650 0 0	.....	14,650 0 0	8
74	Colonial Architect	5,215 0 0	600 0 0	5,815 0 0	.....	5,815 0 0	5,215 0 0	600 0 0	5,815 0 0	.....	5,815 0 0	8
75	Public Works and Buildings	.....	.....	76,582 0 0	.....	76,582 0 0	.....	.....	58,342 0 0	.....	58,342 0 0	8
76	Roads and Bridges	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76	General Establishment	2,050 0 0	550 0 0	2,600 0 0	.....	2,600 0 0	2,000 0 0	550 0 0	2,550 0 0	.....	2,550 0 0	8
76	Superintendence	3,850 0 0	1,850 0 0	5,700 0 0	.....	5,700 0 0	3,850 0 0	1,850 0 0	5,700 0 0	.....	5,700 0 0	8
77	Construction and Maintenance	.....	.....	108,562 0 0	.....	108,562 0 0	.....	.....	105,262 0 0	.....	105,262 0 0	8
78	Fitz Roy Dock	2,632 0 0	4,195 0 0	6,827 0 0	.....	6,827 0 0	2,632 0 0	2,042 0 0	4,674 0 0	.....	4,674 0 0	8
78	Miscellaneous Services	.....	.....	620 0 0	.....	620 0 0	.....	.....	620 0 0	.....	620 0 0	8
		43,971 0 0	117,919 0 0	161,890 0 0	202,064 0 0	363,954 0 0	42,830 0 0	110,612 0 0	158,492 0 0	178,874 0 0	332,366 0 0	
VIII. The Postmaster General :-												
82	Post Office	32,550 0 0	3,100 0 0	35,650 0 0	134,020 0 0	169,670 0 0	31,858 0 0	3,100 0 0	34,958 0 0	134,020 0 0	168,978 0 0	9
84	Money Order Department	1,812 0 0	1,025 0 0	2,837 0 0	.....	2,837 0 0	1,612 0 0	1,025 0 0	2,637 0 0	.....	2,637 0 0	9
85	Electric Telegraphs	18,836 0 0	13,684 0 0	32,420 0 0	.....	32,420 0 0	18,511 0 0	13,684 0 0	32,095 0 0	.....	32,095 0 0	9
		53,198 0 0	17,709 0 0	70,907 0 0	134,020 0 0	204,927 0 0	51,981 0 0	17,709 0 0	69,690 0 0	134,020 0 0	203,710 0 0	
Total Estimated		526,186 0 0	333,871 0 0	880,057 0 0	668,991 0 1	1,529,048 0 1	.....	.....	.....	.....	.....
Total Voted and Embodied in the Appropriation Act		.....	.....	.....	.....	.....	519,873 0 0	325,564 0 0	845,437 0 0	643,066 0 1	1,488,503 0 1	
Excess of Estimated over Authorized Expenditure, as shown by the Notes Explanatory hereto appended		.....	.....	.....	.....	.....	40,545 0 1	.....	.....	.....	.....
Gross Totals		526,186 0 0	333,871 0 0	880,057 0 0	668,991 0 1	1,488,503 0 1	519,873 0 0	325,564 0 0	845,437 0 0	643,066 0 1	1,488,503 0 1	

NOTES EXPLANATORY of the Alterations made in the Original Estimates for 1868, in their progress through Committee of Supply.

	ESTABLISHMENTS.			OTHER SERVICES.	TOTAL.
	Salaries.	Contingencies.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
II.—Executive and Legislative.					
LEGISLATIVE COUNCIL.					
Amount of Estimate	6,010 0 0	225 0 0	6,235 0 0	.....	.....
REDUCED. By <i>Negative</i> .—From item £800, salary of Clerk of the Parliaments, £100; item £600, salary of Clerk Assistant, £100; item £550, salary of Shorthand Writer, £50; item £350, salary of Second Clerk, £50; item £250, salary of Copying Clerk, £75	375 0 0	.....	375 0 0	.....	.....
Expenditure Authorized	5,635 0 0	225 0 0	5,860 0 0	.....	.....
PARLIAMENTARY LIBRARY.					
Amount of Estimate	1,010 0 0	701 0 0	1,711 0 0	.....	.....
REDUCED. By <i>Negative</i> .—Item £400, Salary of Librarian	400 0 0	.....	400 0 0	.....	.....
Expenditure Authorized	610 0 0	701 0 0	1,311 0 0	.....	.....
III.—Chief Secretary.					
POLICE.					
Amount of Estimate	110,451 0 0	30,170 0 0	140,621 0 0	.....	.....
REDUCED. By <i>Negative</i> .—From item £2,000, "Contingencies," Remount Horses, £1,000 ... ..	.....	1,000 0 0	1,000 0 0	.....	.....
Expenditure Authorized	110,451 0 0	29,170 0 0	139,621 0 0	.....	.....
CHARITABLE INSTITUTIONS.					
Amount of Estimate	500 0 0	.....	500 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £500, salary of Inspector of Public Charities, £125	125 0 0	.....	125 0 0	.....	.....
Expenditure Authorized	375 0 0	.....	375 0 0	.....	.....
MISCELLANEOUS.					
Amount of Estimate ... ..	.....	.....	.....	16,294 0 0	16,294 0 0
REDUCED. By <i>Negative</i> .—Item £2,000, as Compensation to Mr. Austin F. Wilshire, for injuries sustained to property by the operation of the Act 13 Victoria, No. 44... ..	.....	.....	.....	2,000 0 0	2,000 0 0
.....	.....	.....	.....	14,294 0 0	14,294 0 0
INCREASED. By <i>Message</i> No. 11. £375 Allowance in lieu of House Rent to the Commodore Commanding the Naval Squadron on this Station, for 9 months ... ..	.....	.....	.....	375 0 0	375 0 0
Expenditure Authorized ... ..	.....	.....	.....	14,669 0 0	14,669 0 0

NOTES EXPLANATORY, &c.—continued.

	ESTABLISHMENTS.			OTHER SERVICES.	TOTAL.
	Salaries.	Contingencies.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
IV.—Administration of Justice.					
LAW OFFICERS OF THE CROWN.					
Amount of Estimate	4,258 0 0	1,150 0 0	5,408 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—From item £225, salary of Second Clerk, £42; from item £400, salary of Second Clerk to Crown Solicitor, £100	142 0 0	.....	142 0 0	.....	.....
	4,116 0 0	1,150 0 0	5,266 0 0	.....	.....
INCREASED.					
By <i>Message</i> No. 11.—“SALARIES.”—2 Parliamentary Draftsmen, at £250 each	500 0 0	.....	500 0 0	.....	.....
Expenditure Authorized	4,616 0 0	1,150 0 0	5,766 0 0	.....	.....
SUPREME AND CIRCUIT COURTS.					
Amount of Estimate	5,958 0 0	7,105 0 0	13,063 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—From item £114, salary of Messenger, £10; from item £350, salary of Second Clerk to Prothonotary, £50; item £200, salary of Fourth Clerk; and from item £1,025, salaries of Judges Clerks, £45	305 0 0	.....	305 0 0	.....	.....
Expenditure Authorized	5,653 0 0	7,105 0 0	12,758 0 0	.....	.....
INSOLVENT COURT.					
Amount of Estimate	1,544 0 0	.....	1,544 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—From item £300, salary of Chief Clerk, £50; and from item £175, salary of Third Clerk, £25	75 0 0	.....	75 0 0	.....	.....
Expenditure Authorized	1,469 0 0	.....	1,469 0 0	.....	.....
QUARTER SESSIONS.					
Amount of Estimate	4,064 0 0	9,250 0 0	13,314 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—From item £600, salary of Clerk of the Peace for Cumberland, £50; and from item £260, salary of Clerk, £60	110 0 0	.....	110 0 0	.....	.....
Expenditure Authorized	3,954 0 0	9,250 0 0	13,204 0 0	.....	.....
PETTY SESSIONS.					
Amount of Estimate	36,252 0 0	3,630 0 0	39,882 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—From items £300, £220, and £175, salaries of Clerks at Central Police Office, £50, £35, and £10 respectively					
By <i>Negative</i> .—Item £300, for Police Magistrate, Kiandra; from item £400, salary of Police Magistrate, Mudgee, £75; item £300, Salary of Police Magistrate, Nerrigundah	770 0 0	.....	770 0 0	.....	.....
	35,482 0 0	3,630 0 0	39,112 0 0	.....	.....
INCREASED.					
By <i>Message</i> No. 11.—Item £275, salary of Police Magistrate, Rockly, by £150; salaries of the following Clerks of Petty Sessions, viz.:—Cowra, £175, Tucna, £50, and Wallabadah, £50; and item £50, salary of Clerk of Petty Sessions, Coonamble, by £125	550 0 0	.....	550 0 0	.....	.....
Expenditure Authorized	36,032 0 0	3,630 0 0	39,662 0 0	.....	.....

NOTES EXPLANATORY, &c.—continued.

	ESTABLISHMENTS.			OTHER SERVICES.	TOTAL.
	Salaries.	Contingencies.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
V.—Treasurer and Secretary for Finance and Trade.					
TREASURY.					
Amount of Estimate... ..	8,685 0 0	800 0 0	9,485 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From "SALARIES"	229 0 0	.....	229 0 0	.....	.....
Expenditure Authorized	8,386 0 0	800 0 0	9,186 0 0	.....	.....
STAMP DUTIES.					
Amount of Estimate... ..	1,615 0 0	50 0 0	1,665 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £500, salary of Commissioner, £100; and from item £120, salary of Stamper, &c., £20	120 0 0	.....	120 0 0	.....	.....
Expenditure Authorized	1,495 0 0	50 0 0	1,545 0 0	.....	.....
CUSTOMS.					
Amount of Estimate... ..	25,571 0 0	4,950 0 0	30,521 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From "SALARIES"	200 0 0	.....	200 0 0	.....	.....
Expenditure Authorized	25,371 0 0	4,950 0 0	30,321 0 0	.....	.....
STORES AND STATIONERY.					
Amount of Estimate... ..	720 0 0	.....	720 0 0	50,490 0 0	51,210 0 0
REDUCED. By <i>Withdrawal</i> .—From item £450, salary of Clerk of Stores, £50; and from item £120, salary of Messenger, £10	60 0 0	.....	60 0 0	.....	.....
Expenditure Authorized	660 0 0	.....	660 0 0	50,490 0 0	51,150 0 0
GUNPOWDER MAGAZINES.					
Amount of Estimate... ..	625 0 0	474 0 0	1,099 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £175, salary of Clerk at Goat Island, £25	25 0 0	.....	25 0 0	.....	.....
Expenditure Authorized	600 0 0	474 0 0	1,074 0 0	.....	.....
HEALTH AND EMIGRATION OFFICERS.					
Amount of Estimate... ..	825 0 0	75 0 0	900 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £600, salary of Health and Emigration Officer, Port Jackson, £70	70 0 0	.....	70 0 0	.....	.....
Expenditure Authorized	755 0 0	75 0 0	830 0 0	.....	.....
SHIPPING MASTERS.					
Amount of Estimate... ..	1,557 0 0	20 0 0	1,557 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From "SALARIES"	107 0 0	.....	107 0 0	.....	.....
Expenditure Authorized	1,450 0 0	20 0 0	1,470 0 0	.....	.....
GLEBE ISLAND ABATTOIR.					
Amount of Estimate... ..	650 0 0	330 0 0	980 0 0	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £300, salary of Inspector, £50	50 0 0	.....	50 0 0	.....	.....
Expenditure Authorized	600 0 0	330 0 0	930 0 0	.....	.....

NOTES EXPLANATORY, &c.—continued.

	ESTABLISHMENTS.			OTHER SERVICES.	TOTAL.
	Salaries.	Contingencies.	Total.		
V.—Treasurer and Secretary for Finance and Trade—continued.					
HARBOURS, LIGHT-HOUSES, AND PILOT DEPARTMENT.					
Amount of Estimate	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
REDUCED. By <i>Withdrawal</i> .—From item £150, salary of Boat-swain in Charge, Port Jackson, £30	19,894 0 0	1,199 0 0	21,093 0 0	2,350 0 0	23,443 0 0
Expenditure Authorized	30 0 0	.....	30 0 0	.....	30 0 0
	19,864 0 0	1,199 0 0	21,063 0 0	2,350 0 0	23,413 0 0
VI.—Secretary for Lands.					
SURVEY OF LANDS.					
Amount of Estimate	£ s. d.	£ s. d.	£ s. d.	.....	.....
REDUCED. By <i>Withdrawal</i> .—From "SALARIES."	35,753 0 0	33,375 0 0	69,128 0 0	.....	.....
Expenditure Authorized	1,792 0 0	.....	1,792 0 0	.....	.....
	33,961 0 0	33,375 0 0	67,336 0 0	.....	.....
MISCELLANEOUS.					
Amount of Estimate ... ..	.....	.....	.....	8,304 0 0	8,304 0 0
REDUCED. By <i>Negative</i> .—Item £1,110, for the formation of Barrack Road in the City of Sydney ... ..	.....	.....	.....	1,110 0 0	1,110 0 0
Expenditure Authorized ... ..	.....	.....	.....	7,284 0 0	7,284 0 0
VII.—Secretary for Public Works.					
DEPARTMENT OF PUBLIC WORKS.					
Amount of Estimate	£ s. d.	£ s. d.	£ s. d.	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £150, salary of Messenger, £30; and item £61, salary of House-keeper, £11	3,511 0 0	680 0 0	4,191 0 0	.....	.....
Expenditure Authorized	41 0 0	.....	41 0 0	.....	.....
	3,470 0 0	680 0 0	4,150 0 0	.....	.....
RAILWAYS.					
GENERAL ESTABLISHMENT.					
Amount of Estimate	£ s. d.	£ s. d.	£ s. d.	.....	.....
REDUCED. By <i>Negative</i> .—Item £700, salary of Commissioner... ..	2,750 0 0	200 0 0	2,950 0 0	.....	.....
Expenditure Authorized	700 0 0	.....	700 0 0	.....	.....
	2,050 0 0	200 0 0	2,250 0 0	.....	.....
RAILWAY WORKS IN PROGRESS.					
Amount of Estimate	£ s. d.	£ s. d.	£ s. d.	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £2,000, Contingent sum to provide such further assistance as may be required, £1,000; and item £74, Forage Allowance for Engineer-in-Chief	3,750 0 0	2,574 0 0	6,324 0 0	.....	.....
Expenditure Authorized ... ..	.....	1,074 0 0	1,074 0 0	.....	.....
	3,750 0 0	1,500 0 0	5,250 0 0	.....	.....
RAILWAYS—WORKING EXPENSES.					
Amount of Estimate	£ s. d.	£ s. d.	£ s. d.	.....	.....
REDUCED. By <i>Withdrawal</i> .—From item £200, salary of Clerk, £25	11,490 0 0	90,450 0 0	101,940 0 0	.....	.....
By <i>Negative</i> .—From item £250, salary of Clerk, Revenue Audit, £50 ... ..	.....	.....	75 0 0	.....	.....
Expenditure Authorized	75 0 0	.....	75 0 0	.....	.....
	11,415 0 0	90,450 0 0	101,865 0 0	.....	.....

NOTES EXPLANATORY, &c.—continued.

VII.—Secretary for Public Works—continued.	ESTABLISHMENTS.			OTHER SERVICES.	TOTAL.
	Salaries.	Contingencies.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
HARBOURS AND RIVER NAVIGATION.					
Amount of Estimate	8,723 0 0	16,820 0 0	25,543 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—"SALARIES"—From item £200, salary of Clerk, £25; item £200, salary of Harbour Bailiff	225 0 0	.....	.....	.....	.....
From "CONTINGENCIES"—From item £200, Travelling Expenses, £80; and item £4,000 for new Steam Punt ... ..	.....	4,080 0 0	4,080 0 0	.....	.....
Expenditure Authorized	8,498 0 0	12,740 0 0	21,238 0 0	.....	.....
PUBLIC WORKS.					
Amount of Estimate ... ..	.....	.....	.....	16,300 0 0	16,300 0 0
REDUCED.					
By <i>Withdrawal</i> .—From item £2,000 for Incidental Expenses to Wharves, Bridges, and other Public Works, £1,000; item £350, Approaches to Punt, Fort Bourke ... ..	.....	.....	.....	.....	.....
By <i>Negative</i> .—Item £300 for Boat Harbour, Raymond Terrace ... ..	.....	.....	.....	1,650 0 0	1,650 0 0
Expenditure Authorized ... ..	.....	.....	.....	14,650 0 0	14,650 0 0
PUBLIC WORKS AND BUILDINGS.					
Amount of Estimate ... ..	.....	.....	.....	76,582 0 0	76,582 0 0
REDUCED.					
By <i>Withdrawal</i> .—Item £600, for erection of a residence for the Telegraph Station Master, South Head; item £1,000 for erection of Shed for Colonial Military Stores; item £1,000, for improvements and additions Powder Magazine, Goat Island; item £1,700, for residence for Surgeon, Darlinghurst Gaol; item £2,000, for residence for the Director of the Botanic Gardens; from item £12,000, for ordinary repairs, &c., to Public Buildings generally, £3,000; from item £2,000, for repairs to Military Barracks and Buildings, £500; from item £5,000, for Police Buildings, £4,000; from item £15,000, for Gaols, Court Houses, and Lock-ups, £3,000; from item £2,000, for additions, &c., to Protestant Orphan School, Parramatta, £1,000; and from item £690, for repairs, Workshops, &c., Cockatoo Island, £440	.....	.....	.....	18,240 0 0	18,240 0 0
Expenditure Authorized ... ..	.....	.....	.....	58,342 0 0	58,342 0 0
ROADS AND BRIDGES.					
Amount of Estimate	2,050 0 0	550 0 0	2,600 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—Item £50, salary of Cadet	50 0 0	.....	50 0 0	.....	.....
Expenditure Authorized	2,000 0 0	550 0 0	2,550 0 0	.....	.....
ROADS AND BRIDGES, CONSTRUCTION, &c.					
Amount of Estimate ... ..	.....	.....	.....	108,562 0 0	108,562 0 0
REDUCED.					
By <i>Withdrawal</i> .—Item £1,000, for Bridge at Muswellbrook; item £300, for Punt at Grawyn Creek; and from item £4,000, for Contingent Works, Approaches to Railway Stations, &c., £2,000 ... ..	.....	.....	.....	3,300 0 0	3,300 0 0
Expenditure Authorized ... ..	.....	.....	.....	105,262 0 0	105,262 0 0
FITZ ROY DOCK.					
Amount of Estimate	2,632 0 0	4,195 0 0	6,827 0 0	.....	.....
REDUCED.					
By <i>Withdrawal</i> .—From item £600 for Docking and Undocking Vessels, £200; and from item £3,333 for Machinery, Works, &c., £1,953 ... ..	.....	2,153 0 0	2,153 0 0	.....	.....
Expenditure Authorized	2,632 0 0	2,042 0 0	4,674 0 0	.....	.....

NOTES EXPLANATORY, &c.—continued.

VIII.—The Postmaster General.	ESTABLISHMENTS.			OTHER SERVICES.	TOTAL.
	Salaries.	Contingencies.	Total.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
POST OFFICE.					
Amount of Estimate	32,550 0 0	3,100 0 0	35,650 0 0	134,020 0 0	169,670 0 0
REDUCED. By <i>Negative</i> .—From item £1,500, salary of Postmaster General, £550					
By <i>Withdrawal</i> .—From "SALARIES," £142	692 0 0	.....	692 0 0	.....	692 0 0
Expenditure Authorized	31,858 0 0	3,100 0 0	34,958 0 0	134,020 0 0	168,978 0 0
MONEY ORDER DEPARTMENT.					
Amount of Estimate	1,812 0 0	1,025 0 0	2,837 0 0	.....	.....
REDUCED. By <i>Negative</i> .—From item £600, salary of Superintendent, £100; and from item £400, salary of Chief Clerk, £100	200 0 0	.....	200 0 0	.....	.....
Expenditure Authorized	1,612 0 0	1,025 0 0	2,637 0 0	.....	.....
ELECTRIC TELEGRAPHS.					
Amount of Estimate	18,886 0 0	13,584 0 0	32,420 0 0	.....	.....
REDUCED. By <i>Negative</i> .—From "SALARIES," £325	325 0 0	.....	325 0 0	.....	.....
Expenditure Authorized	18,511 0 0	13,584 0 0	32,095 0 0	.....	.....

Legislative Assembly Offices,
Sydney, 27 April, 1868.

O. F. KELLY,
Clerk Assistant.

No. II.

EXPLANATORY ABSTRACT of the Amounts respectively Estimated, Voted, and Embodied in the Appropriation Act, 31 Victoria, No. 29, for the Supplementary Service of the Year 1867 and previous Years.

Amount of Estimates	£	s.	d.	126,978	1	11
Amount Voted and Embodied in the Appropriation Act				124,666	8	7
Excess of Estimated over Authorized Expenditure	£			2,311	13	4
<i>NOTES Explanatory of Alterations made in the Supplementary Estimates, in their progress through Committee of Supply:—</i>						
Gross Amount of "Supplementary Estimates for 1867 and previous Years," submitted with Message No. 7, of 11th September, 1867	£	s.	d.	126,065	2	2
Gross Amount of "Further Supplementary Estimates for 1867" submitted with Message No. 11, of 6th April, 1868				912	19	9
REDUCED. By <i>Negative</i> .—"MISCELLANEOUS."—From item £2,063, for Widow of Sir Francis Forbes, towards equalizing the sum received by the late Sir Francis Forbes, Knight, the first Chief Justice of this Colony, by way of Pension, with the present rate of Judicial Pensions (Resolution of Assembly), £1,563				1,563	0	0
By <i>Negative</i> .—"MISCELLANEOUS."—From item £500, Gratuity to Mrs. E. M. Callaghan, Widow of the late District Judge Callaghan, £250				250	0	0
By <i>Negative</i> .—"MISCELLANEOUS."—From item £500, Gratuity to the Widow of Robert Green, who lost his life whilst endeavouring to render assistance to the late Pilots, Robinson and Reader and their boats crews, £250				250	0	0
By <i>Withdrawal</i> .—From Estimate £724 13s. 4d., for Electric Telegraph Establishment				248	13	4
				2,311	13	4
	£			124,666	8	7

Legislative Assembly Offices,
Sydney, 27 April, 1868.

O. F. KELLY,
Clerk Assistant.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STAMP DUTIES ACT.

(SUSPENSION OF OPERATION OF THIRD SCHEDULE.)

Ordered by the Legislative Assembly to be Printed, 3 July, 1867.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

The Treasury, New South Wales,
27 March, 1867.

By reason of an omission in the the third Schedule to the Stamp Duties Act of 1865, 29 Victoria, No. 6, the descendants of a brother or sister of the father or mother of the deceased are liable to a duty of *ten* per cent. on successions.

It being the intention of the Legislature—evidenced by the provisions of the 4th Schedule to the Act—that, in such cases of consanguinity, the succession duty should be *five* per cent., the Treasurer recommends that the authority of His Excellency the Governor and the Executive Council may be given for the suspension, pending an application to Parliament for the necessary amendment of the Act in this respect.

G. EAGAR.

Minute 67/14, 27 March, 1867.—Confirmed, 4 April, 1867.

For the reason herein stated, and upon the recommendation of the Honorable the Colonial Treasurer, the Executive Council advise that authority be granted for the suspension of the operation of the Stamp Duties Act of 1865, in so far as regards the third Schedule thereof, which, by an omission, fixes the duty upon successions of the nature set forth in the accompanying minute paper at *ten* per cent., whereas the intention really was to fix the said duty at *five* per cent.

The Council also advise that application be made to Parliament for the necessary amendment in the said Act in this respect.

ALEX. C. BUDGE,
Clerk of the Council.

6 April, /67.

Approved—J.Y.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—BANKERS, MERCHANTS, AND OTHERS, SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 11 December, 1867.

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

The Petition of we, the undersigned Bankers, Merchants, Traders, Freeholders, Agents, and other Citizens of Sydney,—

HUMBLY SHEWETH:—

That your Petitioners view with much alarm the proposed "Amended Stamp Act" now before your Honorable House, which is calculated to impede and obstruct the general business of the Colony; the penal clauses in the said proposed Act being of that stringent nature, rendering it almost impossible for any member of the community, however well intentioned, to avoid their infringement, and thus suffering in character and reputation thereby.

That your Petitioners humbly submit to your Honorable House, that the Stamp Act of 1865 was passed for a limited period only, and to expire on the 31st December, 1868; furthermore, it was passed for the express purpose of providing for and covering a deficit in the Revenue, then declared and made known; the Government being pledged to your Honorable House to retrenchment, and to endeavour to frame the Estimates and expenditure that the ordinary revenue would suffice, and render unnecessary any additional taxation,—and that if such were required, that a comprehensive scheme based upon the principle of direct taxation should be introduced, bearing equitably upon the whole community, and avoiding class taxation in any shape or form.

Your Petitioners, under the circumstances, submitted to the inconvenience and annoyance of such tax as a temporary measure only, and now view with deep regret the proposition to continue the same for the next ten years.

Your Petitioners humbly submit, that as the present Stamp Act continues in force until the end of the year 1868, and the Municipalities Act now before your Honorable House will probably then be in operation, thus through local taxation relieving the Government of a vast amount of expenditure for Public Works, &c.

Your Petitioners hope that, should the Municipalities Act work favourably, your Honorable House will then be in a position to relieve the community of another obnoxious tax—the *ad valorem* duties.

Your Petitioners, therefore, humbly pray that your Honorable House will refuse to assent to the Amended Stamp Act, and call upon the Government of the Colony to redeem their pledge of retrenchment.

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

[Here follow 15 Signatures.]

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—BANKERS, MERCHANTS, TRADERS, AND OTHERS, SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 11 December, 1867.

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

The Petition of the undersigned Merchants, Bankers, Traders, Freeholders, Agents, and other Citizens of Sydney,—

HUMBLY SHEWETH:—

That your Petitioners view with much alarm the proposed Amended Stamp Act now before your Honorable House, which is calculated to impede and obstruct the general business of the Colony—the penal clauses in the Act being of that stringent nature rendering it almost impossible for any member of the community, however well intentioned, to avoid their infringement, and suffering in character and reputation thereby.

That your Petitioners humbly submit to your Honorable House, that the Stamp Act of 1865 was passed for a limited period only, and to expire on the 31st December, 1868; furthermore, it was passed for the express purpose of providing for and covering a deficit in the Revenue then declared and made known—the Government being pledged to your Honorable House to Retrenchment, and to endeavour so to frame the estimates and expenditure that the ordinary Revenue would suffice and render unnecessary any additional taxation.

And that, if such should be required, a comprehensive scheme, based upon the principle of Direct Taxation, should be introduced, bearing equitably upon the whole community, and avoiding class taxation in any shape or form.

That your Petitioners, under these circumstances, cheerfully submitted to the inconvenience and annoyance of this tax as a temporary measure only, and view with deep regret the proposition to continue the same for the next ten years.

Your Petitioners humbly submit, that as the present Stamp Act continues in force until the end of the year 1868, and that the Municipalities Act now before your Honorable House will then be in full operation, relieving the Government of a vast amount of expenditure for public works, which will thus be provided for by local taxation—the Revenue will be ample without this tax; and, should the Municipalities Act work favorably, your Petitioners hope your Honorable House will be in a position to relieve the community of another obnoxious tax, the *Ad-valorem* Duties, and recur to the simple Tariff of former days.

Your Petitioners, therefore, humbly pray, that your Honorable House will refuse its assent to the "Amended Stamp Act," and call upon the Government of the Colony to redeem their pledge of Retrenchment.

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

[Here follow 2,634 Signatures.]

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—CERTAIN INHABITANTS OF GOULBURN.)

Ordered by the Legislative Assembly to be Printed, 11 December, 1867.

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

The Petition of the following Inhabitants of Goulburn,—

RESPECTFULLY SHEWETH :—

That your Petitioners believing that the Bill before your Honorable House entitled " A Bill to amend the Stamp Duties Act " is calculated to be mischievous and oppressive in its operation, respectfully pray that your Honorable House will not pass it into law.

[*Here follow 382 Signatures.*]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—INHABITANTS OF SINGLETON AND VICINITY.)

Ordered by the Legislative Assembly to be Printed, 13 December, 1867.

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

The Petition of the Inhabitants of Singleton and its Vicinity, in Public Meeting assembled,—

MOST HUMBLY SHEWETH:—

That your Petitioners regard with feelings of mingled consternation, regret, and indignation, the introduction to your Honorable House, by the Honorable the Colonial Treasurer, of a measure having for its object the perpetuation of the existing Stamp Duties Act for a further period of ten years, with the addition of many stringent and most oppressive penal clauses.

That your Petitioners feel that the proposed measure, if permitted to pass into law, will prove highly detrimental, if not absolutely ruinous, to the trading interests of this Colony, arresting every tendency to progress, and effectually paralyzing every industrial effort to elevate it from its present state of unexampled financial depression and distress.

That your Petitioners view the proposed measure as essentially mischievous in its moral and social influences, as subversive of social confidence, by encouraging, in its penal clauses, the iniquitous trade of the public informer, setting man against his fellow man in the most demoralizing antagonism, and extending a premium to the exercise of social treachery and private malevolence.

Your Petitioners would most respectfully remind your Honorable House, that on the introduction of the existing Stamp Duties Act, a solemn pledge was given, that as it was only introduced as a matter of extreme emergency, so it should be permitted to expire in the year 1868; and your Petitioners cannot but feel equally alarmed and indignant at the threatened violation of that pledge, by the perpetuation of an act of legislation that has, even in its present state, been found to be oppressive, but which, as proposed to be amended, would prove most intolerable.

Your Petitioners, therefore, most humbly pray that your Honorable House would be pleased to take the matter into consideration, and, by rejecting a measure so fraught with mischief, confer a lasting benefit on the trading interests of the Colony.

And your Petitioners will ever pray.

[Here follow 89 Signatures.]

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—CERTAIN INHABITANTS OF WEST MAITLAND.)

Ordered by the Legislative Assembly to be Printed, 20 December, 1867.

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

The humble Petition of the inhabitants of West Maitland and its Environs,—

MOST RESPECTFULLY SHEWETH:—

That your Petitioners view with feelings of alarm the introduction of a Bill to amend the Stamp Act of 1865.

That although your Petitioners did not oppose the said Stamp Act of 1865, viewing it as a temporary measure of taxation, incident to a period of great monetary pressure, and which Act was contemplated to cease at the end of the year 1868, the present intention of extending the Act for ten years, with far greater power of taxation in a most oppressive form, is calculated to inflict great evil upon a population so widely dispersed as are the colonists of New South Wales.

That although your Petitioners would concur in any comprehensive measure of taxation, if it appears to your Honorable House that such additional taxation is necessary, your Petitioners view the amended Stamp Act as calculated to shackle with undue restrictions the entire mercantile and pastoral interests of the Colony, and rendering it almost impossible for any person, however well-disposed or honorable in intention, to escape from very many of the highly penal and restrictive clauses of the proposed amended Stamp Act.

That the said amended Stamp Act, whereby it is proposed to award one-third of each penalty upon an informer, is fraught with much evil, fostering a race of common informers and spies; and by thus demoralizing the people, rendering all men suspicious of their neighbours and servants, and engendering distrust and suspicion amongst all.

That the said amended Stamp Act appears to bear upon every relation of life; and that, if enacted, the most common contracts for carriage of goods, the engagement of clerks or superintendents, the protective policies for their insurance against fire, or the assurance of their lives to make provision for their families in the event of death, and in fact in every relation in which they may be engaged. That your Petitioners feel that the most vital interests of the Colony will be shaken, if not sapped, by that which they conceive an unwise measure of taxation.

Your Petitioners, therefore, most humbly pray that your Honorable House will take the premises into your honorable consideration, and by rejecting the said amended Stamp Act, increase the confidence we entertain for the wisdom of your Honorable House.

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

W. H. MULLEN,
Chairman, Public Meeting held at School of Arts,
West Maitland, 17th December, 1867.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—TRADERS, FREEHOLDERS, &c., WOLLONGONG.)

Ordered by the Legislative Assembly to be Printed, 18 December, 1867.

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

The Petition of the Traders, Freeholders, Agents, and other Residents of the
Town of Wollongong,—

HUMBLY SHEWETH :—

That your Petitioners view with great dismay the proposed "Amended Stamp Act" now before your Honorable House, which, from its needless, petty, vexatious, and penal clauses, will obstruct, hinder, and delay all simple daily business transactions, and is calculated to entrap honest persons into unintentional offences against its multifarious penal propositions.

Your Petitioners hope your Honorable House will contrive some better and more convenient means for raising revenue, than the proposed troublesome, pernicious, and obnoxious scheme of Stamp Duties.

Your Petitioners, therefore, humbly pray that your Honorable House will reject the Amended Stamp Act, and raise revenue from other sources.

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

[*Here follow 138 Signatures.*]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—J. S. WILLIS, AS CHAIRMAN OF PUBLIC MEETING, SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 18 December, 1867.

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

The humble Petition of the Citizens of Sydney, present at a Public Meeting held at the Exchange, this eleventh day of December, 1867,—

MOST RESPECTFULLY SHEWETH:—

That your Petitioners view with feelings of deep alarm the introduction of a Bill to amend the Stamp Act of 1865—

Because the former Stamp Act was brought in and passed at a time of great pecuniary pressure, and submitted to by the people on that ground only, and on the distinct understanding that it was to be a temporary measure for a limited period, terminating at the end of 1868; and the present intention to impose it on the people for ten years, in an extended and oppressive form, is in direct opposition to the expressed promise made at the passing of the former Stamp Act.

Your Petitioners further respectfully protest against the Stamp Act Amendment Bill—

Because it is a tax aimed mainly at the efficiency and fair action of the trading and other important sections of the community, most seriously impeding them in their respective callings, and rendering it difficult if not impossible for any man in the community, however well disposed, to avoid loss in money and reputation by the numerous heavy penal enactments throughout the proposed Bill;

And because these penal enactments are most unnecessarily heavy and severe, and the intention of awarding one-third of such penalties to informers, will tend to demoralize the people, will hold out a premium to badly disposed persons, creating a disgraceful class of spies or common informers, making every man suspicious of his fellow man, and engendering universal distrust and alarm;

And because very many of the proposed stamps, such as upon surveys upon each load of goods, upon fire premiums, and many others, are extremely high, and will press with unusual severity upon persons using the same;

And further, that in taxing policies of insurance, life, fire, and marine, you discourage prudential habits on the part of all sections of the people, not so much by the severity of the stamps themselves, but in obstructing their free action in securing the advantages of insurances. It is also confidently believed that these stamps on insurances will have the effect of seriously diminishing such business within the Colony, to the great injury of all local insurance offices.

Your Petitioners most humbly but respectfully assure your Honorable House, that they are ready and willing to contribute most cheerfully and liberally to the Revenue of the Colony, but they would respectfully suggest, that the whole system of taxation should be considered by your Honorable House, with a view to a permanent and more equitable distribution of taxation between the different interests of the community, whereby our liberty as Citizens and our trade will be preserved to us;

And your Petitioners, therefore, pray that your Honorable House will proceed no further with the intended Stamp Amendment Bill.

And your Petitioners will ever pray.

For and on behalf of the Meeting,
J. S. WILLIS,
Chairman.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STAMP DUTIES ACT AMENDMENT BILL.

(PETITION—CERTAIN RESIDENTS OF COOMA AND VICINITY.)

Ordered by the Legislative Assembly to be Printed, 9 January, 1868.

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

The Petition of the Residents of Cooma and its vicinity, District of Monaro,—

HUMBLY SHEWETH:—

That your Petitioners, in common with the rest of the Colony, regard the proposed amended Stamp Act of 1865, now before your Honorable House, with unfeigned displeasure and alarm, and respectfully urge the advisability of its decisive rejection by your Honorable House, for the following reasons:—

1. Its provisions are oppressive, harassing, and perplexing, to a degree seldom exemplified in the annals of British legislation, and afford a standing proof not only of the reckless incompetency of the present Finance Minister, but, they think, also, of his inability to grasp, in their entirety, the responsibilities of his office, and his duties to the public, whose servant he is.
2. It is not only unconstitutional and despotic, but it infringes the liberty of the subject, inasmuch as it directly interferes with, and intercepts, in their nearly every phase, the various commercial and social engagements of the whole people, wherever the exchange of any sum of money or the value of money takes place.
3. It exhibits an essentially retrograde policy, inasmuch as it is a tax upon every kind of industry, and upon every transaction of trade contingent upon the course of everyday life.
4. It is unjust, inasmuch as it will exact severe penalties from numberless persons totally unable to comprehend its provisions.
5. It is immoral, not only because of its inquisitorial character, but because it boldly and brazenly offers a premium to that lowest of human weaknesses—a private and cowardly espionage.

Your Petitioners are unanimous in the belief that any Government using the language of England would abnegate its duties as a conservator of the public weal and liberty, by passing into law so thoroughly obnoxious a measure as this; and they not only pray your Honorable House at once to reject it, but they would also pray to remind your Honorable House how palatable to the country would be the extinction, moreover, of its predecessor of 1865.

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

Cooma, December 16th, 1867.

[Here follow 65 Signatures.]

1867.

NEW SOUTH WALES.

POSTAL CONFERENCE,

HELD IN THE CITY OF MELBOURNE, 4TH MARCH, 1867.

PROCEEDINGS

OF THE

REPRESENTATIVES OF THE SIX COLONIES OF VICTORIA, NEW SOUTH
WALES, NEW ZEALAND, SOUTH AUSTRALIA, QUEENSLAND,
AND TASMANIA.

Presented to both Houses of Parliament, by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

PROCEEDINGS OF POSTAL CONFERENCE HELD AT MELBOURNE,
ON THE 4TH DAY OF MARCH, 1867.

THE following gentlemen, representatives of the Colonies of Victoria, New South Wales, South Australia, Queensland, Tasmania, and New Zealand, were present :—

VICTORIA	...	...	The Honorable James McCulloch.
NEW SOUTH WALES	...	{	The Honorable Henry Parkes. The Honorable Joseph Docker.
SOUTH AUSTRALIA	...	...	The Honorable J. P. Boucaut.
QUEENSLAND	...	{	The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	...	...	The Honorable T. D. Chapman.
NEW ZEALAND	...	{	The Honorable J. Hall. Crosbie Ward, Esq.

The Honorable James McCulloch having been elected to the Chair, it was

Resolved—That the proceedings of the Conference shall be strictly private, and that the results of the deliberations shall not be made known without the concurrence of the Conference.

Resolved—that the Conference shall sit daily at 11 a.m.

Resolved—That the representatives of each Government undertake that the respective Governments shall recommend to their Parliaments the adoption of measures to carry out all the resolutions of the Conference to which they may individually have given their assent.

The meeting then adjourned until 11 a.m. on Tuesday, the 5th March, 1867.

JAMES McCULLOCH.

TUESDAY, 5TH MARCH, 1867.

Present :

VICTORIA	...	{	The Honorable J. McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	{	The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	{	The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	...	{	The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	...	...	The Honorable T. D. Chapman.
NEW ZEALAND	...	{	The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of previous meeting having been read and confirmed, the representatives, after conferring until 2 p.m., adjourned until Thursday, 7th March, at 11 a.m., in order that time might be allowed for the preparation of certain returns.

JAMES McCULLOCH.

THURSDAY, 7TH MARCH, 1867.

Present :

VICTORIA	...	{	The Honorable James McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	{	The Honorable Henry Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	{	The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	...	{	The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	...	...	The Honorable T. D. Chapman.
NEW ZEALAND	...	{	The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed, the returns ordered, numbered 1 and 2 respectively, were handed in.

General discussion then ensued, in the course of which papers were read by Mr. Docker, Mr. Hall, and Mr. Macalister. These papers having been ordered to be printed, and the return numbered 2 having been ordered to be amended, the meeting adjourned at 1.45 p.m. until 11 a.m. on Friday, the 8th March, 1867.

JAMES McCULLOCH.

FRIDAY,

POSTAL CONFERENCE.

3

FRIDAY, 8TH MARCH, 1867.

Present :

VICTORIA	... ..	{ The Honorable James McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	{ The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	{ The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	... ..	{ The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	... ..	The Honorable T. D. Chapman.
NEW ZEALAND	... ..	{ The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed—

Memoranda from the representatives of New Zealand, Queensland, New South Wales, and Victoria, numbered respectively 3, 4, 5, 6, were handed in, and ordered to be printed.

General discussion ensued.

It was resolved—That at the next meeting of the Conference the proposal of Mr. Macalister, that there be three postal routes, shall be first considered, and that resolutions be submitted thereupon.

Letter from the Manager, Australasian Steam Navigation Company, dated 28rd February, 1867, was read to the meeting, which then adjourned, at 2 p.m., until 11 a.m. on Monday, the 11th March, 1867.

JAMES McCULLOCH.

MONDAY, 11TH MARCH, 1867.

Present :

VICTORIA	... ..	{ The Honorable J. McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	{ The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	{ The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	... ..	{ The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	... ..	The Honorable T. D. Chapman.
NEW ZEALAND	... ..	{ The Honorable J. Hall. Crosbie Ward, Esq.

Mr. Macalister proposed—That three postal routes be established, viz., *via* Suez and King George's Sound, *via* Panama, and *via* Singapore and Torres Straits, and that the cost of these services be borne by the United Kingdom and the Colonies respectively, on the basis of the proposition contained in the memorandum handed in by the representatives of New Zealand (paper No. 3), and that the colonial moiety be paid by the Colonies respectively in the following proportions, viz. :—

	£
Victoria	48,000
New South Wales	47,400
South Australia	16,000
New Zealand	39,400
Queensland	20,500
Tasmania	5,000
Western Australia	700

Amounting to £177,000

being moiety of the estimated cost of the three lines with branch services.

Seconded by Mr. Gore.

Discussion ensued.

Copy of resolutions to be moved by Mr. Parkes handed in.

Ordered to be printed.

Memorandum handed in by the representatives of South Australia.—Ordered to be printed.

The meeting then adjourned, at 2 p.m., until 11 a.m. on Tuesday, the 12th.

JAMES McCULLOCH.

TUESDAY,

TUESDAY, 12TH MARCH, 1867.

Present :

VICTORIA	...	...	{ The Honorable James McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	...	{ The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	...	{ The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	...	...	{ The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	...	...	{ The Honorable T. D. Chapman.
NEW ZEALAND	...	...	{ The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed—

Mr. Macalister requested to be allowed to withdraw the resolution standing in his name in favour of the following—moved by Mr. Parkes :—

“ 1. That any scheme of ocean postal communication agreed upon by this Conference should, in providing for the general convenience, be so adapted to special interests as to secure the concurrence and support of all the associated Colonies.

“ 2. That any such scheme will be valuable to each of the Colonies in proportion to the number of points of commercial intercourse which it shall be made to include, in combination with expedition and regularity of conveyance between Great Britain and Australia.

“ 3. That the facilities for the transmission of merchandise and for passenger traffic ought not to be overlooked as collateral advantages.

“ 4. That the advantage of more rapid telegraphic communication by way of Torres Straits commends that route to the favourable consideration of the Conference.

“ 5. That the contributions of the associated Colonies to the cost of any such general scheme should be proportioned, not so much by calculations of the actual population or the post office correspondence, as on the basis of a compromise of interests and preferences in view of a common federal object.

“ 6. That, considering our political connection as dependencies of the Crown, and the interest of England as a commercial nation in the trade and progress of the Colonies, one-half of the cost of any such aggregate scheme ought in justice to be borne by the Imperial Government.

“ 7. That in the proposed federal action, the Colonies of Victoria, New South Wales, and New Zealand are considered as possessing equal interests, which may be approximatively estimated as follows :—

VICTORIA.—On the basis of population and commerce, with her general interest in Australian progress, and her special interest in the maintenance of the Suez route, from her undoubted priority of advantages derived from it.

NEW SOUTH WALES.—On the basis of population and commerce and the same general interest, with her supposed greater interest in the Panama route.

NEW ZEALAND.—On the same basis of individual and general interest, with her undoubted priority of advantages in communication *viâ* Panama.

“ 8. That the interests of Queensland, governed by her geographical situation, require a special service which does not present any considerable advantages to the other Colonies, but that it is not desirable that Queensland should be disunited from the other Colonies in the settlement of this question.

“ 9. That the Colonies of South Australia and Tasmania, partly owing to specialities of social character, and partly to the limitation of their intercolonial relations, will be least affected by any new adjustment of the existing postal arrangements.

“ 10. That in order to establish a postal system affording regular fortnightly communication by three lines, *viâ* Brisbane and Torres Straits to Singapore, *viâ* Melbourne and South Australia to Suez, and *viâ* New Zealand to Panama, with the necessary branch services, the six Colonies represented at this Conference should contribute a moiety, not exceeding £200,000, of the total cost, in the following proportions, viz. :—

Victoria	...	...	...	...	One-fourth.
New South Wales	...	...	...	...	One-fourth.
New Zealand	...	...	...	...	One-fourth.
Queensland	...	...	...	...	One-seventh.
South Australia	...	...	...	...	One-twelfth.
Tasmania	...	...	...	...	One-fiftieth.

“ 11. That it is expedient that the six Colonies represented at this Conference should act in concert in urging these views, and should join in a Memorial to Her Majesty, setting forth the mutual advantages to be derived by England and Australia from their adoption.”

Seconded by Mr. Docker.

Discussion ensued.

Mr. Ward moved, as an amendment, that the following words be added to the eighth resolution proposed by Mr. Parkes :—

“ That this Conference, while deeming it inexpedient to establish at present three lines of communication for postal purposes, will be prepared to consider any reasonable proposal which may be made for a joint contribution to a steam service to be established by Queensland *viâ* Torres Straits to Singapore, in addition to any general postal system which may be agreed upon.”

Seconded by Mr. Hall.

Discussion

Discussion ensued.

Mr. Ward's amendment was then put to the meeting by the Chairman, with the following result:—

For.	Against.
Victoria, New Zealand.	New South Wales, South Australia, Tasmania, Queensland.

The amendment was accordingly lost.

Mr. Parkes' resolutions were then considered.

The first resolution was put to the meeting and agreed to without amendment.

The second resolution was agreed to after being amended by striking out the words "in combination," second line, and inserting in lieu the word "consistently."

The third resolution was agreed to without amendment.

The fourth resolution was agreed to without amendment.

The fifth resolution was agreed to without amendment.

The sixth resolution was agreed to, after being amended by striking out the word "England," and inserting in lieu the words "Great Britain" (second line), and by striking out the words "in justice," in the last line.

On the seventh resolution being considered, Mr. Hall proposed that the word "and," after "New South Wales," in first line, be struck out, and that the words "and Queensland" be inserted after the words "New Zealand," in second line.

Seconded by Mr. Ward.

The amendment was put to the meeting by the Chairman, with the following result:—

For.	Against.
New Zealand.	Victoria, New South Wales, South Australia, Tasmania, Queensland.

The amendment was accordingly lost, and the original resolution, as proposed, was agreed to.

The eighth resolution was agreed to, after inserting the word "postal" after the word "considerable," in second line.

The ninth resolution was agreed to, after striking out all the words from "partly," first line, to "relations" inclusive, in second line, and by striking out the words "any new," second line, and inserting in lieu "the proposed."

On the tenth resolution being considered, it was proposed by Mr. Boucaut and seconded by Mr. Duffield, That the proportion to be borne by South Australia shall be one-thirteenth, and that by Tasmania be one forty-seventh. This amendment was put to the meeting by the Chairman, with the following result:—

For.	Against.
South Australia, New Zealand.	Victoria, New South Wales, Queensland, Tasmania.

The amendment was accordingly lost, and the original resolution as proposed was agreed to.

The eleventh resolution was agreed to, after striking out the word "England," last line, and inserting the words "United Kingdom" in lieu.

The whole of the resolutions, as follow, were then unanimously agreed to:—

"1. That any scheme of ocean postal communication agreed upon by this Conference should, in providing for the general convenience, be so adapted to special interests as to secure the concurrence and support of all the associated Colonies.

"2. That any such scheme will be valuable to each of the Colonies in proportion to the number of points of commercial intercourse which it shall be made to include, consistently with expedition and regularity of conveyance between Great Britain and Australia.

"3. That the facilities for the transmission of merchandise and for passenger traffic ought not to be overlooked as collateral advantages.

"4. That the advantage of more rapid telegraphic communication by way of Torres Straits commends that route to the favourable consideration of the Conference.

"5. That the contributions of the associated Colonies to the cost of any such general scheme should be proportioned, not so much by calculations of the actual population or the post office correspondence, as on the basis of a compromise of interests and preferences in view of a common federal object.

"6. That, considering our political connection as dependencies of the Crown, and the interest of Great Britain as a commercial nation in the trade and progress of the Colonies, one-half of the cost of any such aggregate scheme ought to be borne by the Imperial Government.

"7. That in the proposed federal action, the Colonies of Victoria, New South Wales, and New Zealand are considered as possessing equal interests, which may be approximatively estimated as follows:—

VICTORIA.—On the basis of population and commerce, with her general interest in Australian progress, and her special interest in the maintenance of the Suez route, from her undoubted priority of advantages derived from it.

NEW

NEW SOUTH WALES.—On the basis of population and commerce and the same general interest, with her supposed greater interest in the Panama route.

NEW ZEALAND.—On the same basis of individual and general interest, with her undoubted priority of advantages in communication *via* Panama.

“ 8. That the interests of Queensland, governed by her geographical situation, require a special service which does not present any considerable postal advantages to the other Colonies, but that it is not desirable that Queensland should be disunited from the other Colonies in the settlement of this question.

“ 9. That the Colonies of South Australia and Tasmania will be least affected by the proposed adjustment of the existing postal arrangements.

“ 10. That, in order to establish a postal system affording regular fortnightly communication by three lines, *via* Brisbane and Torres Straits to Singapore, *via* Melbourne and South Australia to Suez, and *via* New Zealand to Panama, with the necessary branch services, the six Colonies represented at this Conference should contribute a moiety, not exceeding £200,000, of the total cost, in the following proportions, viz. :—

Victoria	...	...	...	...	One-fourth.
New South Wales	...	...	...	...	One-fourth.
New Zealand	...	...	...	...	One-fourth.
Queensland	...	...	...	...	One-seventh.
South Australia	...	...	...	...	One-twelfth.
Tasmania	...	...	...	...	One-fiftieth.

“ 11. That it is expedient that the six Colonies represented at this Conference should act in concert in urging these views, and should join in a Memorial to Her Majesty, setting forth the mutual advantages to be derived by Great Britain and Australia from their adoption.”

The meeting then adjourned, at 2 p.m., until 11 a.m. on Thursday, 14th March, 1867.

JAMES McCULLOCH.

THURSDAY, 14TH MARCH, 1867.

Present :

VICTORIA	...	...	{ The Honorable James McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	...	{ The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	...	{ The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	...	...	{ The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	...	...	The Honorable T. D. Chapman.
NEW ZEALAND	...	...	{ The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed—

It was proposed by Mr. Ward, and seconded by Mr. Verdon—That, in the absence of a representative from Western Australia, the contribution of that Colony to the postal service remain as heretofore.

Carried unanimously.

It was proposed by Mr. Docker, and seconded by Mr. Parkes—That, in the opinion of this Conference, it is expedient that the Colonies in combination should undertake to contract for all Australian services requisite to carry out the resolutions adopted by this Conference, in accordance with the suggestions contained in the Treasury Minute of the Imperial Government of 4th September, 1866.

Carried unanimously.

NOTICES OF MOTION.

1. Mr. Chapman gave notice that at the next meeting of the Conference he will move, That the contract for the main service or services be for seven (7) years certain, and that two years' notice of intention to discontinue be given at the expiration of such term.

2. Mr. Verdon gave notice that at the next meeting of the Conference he will move—

- (1.) That, in the opinion of this Conference, it is expedient, for the purpose of carrying into effect the resolutions which have been adopted, that a Federal Council be established, consisting of representatives of the Australasian Colonies.
- (2.) That, in the opinion of this Conference, other subjects of common interest, as they arise, from time to time, may be advantageously referred to such a Council.

3. Mr. Verdon gave notice that at the next meeting of the Conference he will move, That the rate of speed to be maintained on the main lines be not less than 10 knots per hour, and that the vessels to be employed on the King George's Sound and Panama routes be not less than 1,500 tons register, and on the Torres Straits route, 1,000 tons register.

4. Mr. Hall gave notice that at the next meeting of the Conference he will make certain propositions relative to the several branch services.

The meeting then adjourned, at 2 p.m., until 11 a.m. on Friday, the 15th March, 1867.

JAMES McCULLOCH.

FRIDAY, 15TH MARCH, 1867.

Present :

VICTORIA	...	...	{ The Honorable James McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	...	{ The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	...	{ The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	...	...	{ The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	...	...	The Honorable T. D. Chapman.
NEW ZEALAND	...	...	{ The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed—

It was moved by Mr. Chapman,—That any contract for carrying on the main service or services shall be for (7) seven years.

Discussion ensued.

Mr. Chapman consented to the following amended resolution, which was agreed to by the Conference:—

“That, with a view to economy in making arrangements for the contracts for carrying out the main service or services, such contracts should be terminable by two years' notice, to be given at any time not being earlier than five years from the commencement of the contract.”

Mr. Verdon's motion (No. 2) respecting the establishing of a Federal Council was postponed until next meeting of Conference.

Mr. Verdon moved—That the rate of speed to be maintained on the main lines be not less than 10 knots per hour, and that the vessels to be employed in the King George's Sound and Panama routes be not less than 1,500 tons register, and on the Torres Straits route 1,000 tons register.

Discussion ensued.

Mr. Verdon consented to the following amended resolution, which was agreed to by the Conference:—

“That the rate of speed to be maintained on the main lines be not less than 10 knots per hour, exclusive of stoppages; and that the tonnage of the vessels to be employed on the King George's Sound and Panama routes be not less than 1,500, and on the Torres Straits route not less than 1,000 tons.”

Mr. Hall handed in List of Branch Services.—Ordered to be printed.

Mr. Ward handed in Sketch Time-table.—Ordered to be printed.

NOTICES OF MOTION.

1. Mr. Gore gave notice that, at the next meeting, the representatives of Queensland will intimate to the Conference that it is the intention of the Colony they represent to proceed with the extension of the electric telegraph wire beyond Port Denison, until it reaches a point at or near the Gulf of Carpentaria, where it is intended to unite with the submarine cable of the Anglo-Indian Telegraph Company.

2. Mr. Gore gave notice that, at the next meeting of the Conference, he will move, That in any contract entered into for the conveyance of mails *via* Brisbane and Torres Straits, it shall be stipulated that the mail steam-ships shall receive and deliver mails at Kepple Bay and at Port Denison.

3. Mr. Hall gave notice that, in accordance with intimation already given, he will, at the next meeting of the Conference, move resolutions on the subject of the contribution to be made to the present cost of the Panama service, pending the decision of the Imperial Government on the resolutions already agreed to by the Conference.

4. Mr. Verdon gave notice that, at the next meeting of the Conference, he will move—

- (1.) That, in the opinion of this Conference, it is expedient, for the purpose of carrying into effect the resolutions which have been adopted, that a Federal Council be established, consisting of representatives of the Australasian Colonies.

(2.)

(2.) That, in the opinion of this Conference, other subjects of common interest, as they arise from time to time, may be advantageously referred to such a Council.

The meeting then adjourned, at 2 p.m., until 10 a.m. on Saturday, the 16th March, 1867.

JAMES McCULLOCH.

SATURDAY, 16TH MARCH, 1867.

Present:

VICTORIA	...	...	{ The Honorable James McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES	...	...	{ The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA	...	...	{ The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	...	...	The Honorable St. George R. Gore.
TASMANIA	...	...	The Honorable T. D. Chapman.
NEW ZEALAND	...	...	{ The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed—

Mr. Gore, at the suggestion of the Conference, agreed to the following amended intimation on the subject of the extension of the Electric Telegraph in Queensland, being entered on the minutes of proceedings:—

“That it is the intention of the Colony of Queensland to proceed with the extension of the electric telegraph wire beyond Port Denison, until it reaches the point where it is intended to unite with the submarine cable of the Anglo-Indian Telegraph Company, provided that if within two (2) years, no steps are in progress for laying the submarine cable, the Colony will establish a line to Cape York.”

Mr. Gore consented to his motion on the subject of the mail steamers calling at the northern ports of Queensland being amended as follows:—

“That in any contract entered into for the conveyance of the mails *via* Brisbane and Torres Straits, it shall be stipulated that the mail steam-ships shall receive and deliver mails at Keppel Bay and Port Denison, provided the total delay each trip shall not exceed six (6) hours.”

The resolution, as amended, having been seconded by Mr. Verdon, “was agreed to by the Conference.”

Mr. Hall moved:—

“That pending the coming into operation of the General Scheme of Postal Communication decided on by the Conference, it is expedient that a joint contribution should be made to the cost of the Panama Mail Service, in consideration of this service being thrown open for use by all the Australian Colonies.

“That in pursuance of the foregoing resolution, mails to and from all these Colonies should be conveyed by the Panama steamers, free of charge, and that the Colonies of Victoria, South Australia, Queensland, and Tasmania should furnish a joint annual contribution of £20,000 to the cost of this service.”

Seconded by Mr. Parkes.

Discussion ensued.

Consideration of motion postponed until next meeting of Conference.

Mr. Verdon consented to his motion (No. 1) on the subject of the establishing of a Federal Council being amended as follows:—

“That it is expedient, for the purpose of carrying into effect the resolutions of this Conference, that a Federal Council be established, consisting of representatives of the Australasian Colonies.”

The resolution, as amended, having been seconded by Mr. Parkes, was agreed to by the Conference.

The consideration of Mr. Verdon's motion (No. 2) on same subject was postponed until the next meeting of the Conference.

Mr. Parkes handed in Draft Memorial to Her Majesty the Queen, which was read to the Conference and ordered to be printed.

Mr. Parkes gave notice that at the next meeting of the Conference he will move, That the Memorial to Her Majesty, read on the 16th, be adopted by the Conference.

Mr. Hall gave notice that at the next meeting of the Conference he will move, That “The List of Branch Mail Services required,” submitted by him (paper 11), be adopted by the Conference.

Mr. Ward gave notice that at the next meeting of Conference he will move that the “Sketch Time-table” submitted by him (paper 12) be considered by the Conference.

Mr. Verdon gave notice that at the next meeting of the Conference he will move, in connection with the resolution agreed to, in favour of establishing a Federal Council—

“That in the opinion of this Conference, other subjects of common interest, as they arise from time to time, may be advantageously referred to such a Council.”

The meeting then adjourned at 12 noon, until 10 a.m. on Monday, the 18th March, 1867.

JAMES McCULLOCH.

MONDAY,

MONDAY, 18TH MARCH, 1867.

Present :

VICTORIA	{ The Honorable James McCulloch. The Honorable G. F. Verdon.
NEW SOUTH WALES ...	{ The Honorable H. Parkes. The Honorable J. Docker.
SOUTH AUSTRALIA ...	{ The Honorable J. P. Boucaut. The Honorable W. Duffield.
QUEENSLAND	{ The Honorable A. Macalister. The Honorable St. George R. Gore.
TASMANIA	The Honorable T. D. Chapman.
NEW ZEALAND	{ The Honorable J. Hall. Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed—

Mr. Parkes moved the adoption of the Memorial addressed to Her Majesty and read on the 16th March.

Seconded by Mr. Docker.

The Memorial was then taken into consideration, and agreed to by the Conference, after being amended. [*See Appendix.*]

Mr. Parkes moved the adoption of the following resolutions :—

- (1.) "That the Memorial to Her Majesty be signed by all the members of this Conference, each member signifying the office he holds, and, if a member of the Executive Council, his position as such.
- (2.) "That a correct copy of the Memorial be prepared on parchment, and signed in the manner aforesaid, for each Government.
- (3.) "That the Representatives of each Colony, on the conclusion of the sittings of this Conference, take the necessary steps, without delay, to obtain the approval of the Executive to the Memorial.
- (4.) "That the Governors of the Australian Colonies be advised to transmit the Memorial for presentation to Her Majesty by the mail leaving Australia in April, *via* Suez, and the Governor of New Zealand by the first mail afterwards; and that their Excellencies be requested to explain to the Secretary of State the occasion of the assembling of this Conference, and the results of its deliberations.
- (5.) "That the Governments of the Colonies represented at this Conference adopt such measures as may be necessary, as early as may be convenient after the assembling of Parliament in each case, to give legislative sanction to the agreements of this Conference.
- (6.) "That, in order to secure uniform and harmonious action on the part of the respective Governments, it is expedient that they should communicate with each other, as fully as may be practicable."

Mr. Verdon seconded the motion, and the resolutions were agreed to by the Conference.

Mr. Docker moved the adoption of the following resolution :—

"That the respective Governments undertake to do all that may be necessary in London to further the objects of this Conference."

Mr. Parkes seconded the motion, and the resolution was agreed to by the Conference.

Mr. Hall moved the adoption of the List of Branch Services.

Mr. Ward seconded the motion.

Mr. Boucaut proposed, as an amendment, "That the arrangements for the Branch Services, in connection with the Service *via* King George's Sound, be made on the assumption that the mails by the Suez steamer be delivered at Port Adelaide."

Mr. Duffield seconded the motion, which was negatived by the Conference.

Other amendments having been consented to by Mr. Hall, the following List of Branch Services was agreed to by the Conference :—

A LIST of Branch Mail Services required to connect the whole of the Australasian Colonies with the three lines of Postal Communication between Great Britain and Australasia, *via* Suez and King George's Sound, *via* Suez and Singapore, and *via* Panama and New Zealand.

I.—FOR THE SERVICE *via* KING GEORGE'S SOUND.

On the arrival of the Suez steamer at Melbourne, one branch steamer to leave for Launceston and another for New Zealand. On the arrival of the same Suez steamer at Sydney, a branch steamer to leave for Brisbane. Return branch steamers to leave Brisbane, New Zealand, and Launceston in time to reach Sydney and Melbourne respectively before the departure of the steamer for Suez.

The Adelaide Mails by this line will be delivered by the Suez steamer at Kangaroo Island, and conveyed to and from that Island and Port Adelaide by a branch service.

II.—FOR THE SERVICE *via* SINGAPORE.

On the arrival of the Singapore steamer at Sydney, one branch steamer to leave that port for a port in New Zealand, and another for Melbourne. On the arrival of the latter vessel at Melbourne, either the same or another steamer to proceed to Adelaide, and a branch steamer also to proceed to Launceston. Branch steamers to return to Melbourne and Sydney respectively in time to catch a return Mail to Singapore.

III.—FOR THE SERVICE *via* PANAMA.

On the arrival of the Panama steamer at Wellington, a branch steamer to leave for Melbourne. On its arrival there, either the same or another vessel to proceed to Adelaide, and another branch steamer to proceed to Launceston. On the arrival of the Panama steamer at Sydney, a branch steamer to proceed to Brisbane. The branch steamers to return to Sydney and Wellington respectively in time for a return Mail to Panama.

All the branch services to be performed at a speed of not less than nine and a half ($9\frac{1}{2}$) knots per hour. The several branch steamers to take their departure, on the outward journey, within six hours after the arrival of the trunk-line steamer; and, if necessary, to wait her arrival for a period not exceeding three days beyond her due date.

SUMMARY.

I.—KING GEORGE'S SOUND LINE.

1. Kangaroo Island to Port Adelaide and back.
2. Melbourne to Launceston and back.
3. Melbourne to New Zealand and back.
4. Sydney to Brisbane and back.

II.—SINGAPORE LINE.

1. Sydney to New Zealand and back.
2. Sydney to Melbourne and back.
3. Melbourne to Adelaide and back.
4. Melbourne to Launceston and back.

III.—PANAMA LINE.

1. Wellington to Melbourne and back.
2. Melbourne to Adelaide and back.
3. Melbourne to Launceston and back.
4. Sydney to Brisbane and back.

Mr. Ward's Sketch Time-Table was then brought forward, and ordered to be recorded with the Minutes of the Proceedings.

Mr. Hall's motion, respecting contribution to be made by the Colonies of Victoria, South Australia, Queensland, and Tasmania towards the cost of the Panama Service, pending the coming into operation of the general scheme of postal communication decided on, was postponed until next meeting of the Conference.

Mr. Verdon proposed that, after the resolution already agreed to by the Conference in favour of establishing a Federal Council, the following be inserted:—

“That, in the opinion of this Conference, other subjects of common interest, as they arise from time to time, may be advantageously referred to such a Council.”

Seconded by Mr. Boucaut, and agreed to by the Conference, that the resolutions stand as follows:—

“1. That it is expedient, for the purpose of carrying into effect the resolutions of this Conference, that a Federal Council be established, consisting of representatives of the Australasian Colonies.”

“2. That, in the opinion of this Conference, other subjects of common interest, as they arise from time to time, may be advantageously referred to such a Council.”

The meeting then adjourned at 4:30 p.m., until 10 a.m. on Tuesday, the 19th March, 1867.

JAMES McCULLOCH.

TUESDAY,

TUESDAY, 19TH MARCH, 1867.

Present :

- VICTORIA { The Honorable J. McCulloch.
The Honorable G. F. Verdon.
- NEW SOUTH WALES ... { The Honorable H. Parkes.
The Honorable J. Docker.
- SOUTH AUSTRALIA ... { The Honorable J. P. Boucaut.
The Honorable W. Duffield.
- QUEENSLAND { The Honorable A. Macalister.
The Honorable St. George R. Gore.
- TASMANIA The Honorable T. D. Chapman.
- NEW ZEALAND { The Honorable J. Hall.
Crosbie Ward, Esq.

The minutes of previous meeting having been read and confirmed—
 The motion submitted by Mr. Hall on the 16th March was taken into consideration.
 Mr. Hall consented to the resolutions standing in his name being amended as follows:—

“ That, pending the coming into operation of the general scheme of postal communication decided upon by the Conference, it is expedient that a joint contribution should be made to the cost of the Panama Mail Service, in consideration of this service being thrown open for use by all the Australian Colonies; and that the Colonial Governments should unite in their efforts to adjust the Panama Service as at present carried on, so as to make it alternate as nearly as practicable with the Suez line.

“ That, in pursuance of the foregoing resolution, mails to and from all these Colonies should be conveyed by the Panama steamers, free of charge; and that the Colonies of Victoria, South Australia, Queensland, and Tasmania, should furnish a joint annual contribution of £20,000 to the cost of this service.”

The representatives of Victoria offered to contribute the sum of eleven thousand pounds (£11,000) per annum towards the maintenance of the Panama service, on the condition that the Victorian mails by that route are delivered at and despatched from Melbourne *via* Wellington, New Zealand, free of further cost, and that the service is made to alternate as nearly as possible as a fortnightly service with that *via* Point de Galle and King George's Sound.

Discussion ensued, and the consideration of Mr. Hall's motion was further adjourned until next meeting of Conference.

The meeting then adjourned at 2 p.m. until 10 a.m. on the 20th March.

JAMES McCULLOCH.

WEDNESDAY, 20TH MARCH, 1867.

Present :

- VICTORIA { The Honorable James McCulloch.
The Honorable G. F. Verdon.
- NEW SOUTH WALES ... { The Honorable H. Parkes.
The Honorable J. Docker.
- SOUTH AUSTRALIA ... { The Honorable J. P. Boucaut.
The Honorable W. Duffield.
- QUEENSLAND { The Honorable A. Macalister.
The Honorable St. George R. Gore.
- TASMANIA The Honorable T. D. Chapman.
- NEW ZEALAND { The Honorable J. Hall.
Crosbie Ward, Esq.

The minutes of the previous meeting having been read and confirmed—
 Mr. Docker submitted the following Memorandum for the consideration of the Conference in connection with the resolutions standing in Mr. Hall's name:—

Memorandum handed in by Mr. Docker.

Under the general arrangement, the Colonies have agreed to pay a moiety of the Panama line, as forming part of a general service, in certain proportions.

The moiety being £55,000, the contribution of each Colony is as follows:—

Victoria, 1-4th	=	£13,750
New South Wales, 1-4th...	=	13,750
New Zealand, 1-4th	=	13,750
Queensland, 1-7th	=	7,858
South Australia, 1-12th ...	=	4,584
Tasmania, 1-50th	=	1,100

If,

If, therefore, during the provisional arrangement, the Colonies of New South Wales and New Zealand take upon themselves the payment of the Imperial moiety, the contributions will stand thus:—

New South Wales	...	...	...	...	£41,250
New Zealand	...	...	...	...	41,250
Victoria	...	...	...	...	13,750
Queensland	...	...	...	...	7,858
South Australia	...	...	...	...	4,584
Tasmania	...	...	...	...	1,100

But these proportional contributions included the provision for the branch services connected with this line.

These branch services would be as follows:—

Wellington to Melbourne	...	...	say	£6,000
Sydney to Brisbane	...	...	"	2,400
Melbourne to Adelaide	...	...	"	2,400
Melbourne to Tasmania	...	...	"	1,000
				<u>£11,800</u>

to be defrayed out of the common fund.

The proportion of the non-contracting Colonies, supposing the whole of this portion of the subsidy was credited to them, would be—

Victoria, 1-4th	...	...	...	=	£2,950
Queensland, 1-7th	...	...	...	=	1,685
South Australia, 1-12th	...	...	...	=	983
Tasmania, 1-50th	...	...	...	=	236

If, therefore, these branch lines were not carried into effect during the provisional arrangement, and each Colony obtained its letters by the earliest opportunity, the proportion of each, founded on the joint agreement, would stand thus—

Victoria	...	...	£13,750	—	£2,950	=	£10,800
Queensland	...	...	7,858	—	1,685	=	6,173
South Australia	...	...	4,584	—	983	=	3,601
Tasmania	...	...	1,100	—	236	=	864
							<u>£21,438</u>

Mr. Boucaut submitted the following Memorandum:—

"If New Zealand is entitled to interim contribution for the Panama service, so is South Australia in an equal degree entitled to interim contribution for the cost of the King George's Sound branch service, which unjustly ignores her geographical position; although, in consideration of the general agreement assented to, South Australia waives her claim for any such interim contributions."

Mr. Hall requested permission to withdraw the resolutions standing in his name in favour of the following, moved by Mr. Ward:—

That, until the amalgamated postal service proposed by the Conference shall be determined one way or other, it is reasonable and expedient that the Panama line of mail steamers at present existing should be jointly made use of and supported, in addition to the Suez service, by all the Colonies.

That it is desirable that the associated Colonies should use their joint endeavours so to arrange the Panama and Suez services as that the arrivals and departures of mails thereby at the several colonial ports shall fall as nearly as possible at equal intervals.

That, in consideration of the varying circumstances and liabilities of the several Colonies, it is expedient that the contributions of the Colonies of Victoria, South Australia, Queensland, and Tasmania, should be fixed at the total sum of £12,000 per annum, in equal reduction of the sums paid by New South Wales and New Zealand respectively; and that the four first-mentioned Colonies should share such contribution between them in the following proportions, viz.:—Victoria, £9,000; Queensland, £2,000; South Australia, £550; Tasmania, £450.

That the transit and other incidental expenses of the conveyance of correspondence, and the cost of all branch services, should be borne by the Colony concerned in each case.

Mr. Verdon moved the following amendment:—

That, pending the commencement of the new postal arrangements agreed to by this Conference, the Colonies which do not contract for the Panama service should contribute in proportion to the advantage they derived from it, either—

- 1st. On the understanding that the service be made to alternate with the service *via* Suoz, and that the mails be delivered directly.
- 2nd. On the understanding that the service remain as at present.

In either case the payments to be made either in proportion to the extent to which the non-contracting Colonies use the service, to be determined by the result, or in a fixed sum, to be agreed upon, in either case, between the contracting Colonies on the one hand, and the non-contracting Colonies individually on the other.

Prolonged

Prolonged discussion ensued; and, there being no prospect of unanimity, the motion and amendment respectively were not pressed to a division.

Mr. Verdon proposed the following resolution:—

That, in the opinion of this Conference, it is desirable that direct steam communication should be established by way of the Cape of Good Hope, by means of large steamers carrying mails and passengers cheaply, quickly, and regularly, between Great Britain and Australasia.

Seconded by Mr. Parkes.

The motion was not pressed to a division.

Mr. Ward withdrew the motion standing in his name.

Mr. Chapman moved—

That, pending the coming into operation of the postal communication decided upon by this Conference, it is expedient that a four-weekly service *via* Suez be maintained.

Seconded by Mr. Verdon.

After discussion, it was agreed to leave the question to be settled by the Home Government.

Mr. Parkes moved—"That, in order to give authorized and uniform publicity to the proceedings of the Conference, the following arrangement be agreed to, viz. :—

- (1.) "That the Government of Victoria be at liberty to lay copies of the proceedings as read and confirmed by the Chairman, on the Table of both Houses of Parliament, on Thursday, the 28th of March.
- (2.) "That the Governments of New South Wales, South Australia, Queensland, and Tasmania, be at liberty to publish copies of the proceedings, in the same form, in a *Gazette Extraordinary*, or other manner to be decided upon by each Government, on the same day.
- (3.) "That the Government of New Zealand be at liberty to publish copy of the proceedings, in same form, in a *Gazette Extraordinary*, or other manner, immediately on the arrival of the representatives of that Colony at Wellington."

Seconded by Mr. Docker, and agreed to by the Conference.

Proposed by Mr. Parkes:—

"That this Conference desire to leave on record their acknowledgments of the courteous attention of the Honorable James McCulloch, in presiding over their proceedings."

Seconded by Mr. Macalister, and carried unanimously.

The proceedings of the Conference were then brought to a close.

JAMES McCULLOCH.

MEMORIAL.

TO THE QUEEN'S MOST EXCELLENT MAJESTY:

MAY IT PLEASE YOUR MAJESTY,

The Memorial of the Undersigned most humbly and dutifully sheweth:

That the six Colonies of VICTORIA, NEW SOUTH WALES, NEW ZEALAND, SOUTH AUSTRALIA, QUEENSLAND, and TASMANIA, by the duly accredited Representatives of their respective Governments, assembled in Conference in the City of Melbourne, approach Your Majesty with feelings of profound loyalty and attachment to Your Majesty's throne and person.

Your Majesty's Colonial Governments have had under their consideration a Despatch from the Right Honorable the Earl of Carnarvon, one of Your Majesty's Principal Secretaries of State, enclosing a Treasury Minute of September the 4th, 1866, in which they are urgently invited, in combination, to provide for the Steam Postal Service between Point de Galle and Australia, the Imperial Government engaging to pay one-half of the necessary subsidy. Your Majesty's Australasian dependencies are prepared to respond to an invitation so appreciative of their ability to direct their own affairs; but they feel it incumbent on them to represent to Your Majesty that a single branch service connecting them with the Ocean Postal System of India and China is no longer adequate to their wants, or sufficient to meet the demands of British interests. The rapid progress of these Colonies in population and in all the elements of national wealth, and the widely differing conditions that control their progress, not only render increased facilities of intercourse with the United Kingdom a necessity for the group, but also render it impossible to give equal advantages to all, or to avoid inflicting injustice on some, by any one service. While the productive capabilities and the commerce of the associated Colonies have attained a magnitude which, it is humbly submitted, entitles them to a foremost place in the consideration of Great Britain, their geographical extent imposes upon them deprivations and hardships which can only be alleviated by new and various means of communication with the rest of the world. The farther the settlement of population advances, the greater becomes the difficulty. Thus, the enterprise of the colonists, in extending the bounds of the Empire, and spreading the lustre of Your Majesty's name, entails upon them the penalty of their more certain exclusion from British intelligence. In the early years of Australian colonization this virtual banishment was a condition of life to be faced and endured as inevitable; but the Colonies of the present day, as fields of production and as markets of consumption for the national manufactures, have advanced to a position which makes their intimate connection not less important to the United Kingdom than to themselves.

The imports into the six Colonies during the year 1865, as valued at the different ports of arrival, amounted to thirty-five millions sterling; and although the estimate includes the intercolonial trade carried on by your Majesty's Australasian subjects, and the imports from foreign countries, by far the greater part of this sea-borne commerce assists in sustaining the manufacturing power of the United Kingdom. Their exports—consisting principally of gold and wool—for the same period, amounted to more than thirty millions. The following are the returns for the several Colonies:—

	Imports.	Exports.
Victoria	£13,257,537	£13,150,748
New South Wales	9,928,595	8,191,170
New Zealand	5,594,977	3,713,218
South Australia... ..	2,927,596	3,129,846
Queensland	2,505,559	1,153,464
Tasmania	762,375	880,965
	£34,976,639	£30,219,411

Within the last sixteen years, the two Colonies of Victoria and New South Wales have produced a supply of gold amounting in value to One hundred and fifty millions sterling, five-sixths of which has been the produce of Victoria alone. The Colony of New South Wales has raised from the earth 4,617,100 tons of coal, valued at £2,742,224; and her coal fields, north and south of the port of Sydney, may be said to be inexhaustible. The Colonies of New Zealand and South Australia are eminently favoured in the rich variety of their resources. New Zealand has risen within the last few years to an important position as a producer of gold and wool. In ten years the Colony of South Australia has exported copper of the value of £4,751,638, while the produce of her corn-fields is unsurpassed by other countries. The Colony of Queensland, in addition to her pastoral and mineral wealth, has established by successful experiment her capability of growing both cotton and sugar. Nor are the resources of Tasmania unimportant to the British Empire. Her wool, grain, and timber, with the oil of her whale fisheries, form a valuable part of Australian exports. In the year 1865 the exports

exports of the associated Colonies, in five articles of production, which are selected for their conspicuous value to the world, amounted to more than twenty-one millions sterling. The results are given from the latest official returns :—

	Wool	Gold.	Coal.	Copper Ore.	Grain of all kinds.
	£	£	£	£	£
Victoria	3,315,109	6,190,317	..	..	..
New South Wales ..	1,624,114	2,647,668	274,303	..	..
New Zealand	1,141,761	2,226,474	..	..	..
South Australia ..	964,397	..	..	618,472	1,228,480
Queensland	885,299	101,352	..	..	..
Tasmania	381,625	..	..	..	107,268
	<u>£8,312,305</u>	<u>£11,165,811</u>	<u>£274,303</u>	<u>£618,472</u>	<u>£1,335,748</u>

If the position of the six associated Colonies be tested by the number of the shipping visiting their various ports, its importance to Great Britain will be equally manifest. The shipping returns of 1865 for the Australasian Colonies give an aggregate of arrivals amounting to 1,969,091 tons, and 2,018,224 tons as the aggregate of departures. The following table will shew the distribution of this tonnage amongst the six Colonies :—

	Inwards.	Outwards.
	Tons.	Tons.
Victoria	580,973	599,351
New South Wales ..	635,888	690,294
New Zealand	295,625	283,020
South Australia ..	183,102	174,188
Queensland	173,227	167,153
Tasmania	100,276	104,218
	<u>1,969,091</u>	<u>2,018,224</u>

The present number of those animals most useful to man, as compared with the number only forty-two years ago, will exhibit alike the progress and the internal wealth of the Colonies. In the year 1825 there were in all Australia, 6,142 horses, 134,519 head of horned cattle, and 237,622 sheep. In 1865 the returns for the Australian Colonies alone were as follows :—

	Horses.	Horned Cattle.	Sheep.
Victoria	121,051	621,337	8,835,380
New South Wales ..	282,587	1,961,905	8,132,511
South Australia ..	73,993	158,057	3,779,308
Queensland	51,091	887,856	6,810,005
Tasmania	22,152	90,020	1,736,540
	<u>550,874</u>	<u>3,719,175</u>	<u>29,293,744</u>

The number of Your Majesty's loyal subjects in Australasia is fast approaching an aggregate of two millions, and the evidences of their successful industry and enterprise which are here recorded, though necessarily brief and imperfect, will not fail to ensure for them Your Majesty's gracious consideration. The interests of commerce are strong in uniting the Colonies to the parent country, but stronger still is the glory of an advancing civilization which belongs to the remotest British dependency as part of a great nation under Your Majesty's beneficent reign. Nor will Your Majesty be insensible to those claims of the poorest of your subjects which grow out of affections that cannot be severed with separated households. The parent in England and the child in Australia, actually as well as figuratively, feel the need of a closer and more constant intimacy.

The four continental Colonies of South Australia, Victoria, New South Wales, and Queensland, occupy a seaboard of not less than three thousand miles, with points of settlement and traffic throughout its extent; and the islands of New Zealand are a thousand miles distant from the Australian coast. The letters brought by the way of Cape Leeuin by a mail steamer calling at any port in the Colony of South Australia, could not be forwarded from that point by any practicable means of communication to Your Majesty's subjects at the northern ports of Queensland under twelve or fourteen days, or to the ports of New Zealand under nine. A steamer arriving by the Torres Straits route would afford still less satisfaction, as the most populous Colonies would be the last to receive their letters. The means of communication with many important settlements in the interior of Australia is only by a journey of several days, and cannot, on account of cost, be more frequent than once or twice a week. It will thus be seen that any single monthly line of steamers would leave large numbers of Your Majesty's subjects unable to reply to their correspondence by the return mails, and that any two or more lines by the same route would fail in affording general satisfaction.

The Representatives of the several Colonies assembled in Conference, after careful and anxious consideration of the whole subject, on behalf of their respective Governments, approach Your Majesty, and humbly and dutifully represent that, in order to meet the demands of the large and growing commerce of these Colonies, and to serve in a satisfactory manner the complicated interests that connect them with the United Kingdom, it has now become necessary to maintain three Ocean Postal Services; one by way of King George's

George's Sound, one by way of Torres Straits, and one by way of New Zealand and Panama. The last two of these routes have been opened successfully by the enterprise of Your Majesty's subjects in Australia and New Zealand; and their advantages to the Colonies most nearly affected by them are too apparent to be relinquished.

The associated Colonies, by their Representatives in Conference, have agreed to contribute annually a moiety not exceeding £200,000 of the entire cost of maintaining these three lines of postal communication; and they are prepared to act in combination in contracting for the necessary services to open and maintain these routes in connection with Your Majesty's contract services to India and China and to the West Indies. They humbly pray that Your Majesty may be advised to take such steps as may be expedient, by terminating or re-adjusting present contracts, or calling for fresh tenders for the performance of the main services, to establish the proposed United Australasian Postal System without drawing upon the limited resources of the Colonies beyond the large sum which they cheerfully undertake to pay.

Your Memorialists humbly urge the claims of the great Colonies they represent to the favourable consideration of Your Most Gracious Majesty, and they trust that a project so closely in harmony with the spirit of British enterprise, so essential for the development of British trade, so calculated in its effects to promote the welfare of Your Majesty's loyal subjects in Australasia, and one in which the whole of the Colonies are acting in union, may receive Your Majesty's royal favour and support.

And Your Majesty's loyal and dutiful subjects will ever pray.

- (Signed) JAMES McCULLOCH, Chief Secretary, and Member of the Executive Council of Victoria.
- (Signed) GEO. VERDON, Treasurer, and Member of the Executive Council, Victoria.
- (Signed) HENRY PARKES, Colonial Secretary, and Member of the Executive Council, New South Wales.
- (Signed) JOSEPH DOCKER, Postmaster General, and Member of the Executive Council, New South Wales.
- (Signed) JOHN HALL, Postmaster General, and Member of the Executive Council, New Zealand.
- (Signed) CROSBIE WARD, Special Representative of New Zealand.
- (Signed) JAS. P. BOUCAUT, Attorney General, and Member of the Executive Council, South Australia.
- (Signed) WALTER DUFFIELD, Colonial Treasurer, and Member of the Executive Council, South Australia.
- (Signed) A. MACALISTER, Vice-President of the Executive Council, and Colonial Secretary of Queensland.
- (Signed) Sr. GEORGE R. GORE, Postmaster General, and Member of the Executive Council, Queensland.
- (Signed) THOS. D. CHAPMAN, Colonial Treasurer, and Member of the Executive Council of Tasmania.

Melbourne, 20th March, A.D. 1867.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL CONFERENCE.

(CORRESPONDENCE, &c., RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 17 July, 1867.

TELEGRAM from THE TREASURER, VICTORIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

I AM to be asked to-night to produce the correspondence between us as to Postal Conference. Having read the report of the debate in the Assembly of New South Wales, I feel bound to comply with the request. I shall be obliged if you answer this telegram before 4 o'clock.

TELEGRAM from THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE TREASURER, VICTORIA.

I HAVE no objection to your producing the correspondence. It is only proper, however, that I should at the same time lay a copy before the Parliament of this Colony.

THE TREASURER, VICTORIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

The Treasury,
Melbourne, 4 April, 1867.

MY DEAR SIR,

We are threatened with opposition to the Postal Scheme adopted by the Conference. One of the chief reasons assigned is, that we have omitted any formal notice of the claim made by Victoria, and admitted by you, that Melbourne should be the terminus of the Ocean Service *via* Galle, so soon as our dock shall be completed.

You will remember that we omitted the words "from the Port of Sydney" from your ninth Resolution upon this understanding, and my object in addressing you now is to enable me to add your corroboration to my own statement to this effect.

I am, &c.,
GEO. VERDON.

P.S.—Pray remember me very kindly to Mr. Docker.

G. V.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE TREASURER, VICTORIA.

Sydney, 12 April, 1867.

MY DEAR SIR,

I regret that, owing to my absence in the Hunter River District, your note of the 4th did not reach me in time for reply by return steamer.

I have noticed what I must be permitted to designate as the unthinking opposition of the Melbourne Chamber of Commerce to the proposals of the Conference. This opposition proceeds on grounds altogether inadmissible in the deliberations of any federal body. All this is to be regretted, so far as it goes, as shewing that the Colonies are not ripe for federal action. But I can hardly suppose that this element of unreason enters largely into the mind of your Legislature; and the wisdom of the position which you occupy as a Government, in making the decision of the Conference a Cabinet measure, will be now felt in giving you strength against mere faction.

What you say of the "claim made by Victoria, and admitted by me, that Melbourne should be the terminus of the Ocean Service *via* Galle" takes me entirely by surprise. I attended all the meetings of the Conference, and I have no recollection of the question of the terminus being once raised.

I have a very clear and distinct recollection of your suggesting the omission of certain words from my Resolutions, to which I assented without observation, as they appeared to me to be of no significance; but, so far from ever admitting any claim such as you speak of, I never heard any claim made. For my own part, I am quite certain that I never said a single word on one side or other on the question of terminus. I have consulted Mr. Docker, who perfectly agrees with me in his recollection of the whole of the circumstances. He informs me that Mr. Duffield (who was in Sydney when telegrams were published in the papers to the effect of your note) holds the same view.

It appears to me that the conclusions of the Conference must be gathered from its proceedings alone, and that no single Member, nor any section of Members, can modify those conclusions. If your proposal of a Federal Council is carried out, the details of the Postal Scheme of the Colonies must be left to that body.

At present, it will be best to refrain from the expression of opinions that can have no practical effect, and can do nothing more than disturb the agreement arrived at.

I am, &c.,

HENRY PARKES.

THE TREASURER, VICTORIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Abbuton House,
Williamstown, 22 April, 1867.

MY DEAR SIR,

I would have answered your very friendly letter of the 12th sooner, if I had not been too unwell to attend to anything.

If I understand your view aright, it is all that we contend for. We say that the question of terminus is still open for the consideration and determination of the Federal Council. If you think so too, and we are at liberty to say so, I think we can defeat the motion condemning the arrangement as a whole, proposed by the Opposition. In any case, we stand by our agreement, whatever the consequences may be.

The Memorial to the Queen, which is in fact the formal record of all that we deliberately adopted, will go Home by this month's mail; and I hope that it is unnecessary to assure you that we will loyally observe everything to which we, as Representatives of Victoria, have given our assent.

I am not much surprised to learn that you did not observe the full effect of the omission of the words "from the Port of Sydney" from your Resolution. Much that we did—especially towards the last—was hurriedly done, and our way of amending propositions was somewhat loose and informal. Mr. Turner remembers my giving as a reason for striking out the words, "that upon the completion of our Graving Dock we might justly claim to be head quarters of the Suez line." This is reasonable, for it will be of advantage to the associated Colonies that 1400 miles' steaming by the ocean steamers should be spared, seeing that the cost of bringing the coals on will not equal the expense of it. However, this is somewhat premature. Our dock will not be finished for about three years, and in the meantime Sydney must remain the terminus.

Our course in the Victorian Assembly is quite clear. By the Resolution of the first day's Session, the Representatives bound themselves respectively to obtain Parliamentary sanction to every Resolution of the Conference to which they should give their individual assent. We have assented to all that is in the Memorial, and if Parliament condemn the arrangement which it embodies, we go out. But it must not do so on the supposition that we have assented to Sydney being always the terminus of the Suez line. The words which seemed to imply that, we struck out from the *main Resolutions*; and although the *list* of branch services adopted by the Conference on Mr. Hall's motion is, on the face of it, and regarded apart from what had gone before, inconsistent with that position, we hold that all the details as to tonnage, time, and branch services, were understood to be matters upon which the Council would finally determine, being of course

assisted

assisted by the opinions expressed by the Conference. Thus it was admitted, as to tonnage, that we were not at all sure as to the meaning of the term we employed. Further inquiry was to be made, and the Resolution was finally adopted as a declaration that the steamers should be large enough to carry all their coals below, rather than as a limitation of their size. Thus, too, it was left for consideration by the Council whether the steamers from Suez should come by Galle or the Mauritius.

If, as I gather from your note, the Memorial contain all the substantial agreements of the Conference by which we are in each case to stand or fall, all the rest being matter of detail necessarily left to the Federal Council, the course of all of us is quite straight, and will moreover be perfectly accordant; but if, on the other hand, everything contained in the record of our proceedings is to be elevated to the importance of the Memorial, I confess I see difficulties more plainly than a way of escape from them.

As, by a formal resolution moved by you, we agreed to communicate freely, I have the less hesitation in telling you my whole mind in the matter; and if I have rightly apprehended your opinion as expressed in your note, I shall be glad if you will kindly tell me so between this and the 30th (when our Parliament meets), not necessarily to be used, but to strengthen our assertion *that the Memorial is the only result of the Conference sufficiently settled to be either approved or condemned by the Legislature.*

I am, &c.,

GEORGE VERDON.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE TREASURER, VICTORIA.

Sydney, 26 April, 1867.

MY DEAR SIR,

I have your letter of the 22nd, and assure you it never entered into my mind to suppose you would not loyally observe all your engagements arising out of the proceedings of the Postal Conference.

I think it must be admitted that the Resolutions which form the basis of the Memorial are equally a part of the agreement of the Conference with the Memorial itself. Indeed, the very important conditions of payment by the respective Colonies are only defined in the Resolutions, and I apprehend no one of the Colonies would consent to that matter being considered a matter of detail.

Undoubtedly the main thing determined by the Conference is that there shall be a Federal Postal System embracing the three routes described, and, by that means, the interests of *all the Colonies*, and that nothing less can receive Federal support. But the Resolutions that led to the adoption of the Memorial in a large and general sense have certainly defined the conditions on which Federal action was considered to be practicable.

Much, very much, will have to be done by the proposed Federal Council, or some similar body, if the Imperial Government yield to the prayer of the Memorial. I hope the Representatives of this Colony did not, in the Proceedings of the Conference, take any view that would lead you to think that this Colony will not be prepared, whenever the proper time comes, to consider every question in carrying out this great Federal scheme, apart from all local considerations, and in a fair Federal spirit.

Believe me I am very sorry to hear that you are suffering so seriously from ill-health.

Yours faithfully,

HENRY PARKES.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL CONFERENCE AT MELBOURNE.

(CORRESPONDENCE RESPECTING—HELD ON 4TH MARCH, 1867.)

Ordered by the Legislative Assembly to be Printed, 9 October, 1867.

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POSTAL CONFERENCE AT MELBOURNE.

No. 1.

TELEGRAM *from* THE CHIEF SECRETARY, SOUTH AUSTRALIA, *to* THE COLONIAL SECRETARY, NEW SOUTH WALES.

Mr. Boucaut thinks that Melbourne might be the terminus of one line of steamers, and asks me to suggest to you to permit this.

6 April, 1867.

No. 2.

TELEGRAM *from* THE COLONIAL SECRETARY, NEW SOUTH WALES, *to* THE CHIEF SECRETARY, SOUTH AUSTRALIA.

It would be an act of presumption for me, and, I submit, for any other Member of the late Conference to interfere with a decision unanimously arrived at, and which, it is clear to me, no less authority can modify. Will write to you on the subject.

8th April, 1867.

No. 3.

THE COLONIAL SECRETARY, NEW SOUTH WALES, *to* THE CHIEF SECRETARY, SOUTH AUSTRALIA.

Colonial Secretary's Office,
Sydney, New South Wales,
8 April, 1867.

SIR,

With reference to the subject of your telegram of the 6th instant, and the suggestion of Mr. Boucaut, that I and he should consent to Melbourne becoming the terminus of one of the three lines of steamers forming the proposed ocean postal system agreed upon by the late Conference, I have the honor to offer some observations which seem to be called for in explanation of my telegram in reply.

2. In the first place, I would observe that, if the newspaper reports of what is passing in Melbourne can be relied on, the persons who are raising an opposition to the proposals of the Conference either are unable to comprehend, or else entirely lose sight of, the very nature of federal action. They surely could not suppose that, in a Conference originated by Victoria herself, the other Colonies would assemble merely for the purpose of consulting the exclusive interests and promoting the pretensions of the Victorian people. The very idea of a Conference implied that the interests of the whole group of Colonies were to be considered as one.

3. In any federal action on the ground which I lay down—and no other ground of united action is possible—the special advantages and disadvantages of each Colony must be taken into account, and fairly considered, in adjusting the relative obligations of all in any general scheme. Now, from its geographical position, the port of Sydney can never be the first port of arrival and the last port of departure in any ocean postal route in the advantages of which the other Colonies participate. The benefits of this position, which, in the Suez route, the port of Melbourne has enjoyed from the first, are immense, and can scarcely be overstated. Indeed, on some occasions, when the mail-boats have been behind their time, the benefits enjoyed by Victoria in this respect have amounted to exclusive possession of the course of post; for it has been impossible for the people of New South Wales to reply to their letters, while Queensland and New Zealand have been placed at still greater disadvantage. But while this Colony suffered in this manner by participating in the postal accommodation of a service common to all, the central situation of the port of Sydney, as well as its great natural and acquired facilities for refitting purposes, made it naturally the terminus of the mail steamers. It is undeniably the finest harbour on the Australian coast; its docks, shipyards, and shipbuilding machinery, are unsurpassed in the Southern Hemisphere. Are these things not to be considered, in the federal adjustment of a question such as this on federal grounds? Are we to substitute for these a worse port, and worse shipbuilding appliances, without any compensating advantage to the group of Colonies being shown? And if New South Wales is to come under an equal obligation with Victoria in a general scheme, is no allowance to be made for the postal disadvantages which she must manifestly suffer?

4. Though I have stated the case as I think it must present itself to any impartial mind, I wish now to observe that the question of the terminus of the lines was not raised by the Representatives of this Colony during the sittings of the Conference. The plan of the Branch Services was submitted by the New Zealand Representatives, and was assented to by all, including Victoria. That plan is undoubtedly based on the conclusion that Sydney was to be the general terminus; but this conclusion evidently followed from the many reasons in its favour regarded from a federal point of view. Mr. Boucaut and Mr. Duffield will inform you that the Victorian Representatives not only accepted the conclusions of the Conference, but that both Mr. M'Culloch and Mr. Verdon

Verdon pledged themselves to make the scheme to which the Conference agreed a Government measure. The opposition now raised in Melbourne does not pretend to be based on any federal ground, but is, in its inception, its spirit, and its expression, purely local. It amounts to a demand that Melbourne shall be the first port of arrival, the last port of departure, and also the terminus. Such a demand—so far as this Colony, New Zealand, and Queensland are concerned—I apprehend can only be complied with by Victoria setting up an independent service.

5. If this question is to be reconsidered, it is quite clear that no authority inferior to the Conference that sanctioned it can enter upon its reconsideration. If any such Conference is called for in carrying out the federal scheme of the Colonies, this Government will be prepared again to accredit Representatives to perform the necessary duties of consultation, with a sincere desire for agreement and union.

I have, &c.,

HENRY PARKES.

No. 4.

THE CHIEF SECRETARY, SOUTH AUSTRALIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Chief Secretary's Office,
Adelaide, 24 April, 1867.

SIR,

I have the honor, by desire of His Excellency Sir Dominick Daly, to acknowledge the receipt of your letter of the 8th instant, 699-67, and to inform you, in reply, that both Mr. Boucaut and Mr. Duffield support the statements therein made; and that Mr. Boucaut's suggestions conveyed to you by telegram were made with the view of obviating the rejection by the people or Parliament of Victoria, of the well-devised and satisfactory scheme adopted by the Representatives of the several Colonies; but, without the consent of New South Wales, this Colony will not deviate one iota from the Agreement of the Conference, and can only express a hope that all the other Governments will as steadily adhere to that Agreement.

I have, &c.,

ARTHUR BLYTH.

No. 5.

THE CHIEF SECRETARY, VICTORIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Chief Secretary's Office,
Melbourne, 26 July, 1867.

SIR,

I have the honor, by desire of His Excellency Sir J. H. T. Manners Sutton, to address you on the subject of the proceedings in the Legislative Assembly of New South Wales, on the occasion of your moving Resolutions approving the Agreement entered into by the Postal Conference, as those proceedings are recorded in the Sydney journals of the 11th July, and especially in the *Morning Herald*.

You are there reported to have maintained that it was clearly, and without any kind of doubt, defined and understood by the Conference that the port of Sydney shall be the terminus of each of the three Postal Services agreed upon; and to have stated that no mention even was ever made of any arrangement by which Melbourne should become the terminus of the Suez route on the completion of the graving dock now in course of construction in Hobson's Bay; and further, to have questioned the accuracy of the explanation made by my colleague and myself in our places in Parliament.

It is a matter no less of surprise than regret, that these statements, assuming them to be correctly reported, should have been made with all the weight of your authority, notwithstanding the known interpretation placed upon the Agreement by the Representatives of Victoria; that you omitted all reference, so far as this Government is aware, to the striking out from Resolution No. 10, at the instance of Mr. Verdon, the very words which, had they been allowed to remain, would, in the absence of the provision for a Federal Council, have justified your construction of the proceedings of the Conference; while the striking out of the words as clearly shews that they were expunged for the express purpose of leaving the matter open for future decision.

It is observed that, in affirming the Conference pledged itself to Sydney as the terminus of these lines, you rely upon the "List of Branch Services," which it is alleged was deliberately discussed and finally adopted. It may perhaps be admitted that the Representatives of Victoria did not exercise the vigilance, in regard to that list, which subsequent events have proved was desirable in order to make it perfectly accord with the previous Resolutions. But surely it will not be contended that the scheme of Branch Services is fixed and unalterable, or that it was intended to be more than a temporary arrangement of longer or shorter duration as circumstances might require.

Nor is the affirmation that Sydney was determined upon as the terminus, consistent with that portion of your speech in which you admit the question to be perhaps the most important of the matters that "remained to be finally considered," and express your views as to the grounds upon which its consideration must be based. This substantially,

tially, and indeed, in almost precise terms, corroborates the statements made by Mr. Verdon and myself, that the question of terminus was left open for final discussion and settlement by the Federal Council, the creation of which, it will be remembered, was proposed by one of the Representatives of this Colony.

This Government is at the same disadvantage, in regard to the Federal Council Bill introduced by you, as in regard to the proceedings in the Legislature, inasmuch as it is not in possession of official information. If, however, the provisions of the Bill are correctly stated in the public newspapers, it appears to have been framed expressly with a view to secure to Sydney the pre-eminence, and to exclude the recognition of the claims of Melbourne to become the head quarters of the Suez line. The Bill seems also to provide that no decision at which the Federal Council may arrive shall be binding upon New South Wales, unless her Representatives shall have voted for it, and it shall have been unanimously agreed to. Such a provision is utterly irreconcilable with the principle of mutual concession, upon which alone federal action may rest.

It only remains for me to add, that this Government adheres strictly to the interpretation placed by its Representatives on the proceedings of the Conference; and to beg that His Excellency Sir John Young may be informed that, if New South Wales will not admit that the question of terminus is still wholly open to settlement by the Federal Council, and if the provisions of the Bill are such as they are believed to be, there will be no alternative open to Victoria but reluctantly to withdraw from the Agreement.

I have, &c.,

JAMES M'CULLOCH.

No. 6.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, New South Wales,
5 August, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of the 26th ultimo, in which you inform me that you address me by the desire of His Excellency Sir J. H. T. Manners Sutton, on the subject of the proceedings in the Legislative Assembly of this Colony, on the occasion of my moving Resolutions in approval of the Agreement entered into by the Postal Conference.

2. You proceed to comment on the speech delivered by me in submitting my Resolutions to the Assembly, and on the character of the Bill introduced by me to authorize the appointment of Members of the Executive Council to represent this Colony in any Federal Council to be hereafter created for carrying into effect the proposals of the Postal Conference; and you conclude by expressing your wish that His Excellency Sir John Young may be informed, "that if New South Wales will not admit that the question of terminus is still wholly open to settlement by the Federal Council, and if the provisions of the Bill are such as they are believed to be, there will be no alternative open to Victoria but reluctantly to withdraw from the Agreement."

3. In accordance with your desire, I have submitted your communication to His Excellency the Governor of this Colony; and, under the direction of His Excellency, I now beg to offer some observations on the questions you have so unexpectedly raised.

4. It appears to me a most unusual course for Governments of separate Colonies to enter into a discussion on the proceedings in the Legislature of one of those Colonies, as reported in the newspapers, and a course which, if it were to become the practice of Australian Cabinets, would be attended by increased misunderstandings in our inter-colonial affairs, and would inevitably lead to continual embarrassments between the Executive and Legislative branches of Government. I do not think the conduct of intercourse between older and more experienced Governments would sanction any such course as that which you desire me to join you in adopting; and I must beg to be permitted to decline entering into a position of fruitless difficulty, such as that in which I should certainly find myself, if I were to engage in a written explanation of the oral proceedings of Parliament. In relation to the matter now under notice, I may say that the reports of the proceedings in the Parliament of Victoria were read with extreme surprise by both Mr. Docker and myself; but it never occurred to either of us, or to the Government of this Colony, that we should be justified in making any official communication to you on what appeared to us erroneous or objectionable in those proceedings, or that any useful end would be served by such a course.

5. I think it must be obvious that no such course is necessary to enable the Governments of Victoria and New South Wales to arrive at an understanding on the Postal Agreement of the late Conference. You presided over the deliberations of that body, the minutes of its proceedings were entered each day by an officer of your Government, and each day those minutes were verified by your own signature as Chairman. The Government of this Colony sent its Representatives to the Conference at your invitation, and it confirmed their assent to the Agreement to which you and Mr. Verdon, as the Representatives of Victoria, also gave your unqualified and solemn assent, in common with the Representatives of all the other Colonies. In its subsequent proceedings, this Government has kept strictly within the records of the Conference, as prepared under your direction, and verified by your signature. No advantage has been sought, no modification has been suggested, no opinion has been presumed to be offered outside of those records.

6. So far as I have taken part in subsequent proceedings, either in communicating the views of the Government to the neighbouring Colonies, or in expressing my own opinions, I have at all times explained that I considered any one Member, or any section of Members of the late Conference, incompetent to supplement or modify the conclusions it arrived at; and that those conclusions could only be varied by a similar body possessing co-ordinate powers and representing the same interests. I must be permitted to say that I have considered it extremely unfair that I should be pressed, either as a Member of the late Conference or as a Minister of this Colony, to give an interpretation to proceedings the authorized records of which are accessible to all, and which, before any practical steps can be taken to give effect to them, must necessarily be interpreted by the federal voice of the six Colonies concerned, and which are not validly interpretable by any inferior authority.

7. The position of this Government in regard to the Postal Conference may be stated thus:—

1. The decisions of the Conference are regarded as federal, to be reversed, supplemented, or altered, by federal authority alone.
2. It is not considered competent for any Colony that was a party to the decisions of the Conference to seek to change those decisions, except in a re-assembled Conference of the Colonies concurring in them.
3. The decisions of the Conference are only to be gathered from the authorized minutes of its proceedings.

It is difficult to see how good faith can be preserved more strictly than by abiding by this position; and it is equally difficult to understand how any complaint can be made against this Colony for thus keeping faith with its sister Colonies, who were parties to the Conference.

8. I readily admit that you have some ground of complaint in not being officially informed of the character of the Bill which has been framed to authorize the appointment of Representatives in any Federal Council of the Australasian Colonies; and for the unintentional neglect that has taken place in this respect, I beg to offer my apologies. You are mistaken, however, in supposing that, in framing the Bill, this Government had any object such as you describe. The Schedules to the Bill consist of the Resolutions moved by me, the Memorial to Her Majesty, and the List of Branch Services. I think it must be admitted that all these documents are necessary to give an outline of the proposed Postal Scheme. Without the Resolutions, we should not know what were the proportional contributions of the respective Colonies. Without the List of Branch Services, we should not know how the trunk lines were proposed to be connected, and rendered serviceable to all the contributors. But it will be observed, that the second clause of the Federal Council Bill empowers the Representatives of this Colony to assent to any "modification" of the Postal Scheme thus outlined which the Colonies in Council may agree upon. It is true that a provision of the Bill renders unanimity necessary in the decisions of the proposed Council, and I think that provision is a wise one. It would be better for the Colonies in Council to deliberate the longer, with a view to the mutual concessions necessary for a unanimous decision, than to arrive more hastily at decisions of inferior moral weight, with a dissatisfied minority to protest against and perhaps endeavour to subvert them. This opinion I repeatedly expressed during the deliberations of the late Conference; but if it is considered that it would be more expedient for the proposed Federal Council to arrive at its decisions in the ordinary way by a simple majority, I shall be prepared, in deference to your opinion, to give up what I nevertheless must regard as a wise provision of the Bill.

9. From what I have said in explanation of the general principles by which this Government will be guided, it is scarcely necessary for me to add, that if the scheme of a Federal Postal Service, proposed by the Conference, should receive the support of the Imperial Government, and the Colonies in Council, in carrying out that scheme, should decide that any other port offers greater advantages than Sydney as a terminus, no local jealousy will be allowed to interfere with the cheerful acquiescence of New South Wales in any decision arrived at for federal reasons, and by the proper authority.

10. His Excellency Sir John Young desires me to express the deep regret of this Government that the first communication received from you on the subject of the proceedings of the late Conference should speak in the language of menace of withdrawing from an Agreement which received the entire concurrence of Mr. Verdon and yourself, as the Representatives of Victoria. This Government cannot admit that it has any interests superior to yours in its adherence to the Agreement of the Conference; and it cannot deny itself the satisfaction of believing that the Government of Victoria, equally with itself, must regard the credit of the united Colonies pledged to the maintenance of that Agreement.

I have, &c.,
HENRY PARKES.

No. 7.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, New South Wales,
6 August, 1867.

SIR,

I have the honor to enclose herewith three copies of the Federal Council Bill of this Government.

2. This Bill was introduced in the Legislative Assembly of this Colony, and advanced to the stage of the Second Reading, when it was ruled by Mr. Speaker to be irregularly before the House. As the Bill has now to be introduced in Committee of the Whole House, it will not be proceeded with beyond that stage until sufficient time has elapsed to enable you to communicate any comments you may desire to make on its provisions.

3. I do not see what objection can be raised to the simple provision that the Representatives of this Colony must participate in the proceedings by which the Colony is to be bound. It appears to me to be very clear that this ought to be a condition of concurrence with all the Colonies.

4. When leave has been obtained to introduce the Bill, I shall delay its introduction until Thursday, the 15th instant.

I have, &c.,
HENRY PARKES.

No. 8.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY,
QUEENSLAND.

Colonial Secretary's Office,
Sydney, New South Wales,
12 August, 1867.

SIR,

I have the honor to transmit, for your information, in relation to the proceedings of the Postal Conference held at Melbourne, in March last, copies of correspondence between the Chief Secretaries of South Australia and Victoria and this Government, on some points of dispute which have been raised in the Legislature of Victoria, as to whether the Minutes of the Conference recorded its decisions with sufficient clearness, or whether some understanding formed a part of its decisions which was not expressed in the Minutes. Copies of a private correspondence between the Honble. George F. Verdon and myself on the same subject, which has been made public, at the instance of Mr. Verdon, are also enclosed.

2. At the same time, agreeably to the spirit of the sixth resolution moved by me, and adopted by the Conference on the 18th March, I beg to transmit a copy of the Federal Council Bill about to be submitted to Parliament by this Government. In my letter to the Chief Secretary of Victoria, some explanations are offered on the provisions of this Bill, to which I desire to invite your attention.

3. It will be observed, that the principal point contended for by Mr. McCulloch is, that some understanding was arrived at by the Conference, that the Port of Melbourne was to be the head quarters of the trunk line of steamers by way of King George's Sound; and that I am appealed to avowedly to confirm the correctness of this position. I am unable to admit the existence of any such understanding, for the simple reason that I possess no knowledge of it. I cannot for a moment doubt but that Mr. McCulloch and Mr. Verdon are perfectly sincere in the belief they have expressed, and possibly some words on the subject may have been exchanged between themselves, which, in the distraction of public business, they are under the impression were communicated to the other Representatives; but neither I nor my colleague in the representation of this Colony at the Conference, have any recollection of any such understanding, or of any discussion that could have led to it. So far from containing any record in support of the view which is held by the Representatives of Victoria, the Minutes of the Conference would certainly lead to the contrary conclusion. The list of Branch Services proposed by Mr. Hall, one of the Representatives of New Zealand, and the provisions of which were absolutely necessary to connect the trunk lines, does not leave the matter in doubt. The Minutes shew that the branch services were not disposed of hastily. An amendment on the list proposed was moved by Mr. Boucaut, and negatived, and "other amendments having been assented to," the list "was agreed to by the Conference." I apprehend it will not be questioned that this is the document which ought to define where the trunk lines should terminate; and the language of this document, under the head of "Service *via* King George's Sound," is precise and clear. Elsewhere the Minutes are silent, but here, which is the proper place, they speak distinctly:—"On the arrival of the Suez steamer at Melbourne, one branch steamer to leave for Launceston, and another for New Zealand. *On the arrival of the same Suez steamer at Sydney*, a branch steamer to leave for Brisbane."

4. I am desired by His Excellency Sir John Young to explain, that the position taken up by this Government is, that the records of the Conference cannot be supplemented or altered except by another Conference or similar body representing the whole of the associated Colonies, and that those records distinctly provide for the arrival of the Suez steamers *via* King George's Sound at the port of Sydney.

5. It is of course admitted that it is open to the six Colonies in Conference to decide on any other terminus; but it is maintained—and I do not see how it can be questioned—that, so far as proceedings have yet gone, the decision is in favour of Sydney. If this scheme of a Federal Postal Service should fortunately arrive at a stage when the duty of carrying it into effect will have to be undertaken, I apprehend the views and reasonings of contractors will have to be considered, in maturing such arrangements as may appear to be best calculated to secure to all the associated Colonies an equal participation in its benefits. There will be no disposition on the part of New South Wales to disturb the harmony of deliberations so conducted, by claiming any consideration for the port of Sydney, except on the broadest ground of federal advantage. This Government fully assents to the principle that the terminus of each of the three trunk lines should be determined by consulting the interests of all the Colonies in their federal relationship. In this spirit New South Wales joined in the Conference, and in this spirit its Government is prepared to continue in united action with the sister Colonies.

I have, &c.,
HENRY PARKES.

Similar letters were on the same date addressed to The Colonial Secretary of New Zealand, The Colonial Secretary of Tasmania, and The Chief Secretary of South Australia.

No. 9.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, New South Wales,
29 August, 1867.

SIR,

Referring to my letter of the 6th instant, enclosing copies of the Federal Council Bill, and informing you that the second reading of that Bill would not be proceeded with before the 15th, in order that time might be afforded for you to offer any observations that you might desire to make on its provisions, I now beg to transmit, for your further information, a copy of the Bill as it was read a second time, and passed through Committee yesterday. I also send, by the same post, a copy of the *Sydney Morning Herald*, containing a report of the proceedings in the Legislative Assembly on the occasion, though I cannot undertake to say how far this is an accurate report of what occurred.

2. It will be observed that the Government waited a fortnight beyond the time fixed in my letter of the 6th, for the second reading. Receiving no reply to my communication, I infer that you do not desire to discuss the matter of our correspondence any further at this stage.

3. In deference to the objection raised by you, the third clause has been amended, by expunging from it the provision for unanimity in the decisions of the Federal Council.

I have, &c.,
HENRY PARKES.

No. 10.

TELEGRAM from CHIEF SECRETARY, MELBOURNE, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

30 August, 1867.

REFERRING to my telegram of the 12th instant, I regret that the state of public affairs has prevented this Government from considering your letter of 5th, but they will do so at the earliest opportunity. I observe, in this morning's *Argus*, a Sydney telegram, in which you are said to have remarked—"that not having received any answer to your letter, the Government of New South Wales considered that Victoria acquiesced in your views." I can only say the Government of Victoria adheres strictly to the interpretation put by them upon the proceedings of the Conference, as explained in my letter of 26th July.

No. 11.

TELEGRAM from THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

31 August, 1867.

YOUR telegram respecting Federal Council Bill received. Letter, with copy of Bill, as read a second time, by to-day's steamer.

No. 12.

No. 12.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY,
QUEENSLAND.

Colonial Secretary's Office,
Sydney, New South Wales,
31 August, 1867.

SIR,

Referring to my letter of the 12th instant, I have the honor to enclose, for
29 August, 1867. your information, a copy of a further communication that has been addressed to the
Chief Secretary of Victoria, on the subject of the Federal Council Bill now before
the Parliament of this Colony, together with a copy of the papers transmitted therein.

I have, &c.,
HENRY HALLORAN.
(For the Colonial Secretary.)

Similar letters to Chief Secretary, South Australia; Colonial Secretary, New
Zealand; Colonial Secretary, Tasmania.

No. 13.

THE COLONIAL SECRETARY, QUEENSLAND, to THE COLONIAL SECRETARY, NEW SOUTH
WALES.

Colonial Secretary's Office,
Brisbane, 9 September, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of the 12th ultimo,
covering copies of correspondence between yourself and the Chief Secretaries of Victoria
and South Australia, and other papers bearing upon certain points of dispute which have
been raised in reference to the decisions of the recent Steam Postal Conference, in regard
to the head quarters of the trunk line of steamers *via* King George's Sound; and while
expressing the thanks of this Government for these documents, I would observe that it is
a matter of regret that any misunderstanding should have arisen as to the views of the
Members of the Conference, as such misunderstanding will necessitate delay of action by
the Government of this Colony.

I have, &c.,
A. H. PALMER,
Colonial Secretary.

No. 14.

THE CHIEF SECRETARY, VICTORIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Chief Secretary's Office,
Melbourne, 10 September, 1867.

SIR,

I have the honor, by desire of His Excellency Sir J. H. M. T. Manners
Sutton, to acknowledge your letters of the 5th, 6th, and 29th ult. The first, in reply to
mine of the 26th July; the second, forwarding copy of the Federal Council Bill as
originally introduced into the Legislative Assembly of New South Wales; the third,
enclosing a copy of the Bill as it was read a second time and passed through Committee.

This Government notes with satisfaction the amendment of the 3rd clause, by
expunging from it the condition of unanimity which was inconsistent with the principle
of federative action.

It is however to be regretted that, by clause 2, the decisions of the Council are
even now to be binding on New South Wales only in the event of her Representatives
having given their assent to them. It is also observed, that the clause has been omitted
which gave power to refer subjects of common interest other than those relating to Postal
Service for the consideration of the Council.

Without discussing the propriety of taking cognizance of newspaper reports of
parliamentary proceedings, I am to point out, that the reports referred to in my letter
of the 26th July having been brought under my observation, the Government of Victoria
felt bound to record at once its dissent from the statements imputed to you; and, in the
absence of any official record of your speech, it had no alternative but to take the reports
for what they were worth. It will be remembered that they were not accepted as
conclusive—my letter left it quite open to you to question their accuracy; but as you
have not thought it necessary to do so, their general correctness may be inferred.

Upon the point on which a difference of opinion seems to have arisen, I am to state
that the Government of Victoria adheres strictly to what has already been communicated
to you, *viz.*, that the question of terminus was left entirely open by the Conference for
deliberation and settlement by the Federal Council, and upon this understanding this
Government will at the proper time be prepared to enter on its discussion in a federative
spirit.

I have, &c.,
JAMES M'CULLOCH.

No. 15.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, New South Wales,
14 September, 1867.

SIR,

I have the honor to acknowledge your letter of the 10th instant, in reply to my communications of the 5th, 6th, and 29th ultimo.

2. It does not appear necessary for me to add to what I have already said, in explanation of the views of this Government, on the points which have been chiefly considered in this correspondence. With reference to the question of the terminus of the line of steamships *via* King George's Sound, I only desire to say, in the concluding words of your present letter, that the Government of this Colony "will at the proper time be prepared to enter into its discussion in a federative spirit."

I have, &c.,

HENRY PARKES.

No. 16.

THE CHIEF SECRETARY, NEW ZEALAND, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Wellington, New Zealand,
26 September, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of the 31st ultimo, and to thank you for the documents transmitted therein, on the subject of the Federal Council Bill, then before the Parliament of New South Wales.

Upon careful consideration of this subject, this Government has not thought it desirable to submit to the New Zealand Parliament a special Bill for the appointment of Delegates to a Federal Council, as it believes the power of making such appointments is within the ordinary powers of the Government.

I perceive that in the Bill forwarded by you, the appointment of Members of the Federal Council is restricted to persons who are Members of the Executive Council. No doubt such a qualification is on many grounds desirable, but I would observe that it may be inexpedient to render it indispensable, in the case of New Zealand; as the length of time during which any Delegate from this Colony must be absent, would, if none but Members of the Executive can be appointed, be very inconvenient to the Public Service.

I have the honor to enclose, for your information, a copy of the British Australasian Mail Services Bill as it has passed both Houses of the New Zealand Parliament during the present session.

I have, &c.,

E. W. STAFFORD.

[Enclosure.]

A BILL INTITLED

An Act to enable the Governor to carry into effect a Postal Service with Great Britain in conjunction with the Colonies of Victoria New South Wales Queensland South Australia and Tasmania.

WHEREAS at a Conference held at Melbourne in the Colony of Victoria on the fourth day of March one thousand eight hundred and sixty-seven and following days of Delegates from the Governments of all the Australian Colonies (excepting Western Australia) on the subject of Ocean Postal Communication at which Conference such Delegates that is to say—for the Colony of Victoria the Honourable James McCulloch and the Honourable George R. Verdon for the Colony of New South Wales the Honourable Henry Parkes and the Honourable Joseph Docker for the Colony of New Zealand the Honourable John Hall and Crosbie Ward Esquire for the Colony of South Australia the Honourable James P. Boucaut and the Honourable Walter Duffield for the Colony of Queensland the Honourable Arthur Macalister and the Honourable Saint George R. Gore for the Colony of Tasmania the Honourable Thomas Daniel Chapman undertook that their Governments would be bound by such Resolutions of the Conference as they themselves might individually assent to—it was unanimously resolved "That in order to establish a postal system affording regular fortnightly communication by three lines *via* Brisbane and Torres Straits to Singapore *via* Melbourne and South Australia to Suez and *via* New Zealand to Panama with the necessary Branch Services the six Colonies represented at the Conference should contribute a moiety not exceeding Two Hundred Thousand Pounds of the total cost in the following proportions namely Victoria one-fourth New South Wales one-fourth New Zealand one fourth Queensland one-seventh South Australia one-twelfth and Tasmania one-fiftieth" And it was resolved that the list of Branch Mail Services required to connect the whole of the Australian Colonies with the three lines of postal communication between Great Britain and Australasia *via* Suez and King George's Sound *via* Suez and Singapore and *via* Panama and New Zealand should be as follows First—For the service *via* King George's Sound On the arrival of the Suez steamer at Melbourne one branch steamer to leave for Launceston and another for New Zealand On the arrival of the same Suez steamer at Sydney a branch steamer to leave for Brisbane Return branch steamers to leave Brisbane New Zealand and Launceston in time to reach Sydney and Melbourne respectively before the departure of the steamer for Suez The Adelaide mails by this line will be delivered by the Suez steamer at Kangaroo Island and conveyed to and from that island by a branch service Second—For the service *via* Singapore On the arrival of the Singapore steamer at Sydney one branch steamer to leave that port for a port in New Zealand and another for Melbourne On the arrival of the latter vessel at Melbourne either the same or another vessel to proceed

proceed to Adelaide and a branch steamer also to proceed to Launceston Branch steamers to return to Melbourne and Sydney respectively in time to catch a return mail to Singapore Third—For the service *via* Panama On the arrival of the Panama steamer at Wellington a branch steamer to leave for Melbourne On the arrival there either the same or another vessel to proceed to Adelaide and another branch steamer to proceed to Launceston On arrival of the Panama steamer at Sydney a branch steamer to proceed to Brisbane The branch steamers to return to Sydney and Wellington respectively in time for a return mail to Panama All the branch services to be performed at a speed of not less than nine and a half knots per hour The several branch steamers to take their departure on the outward journey within six hours of the arrival of the trunk line steamer and if necessary to await her arrival for a period not exceeding three days beyond her due date And whereas a Memorial to Her Majesty the Queen setting forth the advantages of the proposed scheme of postal communication and praying that Her Majesty may be advised to take such steps as may be expedient by terminating or re-adjusting present contracts or calling for fresh tenders for the performance of the main Services to establish the proposed United Australasian Postal System without drawing upon the resources of the Colonies beyond the sum which they undertake to pay was duly signed by all the said Delegates and has been forwarded for presentation to Her Majesty And whereas it was agreed at the said Conference that in accordance with the suggestion emanating from the Imperial Government the Colonies in combination should undertake to call for tenders and enter into the contracts necessary for connecting the Australian Colonies with the lines of postal communication maintained by the Imperial Government And that with a view to the adoption of the measures requisite for this purpose and also for carrying out in other respects the resolutions of the Conference it was deemed expedient that a Federal Council comprising Representatives from all the Australian Colonies should be established

Be it therefore enacted by the General Assembly of New Zealand in Parliament assembled and by the authority of the same as follows—

Short title.

Resolutions of the 4th March 1867 and subsequent days ratified.

The Governor in Council may agree to vary stipulations of the arrangement.

The Governor in Council in concert with Colonial Governors may enter into Contracts. May appoint Representative of Colony in Postal Conference. Termination of Contract.

Limit of sums to be paid in respect of contract.

Colonial Treasurer to be allowed credit for sums paid under this Act. No money to be paid under Panama Mail Service Acts while money payable under this Act.

1. The short title of this Act shall be "The British-Australasian Mail Services Act 1867."
2. The Governor with the advice of the Executive Council of the Colony may and he is hereby authorized by Order in Council on behalf of this Colony to confirm subject to any modifications hereby authorized to be made the arrangement adopted on behalf of the Colony at the Conference aforesaid by the said John Hall and Crosbie Ward and the same subject to such modifications being so confirmed shall be valid and effectual and shall bind the Government of the Colony as fully as if the said arrangement had been made under or by virtue of an Act of the General Assembly.

3. The Governor in Council may agree with the Governors of the Colonies of Victoria New South Wales South Australia Queensland and Tasmania to vary all or any of the stipulations of the said arrangement and to make provision for admitting the Colony of Western Australia to a participation in the benefits of the same And in the event of the said Colony of Western Australia declining to co-operate therein for contributing to supplement the sum needed to make good the present deficiency in the contribution to the sum of two hundred thousand pounds mentioned in the said arrangement and to make and enter into and execute any formal contract which may be deemed necessary or expedient for the ratification of the same.

4. The Governor in Council may in concert with the Governors of the Colonies represented in the said Conference call for tenders and enter into the contracts necessary for connecting the Australian Colonies with the lines of postal communication maintained by the Imperial Government.

5. The Governor in Council may appoint a suitable person or persons to represent the Colony of New Zealand in any Conference or Federal Council for the purpose of entering into and carrying out the said arrangement and any agreements or contracts connected therewith or in relation thereto.

6. Provided always that any such contracts for carrying out the main service or services shall be terminable by two years' notice to be given at any time not earlier than the expiration of five years from the commencement of the contract.

7. Provided always that the amount of money to be expended by or taken from the revenues of the Colony in any one year for the purposes of the said arrangement or contract or any alteration thereof shall not in any case exceed one-fourth part of the sum of £200,000 (two hundred thousand pounds) mentioned in the said arrangement with such further sum (if any shall be required to complete the said sum of two hundred thousand pounds) after the proportionate sums agreed to be contributed by the several Colonies shall have been contributed as may be equal to one-fourth part of the deficiency.

8. Out of the ordinary revenue of the Colony the Treasurer of New Zealand shall issue and pay a sum or sums not exceeding the proportionate sum or sums mentioned in the said arrangement or contract in any one year for the purposes of the said arrangement or contract upon such days and in such sums as the Governor by any warrant to be signed by him shall from time to time order and direct.

9. The Colonial Treasurer shall in his accounts from time to time be allowed credit for any sum of money paid by him in pursuance of any warrant issued by virtue of this Act and the receipt of the person to whom the same shall be so paid shall be a full and valid discharge to the said Treasurer in passing his accounts for any such sum as shall be mentioned therein Provided always that for or in respect of the time in respect of which any money shall become payable out of and from the revenue of the Colony of New Zealand under this Act no money shall be expended or taken from the revenue of the Colony of New Zealand nor shall such revenue be in any way liable to pay any money under or by virtue of "The Panama Mail Service Act 1864" or "The Panama Mail Service Act Amendment Act 1865."

No. 17.

TELEGRAM from THE CHIEF SECRETARY, SOUTH AUSTRALIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

7 October, 1867.

THE Federal Council Bill now before our Parliament is verbatim a copy of the Bill you kindly forwarded to me. Will write you as soon as Bill has passed the Council, and send you a copy.

1867.

NEW SOUTH WALES.

POST OFFICE.

TWELFTH ANNUAL REPORT,

BEING THAT FOR THE YEAR

1866.

Presented to both Houses of Parliament, by Command.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, 1s. 4d.]

24—

THE POSTMASTER GENERAL, to HIS EXCELLENCY THE GOVERNOR,

TRANSMITTING THE

TWELFTH ANNUAL REPORT ON THE POST OFFICE DEPARTMENT,
BEING THAT FOR THE YEAR 1866.

General Post Office,
Sydney, 30 April, 1867.

SIR,

I have the honor to transmit to your Excellency the Twelfth Annual Report on the Post Office Department, being that for the year 1866.

Before adverting to the progress made in each branch of the Postal Service, I may mention, in reference to the remarks made in my last Report concerning the defective state of the Postage Acts now in force, that, year after year, they are found to operate prejudicially to the efficient conduct of the Postal Service, by preventing the introduction of improvements which are, from time to time, suggested by the Imperial Post Office and the adjoining colonies.

During 1866 a new Act was drafted, and towards the close of the last Parliamentary Session was introduced in the Legislative Council; but, in consequence of its containing clauses of a monetary nature, it was rendered necessary to withdraw it.

A short Bill was then prepared repealing those portions of the existing Acts which were found inexpedient, and enabling some of the improvements to be introduced which were considered of the greatest importance.

This Bill was submitted to the Legislative Assembly; but, as in the short time which intervened before the close of the Session, it was found difficult to impress the House with the importance and urgency of the measure, the Government considered it expedient to withdraw the Bill for that Session, and accordingly did so:

Endeavours will be made, as early as possible during the next Session, to call the attention of Parliament again to this matter; and it is to be hoped that no difficulties will arise to prevent a Bill being passed which is certain to confer great public benefit. Amongst the many advantages that will accrue, the following may be mentioned, viz. :— The prepayment to destination of correspondence for the Continent of Europe, without the necessity of such correspondence passing through the United Kingdom—the transmission of patterns and samples of merchandise, at reduced rates, by the inland post—the reduction of the registration fee on letters (corresponding with that recently introduced in the United Kingdom)—the compulsory registration of all letters containing or supposed to contain money or other valuables, which last provisions will encourage the registration of letters, to the benefit of the revenue, and also tend to remove temptation from the servants of the department—the transmission of insufficiently stamped ship letters, provided they bear, when posted, not less than a single rate of postage, thus preventing the annoyance and disappointment to the senders of having their letters opened and returned to them. It is also proposed in this measure, to provide, by Legislature (instead of by regulations), for the working of the Money Order System, and the establishment of Post Office Savings' Banks.

I append a Report from the Superintendent of the Money Order Department, from which it is gratifying to observe that a steady advance has been made in the extension of the Money Order System, and that the expense of maintaining this department is already met by its income.

I may mention that the establishment of Savings' Banks throughout the Colony, in connection with the Post Office Department, has not escaped attention. In Great Britain, and those Colonies which have adopted the system, it has been found to confer great advantages; and I have every reason to believe that its introduction into this Colony will be equally successful.

Should it be deemed desirable to establish this system, it will be expedient, in the first instance, to limit its operation to the Official Post Offices, and from time to time to extend the system as circumstances will permit.

One difficulty in establishing these Savings' Banks generally will be found in the incapability of the majority of non-official Postmasters to transact the needful business, which would doubtless require an amount of attention that could scarcely be expected from them while their remuneration is so small.

If the department were in a position to employ a better class of Postmasters, and to secure the supervision of a sufficient number of Postal Inspectors, there would be a vast improvement in the Postal Service, and the introduction of such advantages as are conferred by the Money Order and Savings' Bank systems would be attended with no difficulties.

With these remarks I shall now consider the

INLAND SERVICE.

Year.	Extent of Postal Route on 31st December.	Number of Miles travelled.	Cost of Conveyance of Mails.	Average Cost per Mile.	Number of Post Offices.
	Miles.		£ s. d.	d.	
1865	11,343	2,521,212	49,839 16 11	About 4½	435
1866	11,883	2,656,700	52,699 2 5	„ 5	454
Increase	540	35,488	2,859 5 6	About ½d.	19
Decrease....	.....	.....	.....	.....	.....

The actual increase in the extent of postal route in the Colony on the 31st December, 1866, is 540 miles.

Appendices B
and C.

In the Appendix will be found returns shewing the extent of new lines established to be 724 miles; and the extent of the postal route it was deemed expedient to abolish to be 184 miles.

By a reference to the first of these returns it will be seen that the Northern and Western Postal Districts were connected, during 1866, by the establishment of a line from Wee Waa to Coonamble, and it will likewise be seen that the line from Sydney to Bourke has been extended to Belalie, Warrego River, at which place it is met by a line from Queensland.

A lengthy line has also been established between Barraba and Moree which affords regular postal communication to a large number of stations in its vicinity.

Appendices D
and E.

Returns of the increased and decreased communication on existing lines are given in the Appendix.

From the return of increased accommodation, it will be seen that daily communication between Sydney and Wagga Wagga has been established—that Dubbo enjoys communication with Sydney, *via* Orange, four times weekly, instead of twice as heretofore—and that an additional communication once a week has been afforded between Mudgee and Coonamble.

The number of miles travelled in 1866, as stated in the above return, shows an increase of 35,488 miles on the number travelled in 1865.

The extent of postal lines by stage, horse, and rail, may be stated as follows:—

Horse	...	...	9,214½
Stage	...	...	2,528
Rail	...	...	140½
			11,883 miles.

In

In the above tabular statement, the average cost per mile is given at 5d., a slight increase upon the cost of conveyance during the previous year, which is no doubt owing to the increased expense of forage at the time when tenders were called for the Mail Services of 1866.

The number of Post Offices established during 1866 was twenty, the number re-established two, and the number discontinued three; making an actual increase of nineteen in the number of Post Offices in the Colony.

105 new Postmasters were appointed during 1866.

A list of Post Offices in New South Wales on the 31st December, 1866, with the names of Postmasters, and salaries paid to them, will be found in the Appendix F

Six additional iron letter receivers were erected in 1866—one for the accommodation of the residents at Pott's Point, two at East Maitland, and three at Parramatta. The expense of one of those erected at Parramatta was borne by the Municipal Council.

On the 31st December, 1866, the number of iron letter receivers in the Colony was forty-five, and the number of newspaper receivers eight.

The following list shews the disposition of these receivers, and the hours at which they are emptied:—

List of Sydney Iron Receivers intended for the receipt of Letters only. (With the hours at which they are emptied.)

	A.M.	P.M.	P.M.
1. Bent and Bligh Streets	7:50	12:20	3:20
2. Bridge and George Streets	7:40	12:10	3:10
3. Custom House	7:45	12:15	3:15
4. Chippendale (Railway Bridge)	7:30	12 noon	3:0
5. Crescent and Princes Streets	7:35	12:5	3:5
6. Darlinghurst (Court House)	7:45	12:15	3:15
7. Elizabeth and Park Streets	7:55	12:25	3:25
8. George-street (Haymarket)	7:45	12:15	3:15
9. Exchange	7:40	12:10	3:10
10. George and Argyle Streets	7:30	12 noon	3:0
11. George and Liverpool Streets	7:50	12:20	3:20
12. George-street and Market-place	8:0	12:30	3:30
13. Hunter-street (Herald Office)	7:55	12:25	3:25
14. Kent-street (Miller's Point)	7:30	12 noon	3:0
15. King and Castlereagh Streets	8:0	12:30	3:30
16. Parramatta-street (opposite Tooth's Brewery)	7:35	12:5	3:5
17. Sussex-street (Pyrmont Bridge)	8:0	12:30	3:30
18. William and Victoria Streets	7:45	12:25	3:15
19. William and Palmer Streets	7:50	12:20	3:20
20. Stanley and Yurong Streets	7:40	12:10	3:10
21. College and Liverpool Streets	7:45	12:15	3:10
22. Devonshire and Elizabeth Streets	7:35	12:10	3:10
23. Parramatta-street (Newtown Road)	7:20	11:50	2:50
24. George-street (No. 293)	8:5	12:35	3:40
25. Railway Station	7:30	12:0	3:0
26. Ocean and Piper Streets (Woollahra)	7:0		3:0
27. M'Leay and Wylde Streets	7:40	12:20	3:10

List of Sydney Iron Receivers for the reception of Newspapers only. (With the hours at which they are emptied.)

	A.M.	P.M.
1. Queen's Wharf	7	2
2. George-street South (Watch-house)	7	2
3. George-street (corner of Bathurst-street)	7	2
4. Darlinghurst (Court House)	7	2
5. Sussex and Erskine Streets	7	2
6. William and Crown Streets	7	2
7. King-street East	7	2
8. Exchange	7	2

List of Country Iron Receivers. (With the hours at which they are emptied.)

	A.M.	P.M.
1. Balmain	Darling and Nicholson Streets	2:45*
2. Do.	Mort and John Streets	3:0*
1. Bathurst	George and Howick Streets	1:0
2. Do.	Piper and Bentwick Streets	8:0
1. East Maitland	George and Newcastle Streets	7:15
2. Do.	King and Lindsay Streets	7:15
1. Goulburn	Auburn-street	5:0
2. Do.	Grafton-street	5:0
1. Morpeth	High-street	7:0
2. Do.	Swan-street	7:0
3. Do.	Church-street	7:0
1. Newcastle	Blane-street	{ 5:30 } { 9:0 } 2:30
2. Do.	Hunter-street	{ 5:45 } { 9:20 } 2:40
1. Parramatta	Great Western Road and Church-street	10:0
2. Do.	Church-street (opposite "Cornstalk Hotel")		8:0
3. Do.	George-street East	7:15
1. West Maitland	High-street (opposite Joint Stock Bank)		{ 3:15 } { 5:45 } { 2:30 } { 9:0 }
1. Windsor	Telegraph Office	{ 2:30 } { 9:0 }

* Also, at 7 A.M., on the days of departure of English Mails.

During

6 REPORT FROM THE POSTMASTER GENERAL—1866.

During 1866, twenty-four licenses for the sale of postage stamps were granted to persons residing in Sydney, and twenty to persons residing in the country, making the number of persons licensed (exclusive of Postmasters), on the 31st December, 1866, to be 230. A return of the licensed vendors will be found in the Appendix.

Appendix G.

FOREIGN SERVICE.

During 1866, an arrangement was entered into with the Imperial Government, by which letters can be forwarded at reduced rates of postage to Denmark, Sweden, and Norway, *via* the United Kingdom, and by which trade patterns and samples of merchandise can be sent to those countries.

STEAM COMMUNICATION WITH ENGLAND.

From the very serious irregularities which had occurred in the performance of the Mail Service, *via* Galle, contracted for by the Peninsular and Oriental Company, during the year 1865 and the early part of 1866, it was deemed expedient to give the requisite notice to the Imperial Government of the intention of this Colony to withdraw from that contract.

The receipt of this notice has been acknowledged by the Secretary of State for the Colonies; but, in the same despatch it was announced that, in consequence of new arrangements which it had been found expedient to introduce into the Indian Mail Service, it would be necessary to terminate all the existing contracts with the Peninsular and Oriental Company. As, under the circumstances, new arrangements would have to be entered into for the conveyance of the Australian Mails, His Lordship suggested the expediency of joint action being taken by the Colonies to carry out these arrangements, and all measures were suspended until the Imperial Government was informed of the views of the Colonies upon the subject.

The following is a return of the specified and actual days of arrival and departure of the contract steamers during 1866, shewing the number of days taken in the passage to and from London, *via* Suez and Marseilles, and *via* Suez and Southampton.

ARRIVAL AT SYDNEY.

Name of Vessel.	Specified Date.	Actual Date.	Actual number of days <i>via</i> Marseilles.	Actual number of days <i>via</i> Southampton
Bombay	14 January	20 January	54	61
Ellora	13 February	16 February	52	58
Madras	16 March	20 March	53	59
Bombay	16 April	16 April	49	55
Ellora	16 May	16 May	51	57
Madras	16 June	17 June	52	58
Bombay	16 July	15 July	50	57
Ellora	16 August	16 August	51	57
Madras	15 September	13 September	49	55
Bombay	17 October	12 October	46	53
Geelong	16 November	14 November	49	55
Avoca	16 December	19 December	54	60
DEPARTURE FROM SYDNEY.				
Madras	22 January	22 January	52	59
Bombay	20 February	20 February	50	57
Ellora	22 March	22 March	52	58
Madras	22 April	22 April	49	55
Bombay	24 May	24 May	53	57
Ellora	24 June	24 June	55	61
Madras	24 July	24 July	52	66
Bombay	24 August	24 August	51	57
Ellora	24 September	24 September	48	54
Madras	24 October	24 October	50	57
Bombay	24 November	24 November .....	..	..
Geelong	24 December	24 December .....	..	..

Up to the month of April the steamers of the Peninsular and Oriental Company left Sydney on the 22nd of each month. In May, the date of departure was changed to the 24th, in order to meet the wishes of that Company. In effecting this alteration, the Government of this Colony was not consulted, the time having been fixed by the postal authorities in England. This change in the date of departure would have been of benefit to the Colony, by affording two additional days for reply by the Suez Mail; but as, at the same time, another alteration was made, extending the period of arrival from the

the 14th to the 16th of the month, a positive disadvantage has been imposed upon this community, the mails being two days later in arrival; and, by the postponement of the period of departure, the despatch of the Suez Mail is brought too near to the date of that which is despatched *viâ* Panama.

It will be observed from the above return that, during the latter portion of the past year, there has been an improvement, as regards the arrival to contract time, of the steamers of the Peninsular and Oriental Company. Of course the two days' extension of time allows some margin; but, apart from this, the time has been more regularly kept. In July, September, October, and November, the mail steamer arrived before the contract time, and in October the Bombay arrived five days earlier.

There were eight supplementary mails made up during 1866, all of which arrived at Melbourne in time to be placed on board the mail steamer.

The chief postal feature of the year was the opening of mail communication with Great Britain, America, the West Indies, &c., *viâ* Panama.

The first steamer of the Panama and New Zealand Royal Mail Company, the "Kaikoura," left Sydney on the 15th June.

The following return will shew the arrival and departure of the Panama and New Zealand R. M. Contract Steamers, with the number of days occupied in conveying the mails to and from London by this route.

ARRIVAL AT SYDNEY.

Name of Vessel.	Specified Date.	Actual Date.	Number of days from or to London.
Rakaia	29 July	1 August	60
Kaikoura	29 August	1 September	61
Ruahine	29 September	9 October	68
Rakaia	29 November	30 November	57
Kaikoura	29 December	31 December	59
DEPARTURE FROM SYDNEY.			
Kaikoura	15 June	15 June	59
Ruahine	14 July	14 July	60
Rakaia	1 September	1 September	58
Kaikoura	1 October	1 October	61
Ruahine	1 November	1 November .....	..
Rakaia	1 December	1 December .....	..

The arrangements connected with the Panama line are not yet so complete as they might, and doubtless will be, when more experience is gained in working the new line; but, taking into consideration the many difficulties (especially the coaling of the mail steamers) which invariably surround the opening of lengthy lines of Ocean Postal Communication, there is some excuse for the late arrivals which are shewn in the above return.

It is also worthy of remark, that the causes of late arrival have arisen from the detention of the mail steamer at Panama, arising from accidents which had prevented the arrival of the Royal West India Mail Packets at their contract time. By the accident which befell the "Mataura," on her outward passage by the Cape of Good Hope, it was necessary in the month of December to despatch the "Raikaia," immediately on her arrival at Wellington, for the return voyage, although the same vessel had accomplished the voyage from England to Panama round Cape Horn, and had made a passage to Panama and back, having only received the partial overhauling which a month's stay in Sydney would afford, and yet, under these disadvantageous circumstances, she accomplished her voyage within the contract time—a feat unsurpassed in Ocean Steam Navigation.

Several of the adjoining Colonies have made use of the Panama Mail Service, although none have, up to the present time, contributed to the subsidy which is paid. The plan, which has been adopted with the correspondence sent from other Colonies for transmission by the Panama steamer, is to charge the New South Wales postage on each letter, &c., in addition to that which is levied by these Colonies for the benefit of themselves

selves, or on behalf of the London Post Office; but this arrangement is neither satisfactory nor fair, as it imposes a large amount of extra duty upon this department, and the correspondence is also conveyed at a rate very disproportionate to the price actually paid in the shape of subsidy by this Colony.

LETTERS, NEWSPAPERS, AND PARCELS.

It has for some years been found a matter of considerable difficulty to arrive at a correct estimate of the number of letters, newspapers, and parcels posted at the Country Post Offices, in consequence of Postmasters overstating the number in the returns (which they are required, periodically, to furnish), from which the statistics of this department are compiled.

In many instances Postmasters, instead of stating in these returns the number of letters, &c., actually *posted* at their offices, have also included those posted at other offices, which merely *passed through* their offices in course of post. Letters, &c., have thus been counted two and three times. There are so many changes of Postmasters that it is impossible to correct these errors, for no sooner has a Postmaster been set right than a change of Postmasters takes place, and the error again creeps in.

In the Report for the year 1864, the late Postmaster General (Major Christie), in allusion to the statistics (to which he applied the term "approximated"), made the following remarks:—"I say 'approximated,' because the only means I have of giving 'the returns of the number of inland letters, newspapers, and parcels are derived from 'monthly returns furnished by the country Postmasters, in which I have observed 'a great tendency to over-estimate the work of their respective offices.

"I mention this more particularly because I am aware that, if the various items thus given in these returns be checked by a reference to the revenue derived from 'letters, newspapers, and packets, discrepancies would be detected. A closer estimate 'might, perhaps, be given by taking, say 12 per cent. off the returns in question; but, 'as the various items making the aggregate return represent each Postmaster's separate 'statement, I prefer, whilst calling attention to the anomaly, adopting the returns as 'sent in."

Since 1864 further exertions have been made to obtain correct information, and the returns for 1866, while still over-stated, are perhaps more correct than in previous years, which will account for the large decreases which are shewn in almost every item for that year.

I can state, however, that there has actually been a steady increase in the number of letters, books, and newspapers posted during the past year, and can refer to the increase in the revenue, shewn in another section of this Report, for testimony as to the progress of the department in this respect.

I prefer, on this occasion, not following the plan hitherto adopted of placing the statistics of this year in juxta-position with those of the year 1865, for the reason that no object would be gained by comparing figures known to be incorrect. Indeed I would prefer omitting the figures altogether, until they can be correctly ascertained, and pointing to the revenue alone as the index of advancement; but, it may be expedient to give the figures, in pursuance of the course hitherto adopted, and I accordingly do so, while calling attention to the matter—

Letters.

Posted for town delivery	...	...	...	...	447,500
„ country delivery	...	...	...	...	5,075,300
„ foreign despatch	...	...	...	...	583,274
Total number of letters posted	...	...	...	...	<u>6,106,074</u>

Newspapers.

Posted for country delivery	...	...	...	...	3,511,200
„ foreign despatch	...	...	...	...	456,113
Total number of newspapers posted	...	...	...	...	<u>3,967,313</u>

Parcels,

REPORT FROM THE POSTMASTER GENERAL—1866.

9

<i>Parcels, &c.</i>		
Posted for country delivery, open at ends		179,300
" " closed at ends		35,000
" foreign despatch		17,475
		231,775
		231,775

The only remark I deem it necessary to make on the figures given above, is with reference to the inland newspapers, which I am in a position to state have largely increased; for, while in the year 1865 the number posted in Sydney (which were carefully counted) amounted to 2,005,420, the number posted during 1866 was 2,059,182, giving an increase of 53,762; and there are no grounds for the belief that the number of newspapers posted at the Country Post Offices have not also increased at a fair ratio during the past year.

In 1866, 39,473 letters were returned to the writers as unclaimed, being an increase of 13,137 on the number returned during 1865. Of the letters returned during 1866, 34,380 were originally addressed to places within the Colony, 2,228 to the neighbouring Colonies, 1,519 to the United Kingdom, and 1,346 to other places.

The number of registered letters returned as unclaimed was 644, being 294 more than in 1865; and the number unregistered, but containing articles of value, was 369, being eleven less than in 1865.

The letters originally received from the following places, and returned thereto, as being unclaimed, were as follows:—

To the neighbouring Colonies	3,878
To the United Kingdom	4,922
To other places	324
	9,124
	9,124

In 1865, the numbers were respectively, 3,812; 5,005; and 164.

The number of letters returned as unstamped, insufficiently stamped, and irregularly posted, was 12,639; being 2,966 more than were returned in 1865, under similar circumstances.

80,336 registered letters passed through the General Post Office during the past year; the number in 1865 being 75,876.

963½ ounces of gold were received through the Post Office in 1866, against 1,595½ ounces in 1865.

The following return shews the number of Mails received at and despatched from the General Post Office during the years 1865 and 1866:—

YEAR.	RECEIVED.		DESPATCHED.		Total number which passed through the Office.
	Inland.	Foreign.	Inland.	Foreign.	
1865	41,693	3,062	41,688	2,663	89,006
1866	42,064	2,898	45,136	3,016	93,114

REVENUE AND EXPENDITURE.

The following return shews the Revenue of the Post Office Department, collected during the year 1866, compared with the Revenue of 1865:—

YEAR.	Sale of Stamps.	Fees for Private Boxes.	Postage on Unpaid Letters.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1865	68,536 7 3	373 16 0	2,024 16 0	70,984 19 3
1866	75,367 2 6	350 3 0	3,365 5 11	79,082 11 5
Increase	6,780 15 3	.....	1,340 9 11	8,097 12 2
Decrease .....	.....	23 13 0	.....	.....

The

The revenue derived from the sale of postage stamps has increased about 10 per cent.; and the postage collected on unpaid letters shows an increase of about 66 per cent.; while the revenue derived by private box fees has decreased about 6 per cent.

The increase on the whole revenue is about 11 per cent., which, as I have elsewhere observed, will show that there has been a fair increase in the number of letters, newspapers, and parcels posted.

The Expenditure of the department during 1866, compared with that of the year 1865, may be stated as follows:—

YEAR.	Salaries.	Contingencies.	Conveyance of Mails.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1865	28,133 16 3	2,233 4 4	53,291 13 10	83,658 14 5
1866	28,044 4 11	1,947 4 2	56,514 0 10	86,505 9 11
Increase .....	.....	.....	3,222 7 0	2,846 15 6
Decrease	89 11 4	286 0 2	.....	.....

The total expenditure shows an increase of about 3½ per cent. It is gratifying to find that, while the revenue has increased during 1866, to the extent of upwards of £8,000, the additional expenditure does not amount to £3,000; and this occasioned by increased postal accommodation.

Under the head of salaries there is a slight decrease; and in the amount expended under the head of contingencies a decrease is shewn, which amounts to about 12½ per cent.

In the amount expended on account of the conveyance of mails, there is an increase of about 6 per cent, which is occasioned by the establishment of new postal lines, and providing more frequent communication on lines already existing, and, in some degree, to the slightly increased rate of the tenders accepted for the Mail Services of 1866, which has been before alluded to.

The item, Conveyance of Mails, may be particularized as follows:—

Mail conveyance by horse and stage	£51,100 12 5
Do. by rail	1,598 10 0
Do. by steam and sailing vessels	3,069 8 6
Do. to and from railway stations, and portorage	625 9 11
Gratuities for sorting Hunter River and other mails	120 0 0
	<u>£56,514 0 10</u>

The amount voted for conveyance of mails during 1866 was £57,970.

The subsidies paid to the Peninsular and Oriental Steam Company, and to the Panama Royal Mail Company, towards the English mail contracts, are not included in the above returns.

Appendix II.

In 1866 there were 256 distinct mail contracts; of which twenty-one were transferred at the request of the original contractors, and four were cancelled during the year.

The fines levied on mail contractors during 1866, for late arrivals and other irregularities, amounted to £410 5s.

STAFF OF OFFICERS.

The number of officers and servants of the Department on the 31st December, 1866 (exclusive of mail contractors), was as follows:—

Postmaster General	1
Secretary	1
Accountant	1
Superintendent, Mail Branch	1
Cashier	1
Clerks	27
Mail Guards	2
Stampers, Letter Carriers, Messengers, &c.	57
Country Postmasters	454
Assistant Clerks to Postmasters	2
	<u>547</u>

Of

Of the above staff, seventy-eight are attached to the General Post Office, Sydney.

Several changes were introduced during 1866, both as regards the disposition of officers, and the apportionment of duties in the head office; and I have reason to hope that such changes have proved of benefit, both as regards the more efficient performance of the duties, and in doing away with the anomaly which had hitherto existed, of clerks receiving the higher salaries being intrusted with duties of a very subordinate nature; while others receiving very small remuneration were performing the duties of the more responsible offices.

It is essential, for the proper discharge of the duties appertaining to most of the branches of the Post Office Department, that they be intrusted to none but persons of superior intelligence and active habits; and I may here take occasion to correct a very prevalent erroneous opinion, that a lower average standard of ability is required in the Post Office than in other departments of the Public Service. The reverse, perhaps, being the fact, for although the Post Office officials in common with those of other departments are guided by known rules, yet they are very frequently called upon to exercise immediate and responsible judgment in the performance of their duties, which in most other departments, from the nature of the duties, is neither required nor necessary.

When it is considered that almost every officer in the Post Office Department is brought into direct personal responsibility to the public, it will be evident that an inferior range of ability thus employed must diminish the efficiency of the department in detecting and frustrating the attempts which are continually made to obtain possession of letters by means of fraud and misrepresentation.

I am led to the conclusion that, in making appointments to this department in years past, the degree of ability required has not been studied; hence the efficiency of the staff of the head office has been impaired by the appointment of several persons who are wholly unfit to be intrusted with any duties, and their removal is rendered difficult in consequence of their length of service, and their having contributed to the Superannuation Fund.

It is possible the low average of salaries of this department may, in some measure, account for the inferior degree of ability referred to, as the appointments, dating many years ago, were made at a time when it was difficult to procure clerical labour of a superior class, unless a corresponding remuneration was offered.

In my last Report I alluded, at some length, to the necessity that existed for regular postal inspection in all parts of the Colony as the only means conclusive to the better performance of the Inland Postal Service. It was found necessary, on two or three occasions during the past year, to detach an officer (at considerable inconvenience to the limited staff of the head office) for the purpose of investigating complaints of an urgent nature. I am glad to be able to state that the appointment of two Postal Inspectors from the 1st January, 1867, will, in some measure, relieve the Sydney staff from this inconvenient necessity, and will, I trust, be followed by a marked improvement in the conduct of the Post Offices in the Country Districts, and by a more regular performance of the Mail Contracts.

The amount of work performed in the branch of the Secretary considerably increased during 1866. In addition to the printed time-bills, returns, monthly reports as to the performance of Mail Contracts, &c., 12,861 communications relating to the business of the office were received and registered, to which about 11,430 manuscript replies were transmitted. The manuscript correspondence, however, forms but a small part of the business of this branch, which may be inferred from the fact that upwards of 9,000 communications and documents, partly printed, were sent out in addition to the foregoing.

The amount of work performed in the Account and Cash Branches can be gathered from the fact that the number of ledger accounts at the end of 1866 was 1,690.

The work performed in the Mail Branch is shewn by the return (to be found in another section of this Report) of the number of mails which passed through the hands of the officials engaged therein.

OFFICE ACCOMMODATION.

The new Post Office building is gradually progressing, but it will be some time before it is ready for occupation; in the mean time the temporary building is found very inconvenient and extremely unhealthy. During the past summer the heat has been intolerable, and to some extent has impeded the active performance of duties by the officers, owing to the unavoidable relaxation of their energies occasioned by the suffocating atmosphere in which they are compelled to work.

I may state that no period during the past year has the staff of the Sydney office been complete, sickness having been very prevalent amongst the officers. Great exertions should therefore be made to complete the new office; and in the interim it will be necessary to adopt some measures to render the present building more healthy.

I have, &c.,
J. DOCKER,
 Postmaster General.

APPENDIX.

A.

REPORT ON THE MONEY ORDER OFFICE.

(31ST DECEMBER, 1866.)

Since the date of my last Report for the year 1865, in which reference was made to the contemplated removal from the premises then occupied as the Money Order Office, to a building of a more commodious and extensive character, I have to report that the removal has been effected.

2. It is a source of satisfaction to find that the anticipations of a largely increased business, consequent upon the change of premises, have been fully realized, whilst at the same time, I have also been enabled to carry out the proper system of check, to which I have found it necessary to allude on former occasions.

3. In the year 1865, the number of agencies established throughout the Colony amounted to eighty-seven (87), which was increased in the succeeding year (1866) to one hundred and nine (109).

4. The usual statistical tables are annexed, from which the transactions of the system for the past year will be seen, and it will be noticed that there has been a large increase of business in all its branches—Colonial, Intercolonial, and Foreign.

5. In May, 1866, I succeeded in completing an arrangement with the Bank of New South Wales, by which that institution now allows interest on the current daily balance, and the revenue to the department is thereby proportionately benefited.

6. I am happy to say that, in accordance with a recommendation contained in my Report of last year, instructions were issued to the Collectors of Revenue throughout the Colony to avail themselves of the Money Order System in making their remittances to the Treasury, and the result has been satisfactory. There is, however, still a large amount of money transmitted to Sydney in postage stamps, from which the general revenue suffers in two ways:—In the first place there is the original outlay in the material and manufacture of the stamps, which, on being received as first mentioned, do not again go into circulation, but are periodically destroyed; and secondly, the commission allowed to the vendors of these stamps is so far expended to no public advantage, whilst it must be borne in mind that the use of Money Orders (which are issued without limit as to the minimum amount) in lieu of stamps, would add considerably to the revenue of this department, by the amount of commission chargeable thereon.

7. The revenue of the Money Order Department for the year 1866 has exceeded the expenditure, and this result has been arrived at within the space of about four (4) years, a fact which is unequalled in the history of the Money Order System, and I look forward with confidence to a continued and progressive increase to the revenue.

F. W. HILL,
 Superintendent.

Money Order Office,
 Sydney, 16th April, 1867.

(1.)

RETURN showing the Number and Amount of Money Orders *issued* in New South Wales, during the year 1866.

Year.	On New South Wales.		On England.		On Ireland.		On Scotland.		On New Zealand.		On Queensland.		On South Australia.		On Tasmania.		On Victoria.		On Western Australia.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
1866	31114	148329 6 0	4557	19899 12 9	2318	10086 4 5	975	4289 11 1	256	1203 11 10	661	2542 11 6	163	705 7 6	157	301 16 1	1761	8156 16 6	11	56 7 8	41968	196071 5 4

(2.)

RETURN showing the Number and Amount of Money Orders *paid* in New South Wales, during the year 1866.

Year.	Issued in New South Wales.		Issued in England.		Issued in Ireland.		Issued in Scotland.		Issued in New Zealand.		Issued in Queensland.		Issued in South Australia.		Issued in Tasmania.		Issued in Victoria.		Issued in Western Australia.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
1866	30638	146914 13 2	740	2918 14 7	67	247 0 11	34	147 13 0	966	5011 14 9	1444	6266 19 2	132	518 15 1	90	348 1 1	1218	5229 6 7	69	605 15 0	35398	168241 13 4

(3.)

RETURN showing the Number of Money Orders issued in New South Wales during the Year 1866, classified according to the Rates of Commission charged thereon.

	Colonial.		Intercolonial.		United Kingdom.				Total.	Amount.
	£5 and under.	Between £5 and £10.	£5 and under.	Between £5 and £10.	£2 and under.	Between £2 and £5.	Between £5 and £7.	Between £7 and £10.		
January	1,293	725	127	54	205	226	29	93	2,752	£ 12,899 4 5
February	1,247	654	115	62	184	201	28	79	11,922	11,922 0 9
March	1,893	780	140	67	235	251	45	110	15,115	15,115 12 5
April	1,464	805	163	72	290	244	37	94	14,565	14,565 19 10
May	1,513	802	162	79	267	252	37	79	14,636	14,636 19 0
June	1,355	783	160	55	190	224	26	84	13,632	13,632 12 7
July	1,797	574	192	65	230	294	47	171	16,633	16,633 16 9
August	2,033	978	193	82	282	311	47	197	18,615	18,615 3 3
September	1,752	1,125	203	88	223	255	40	155	19,015	19,015 10 9
October	1,999	1,254	205	74	377	434	55	187	22,070	22,070 16 4
November	1,712	1,032	181	91	215	234	45	110	17,651	17,651 15 2
December	2,056	1,255	233	62	164	154	32	85	19,311	19,311 14 1
TOTALS ..	20,114	11,067	2,079	551	2,862	3,053	468	1,444	41,968	196,071 5 4

(4.)

RETURN showing the Number and Amount of Money Orders, with the amount of Commission thereon, issued at the Chief Office, Sydney, during each month of the year 1866; also, the Number and Amount of Money Orders paid at the Chief Office, Sydney, during the same period.

	Number of Orders issued.	Amount of Orders issued.		Amount of Commission.		Number of Orders paid.	Amount of Orders paid.	
		£	s. d.	£	s. d.		£	s. d.
January	621	2,754	9 10	47	8 6	1,654	8,070	0 8
February	576	2,632	1 9	43	19 0	1,503	6,945	1 3
March	732	3,432	8 3	60	3 0	2,089	8,757	17 8
April	737	3,059	2 3	54	9 0	1,863	8,850	9 5
May	774	3,238	9 7	56	1 6	1,815	8,664	14 9
June	695	2,964	4 5	51	0 0	1,725	8,377	15 7
July	931	4,412	9 8	75	8 0	2,035	9,297	0 7
August	960	4,557	19 8	80	18 0	2,191	10,354	7 0
September	861	4,123	1 7	69	7 6	2,249	11,430	10 8
October	1,142	4,972	8 2	91	4 0	2,445	12,216	3 5
November	770	3,631	0 8	60	12 0	2,090	10,293	12 6
December	700	2,964	19 1	47	6 0	2,513	13,436	1 9
TOTALS ..	9,499	42,772	14 11	737	16 6	24,202	116,693	15 3

(5.)

COMPARATIVE RETURN showing the Number and Amount of Money Orders issued and paid in New South Wales during the years 1863, 1864, 1865, and 1866; together with the Amount of Commission on Orders issued in the Colony.

Year.	Number of Orders issued.	Amount of Commission.		Amount of Orders issued.		Number of Orders paid.	Amount of Orders paid.	
		£	s. d.	£	s. d.		£	s. d.
1863	11,478	614	19 6	53,861	14 4	8,425	40,871	19 9
1864	21,912	1,203	12 6	105,899	13 10	16,683	84,139	3 2
1865	28,469	1,439	1 0	130,746	12 0	23,556	112,367	0 0
1866	41,968	2,055	13 0	196,071	5 4	35,398	168,241	13 4

REPORT FROM THE POSTMASTER GENERAL—1866.

B.

RETURN of Postal Lines established in 1866.

Roads.	Postal Lines.	Frequency of Communication.	Miles.
Western ..	Mudgee and Barragon	Once a week ..	35
	Hartley and Fish River Creek	Once a week ..	30
	Bourke and Belalie	Once a fortnight ..	100
Southern ..	Wee Waa and Coonamble	Once a week ..	110
	Nerriga and Shoalhaven	Once a week ..	61
	Kameruka and Nimitybelle	Once a week ..	40
	Gundagai and Clarendon	Once a week ..	25
	Morangarell and Marsden's	Once a week ..	33
Northern ..	Yass and Gundaroo	Twice a week ..	15
	Bolong and Cambewarra	Thrice a week ..	4
	Barraba and Moree	Once a week ..	127
	Coonabarabran and Gunnedah	Once a week ..	120
	Mount Vincent and Corranbong	Once a week ..	9
	Casino and Codrington	Once a week ..	15
		Total ..		724

C.

RETURN of Postal Lines discontinued in 1866.

Road.	Postal Lines.	Frequency of Communication.	Miles.
Northern ..	Wallabadah and Quirindi	Once a week ..	11
	Gulligal and Warialda	Once a week ..	87
	Kempsey and Darkwater	Twice a week ..	6
	Gulligal and Coonabarabran	Once a week ..	80
	Total ..		184

D.

RETURN of increased Postal Accommodation afforded during 1866, on existing Lines.

Roads.	Postal Lines.	Additional Communication afforded.	Miles.
Western ..	Wellington and Dubbo	Twice a week ..	54
	Mudgee and Munderooran	Once a week ..	71
	Munderooran and Coonamble	Once a week ..	90
Southern ..	O'Connell, Mutton's Falls, and Oberon	Once a week ..	7
	Albion Park and Shellharbour	Once a week ..	8
	Bombala, Cathcart, Panbula, and Eden	Once a week ..	66
	Tarcutta and Wagga Wagga	Thrice a week ..	21
	Setton Forest and Kangaloon	Once a week ..	20
	Total ..		337

E.

RETURN of decreased Postal Accommodation during 1866, on existing Lines.

Roads.	Postal Lines.	Frequency of Communication.		Miles.
		1865. Per week.	1866. Per week.	
Western ..	Parramatta, Prospect, and Eastern Creek	Six times ..	Three times ..	9
	Orange, Murga, and Forbes	Six times ..	Three times ..	80
Northern ..	Bathurst and Quartz Ridge	Three times ..	Twice ..	32
	Armidale, Falconer, and Glen Innes	Three times ..	Twice ..	60
	Total ..			181

F.

List of Post Offices on the 31st December, 1866.

Name of Post Office.	Salary.	Name of Postmaster or Postmistress.	Name of Post Office.	Salary.	Name of Postmaster or Postmistress.
	£ s. d.			£ s. d.	
Aberdeen	15 0 0	Thos. Patterson.	Carroll	12 0 0	Geo. Walker.
Adaminihy	12 0 0	S. Hinton.	Casino	15 0 0	Maria Meanley.
Adelong	25 0 0	A. Graham.	Cassilis	30 0 0	Ellen M'Laren.
Adelong Crossing Place	12 0 0	John De Faye.	Castlereagh	12 0 0	Chas. Anderson.
Albion Park	18 0 0	Jas. Grey.	Cathcart	12 0 0	M. Gerathy.
Albury	230 0 0	T. H. Stone.	Cessnock	12 0 0	Jas. Melville.
Appin	30 0 0	J. Armstrong.	Charcoal Creek	20 0 0	E. F. Smith.
Araluen	18 0 0	J. H. Blatchford.	Clarence Town	25 0 0	E. Farquhar.
Armidale	200 0 0	J. W. Emblem.	Clarence River Heads	12 0 0	W. Black.
Ashfield	12 0 0	W. Dougan.	Clarendon	12 0 0	C. J. Ingrey.
Ashford	15 0 0	Joseph Slack.	Cobbora	12 0 0	W. Martin.
Avisford	15 0 0	T. Gorvie.	Codrington	12 0 0	Jno. M'Millan.
Ballalaba	12 0 0	James South.	Colo	12 0 0	W. H. Gosper.
Balmain	15 0 0	A. Chape.	Collector	25 0 0	Martha Donohue.
Balanald	20 0 0	Jno. Cramsie.	Collie	12 0 0	Jas. M'Dougall.
Bandon Grove	12 0 0	W. A. Smith.	Collington	12 0 0	Cath. Ware.
Bankstown	12 0 0	IL Monkley.	Conargo	12 0 0	David Rogers.
Barraba	15 0 0	D. Sinclair.	Condobolin	20 0 0	Jno. Bowman.
Barragan	12 0 0	A. Tindale.	Coolah	18 0 0	A. Henderson.
Bateman's Bay	30 0 0	P. O'Hehir.	Cooma	30 0 0	Ann Walters.
Bathurst	300 0 0	W. G. Thompson.	Coonahabran	15 0 0	D. Cockburn.
Baulkham Hills	18 0 0	J. Kelly.	Coonamble	18 0 0	H. C. Board.
Bega	25 0 0	R. W. Sharpe.	Cooranbong	12 0 0	Thos. D'Aram.
Belford	12 0 0	F. J. Deitz.	Copabella	15 0 0	Jas. Robinson.
Bendemeer	40 0 0	J. K. Osborne.	Copmanhurst	12 0 0	Geo. Gerrard.
Berrima	85 0 0	J. Powell.	Corang	12 0 0	D. M'Grath.
Bigga	12 0 0	T. McGuinness.	Coramundra	12 0 0	Thos. Barnes.
Billabong	12 0 0	Win. Jones.	Cowra	50 0 0	Stephen Alford.
Binalong	25 0 0	M. Murphy.	Crowa	20 0 0	J. W. Weir.
Binda	25 0 0	Ed. Webster.	Crown Flat	15 0 0	W. H. Myers.
Bingera	15 0 0	A. W. Mallon.	Cudgegong	12 0 0	W. Readford.
Bishop's Bridge	12 0 0	Terence O'Brien.	Cullen Bullen	15 0 0	W. Hart.
Blacktown	12 0 0	Mrs. Ann Collins.	Cundletown	18 0 0	Robt. Broad.
Blandford	12 0 0	Thos. Foster.	Currabubula	12 0 0	E. R. Davis.
Blayney	15 0 0	Thos. Davis.	Currawang	12 0 0	— Armstrong.
Black Rock	12 0 0	Geo. Gallimore.	Dalton	12 0 0	Jno. Wheatley.
Bobundarah	12 0 0	And. Sturgeton.	Dapto	40 0 0	Kenneth Mackenzie.
Bodalla	15 0 0	John Emmott.	Darlington	12 0 0	W. Taylor.
Bolong	12 0 0	D. Monroe.	Darkwater	12 0 0	W. Dawes.
Bombala	35 0 0	Hy. Hogarth.	Delegate	12 0 0	Mrs. C. C. Stuart.
Bong Bong	12 0 0	Richd. Stone.	Denham Court	12 0 0	Annie Millar.
Bonshaw	12 0 0	G. T. Heydon.	Deniliquin	200 0 0	G. M. White.
Bookham	15 0 0	John Hy. Vicq.	Denison Town	12 0 0	Jno. M'Cubbin.
Booliga	12 0 0	Geo. Williamson.	Denman	30 0 0	G. A. F. Kibble.
Borehole	12 0 0	Jane Peters.	Dingo Creek	12 0 0	W. Small.
Boro	30 0 0	J. V. Williams.	Douglas Park	15 0 0	F. W. Le Messurier.
Botany	12 0 0	Wm. Gambell.	Dovedale	12 0 0	John Marx.
Bourke-street	12 0 0	D. Law.	Dural	12 0 0	A. B. Turrell.
Bourke	20 0 0	J. Becker.	Dubbo	35 0 0	J. E. Browning.
Bowenfels	40 0 0	W. Corderoy.	Dundee	15 0 0	W. H. Daniel.
Bowling Alley Point	12 0 0	Jas. Lindsay.	Dungog	35 0 0	Saml. Redman.
Bowrall	12 0 0	D. Harrison.	East Kempsey	15 0 0	F. Litchfield.
Braidwood	150 0 0	Chas. Harrison.	East Maitland	230 0 0	R. Browne.
Branxton	25 0 0	D. H. McDonald.	Eastern Creek	12 0 0	Jno. Beggs.
Breeza	15 0 0	F. R. Ferrier.	Ebenezer	12 0 0	M. M'Fetridge.
Brenda	12 0 0	F. R. M'Pherson.	Eccleston	12 0 0	R. Siver.
Brewarina	12 0 0	Wm. Kerrigan.	Eden	25 0 0	Solomon Solomon.
Bringelly	18 0 0	W. Neal.	Ellalong	12 0 0	Eliza Daunt.
Brookfield	12 0 0	J. Thorndike.	Ellenborough	12 0 0	Elizabeth Kirkman.
Broughton's Creek	12 0 0	D. Stewart.	Emu	20 0 0	J. Smyth.
Brownlow Hill	12 0 0	M. Roberts.	Emu Ferry	12 0 0	W. Avery.
Brush Grove	12 0 0	D. McDonald.	Enfield	12 0 0	W. J. Innes.
Buckley's Crossing Place	12 0 0	R. Barnes.	Euston	12 0 0	F. M. Black.
Bundarra	25 0 0	M. Hayes.	Evans' Plains	12 0 0	Job. Boardman.
Bungendore	18 0 0	J. Ford.	Falconer	12 0 0	Thos. Rae.
Bungonia	15 0 0	Cath. Armstrong.	Fish River Creek	12 0 0	Jno. Fawcett.
Bunyan	12 0 0	John Cullen.	Five Dock	12 0 0	Jno. Croker.
Burrarorang	12 0 0	Mary A. Meurant.	Forbes	200 0 0	Geo. J. Robinson.
Burrawang	12 0 0	G. W. Crighton.	Fordwich	12 0 0	J. Clark.
Burrowa	25 0 0	John Hurley.	Frederick's Valley	15 0 0	J. B. Favell.
Burrendong	12 0 0	Thos. J. Dawson.	Frederickton	15 0 0	J. W. Wilson.
Burrier	12 0 0	Chas. Burners.	Gannon's Forest	12 0 0	C. Clagget.
Burwood	15 0 0	Jas. Attwell.	Gap Range	12 0 0	W. Toohy.
Cadia	12 0 0	S. A. Clarke.	Gerringong	18 0 0	M. F. Egan.
Caloola	12 0 0	R. Knott.	Ginninderra	15 0 0	G. Harcourt.
Cambewara	12 0 0	J. Fraser.	Gladesville	12 0 0	Ann Ruck.
Camberwell	20 0 0	J. Hawke.	Glanmire	12 0 0	Jno. Robinson.
Camden	100 0 0	Eliza Pearson.	Glebe	12 0 0	J. Tucker.
Campbelltown	200 0 0	John Boag.	Glen Innes	30 0 0	Arch. Fletcher.
Camperdown	12 0 0	J. T. Larkins.	Gloucester	12 0 0	R. Lavers.
Canberra	12 0 0	F. Williams.	Goonoo Goonoo	30 0 0	W. Alderton.
Cannonbar	12 0 0	John Colley.	Gosford	20 0 0	J. Coulter.
Canowindra	12 0 0	J. P. Pierce.	Gongolgon	12 0 0	Jno. Forbes Tulloch.
Canterbury	12 0 0	Thos. Davis.	Goulburn	300 0 0	J. Scowcroft.
Carcoar	50 0 0	Jno. Whittaker.	Grafton	60 0 0	T. Fisher.

F—continued.

Name of Post Office.	Salary.	Name of Postmaster or Postmistress.	Name of Post Office.	Salary.	Name of Postmaster or Postmistress.
	£ s. d.			£ s. d.	
Grenfell	50 0 0	Jas. F. Taylor.	Millamurra	12 0 0	C. Reid.
Gresford	20 0 0	J. Bush.	Merri Merri	12 0 0	Thos. Stone.
Gulligal	25 0 0	Geo. Humphries.	Merriva	30 0 0	Matilda Winter.
Gundagai	125 0 0	A. S. Smith.	Michelago	15 0 0	E. Cameron.
Gundaroo	25 0 0	Saml. S. Viles.	Miller's Forest	20 0 0	H. Carpenter.
Gunnedah	35 0 0	G. Cohen.	Millfield	12 0 0	Susan Snoden.
Gunning	20 0 0	T. W. Connolly.	Milton	15 0 0	F. Hall.
Guntawang	12 0 0	Geo. Rouse.	Minmi	15 0 0	J. Parker.
Guyong	15 0 0	W. Rowe.	Mitchell's Creek	15 0 0	Geo. Hodgson.
Hanging Rock	12 0 0	G. Bond.	Moama	30 0 0	Finlay Hogarth.
Hartley	90 0 0	P. Finn.	Molong	60 0 0	John Liscombe.
Hay	50 0 0	C. A. Middleton.	Molonglo	12 0 0	Wm. Barnett.
Hexham	30 0 0	F. Harvey.	Monga	12 0 0	Wm. Breckenridge.
Hinton	25 0 0	H. Atkins.	Monkerai	12 0 0	M. Moss.
Honeysuckle Point	12 0 0	M. B. Smith.	Montefiores	15 0 0	J. Sorwall.
Hornsby	12 0 0	Jno. E. Wild.	Moonan Brook	12 0 0	Ann Pinkerton.
Howlong	12 0 0	J. Drew.	Moonbi	18 0 0	Margt. Brereton.
Hunter's Hill	15 0 0	Jas. Wm. Stanner.	Morongarell	20 0 0	D. C. McGregor.
Huntingdon	12 0 0	L. Lindsay.	Morce	18 0 0	D. McKenzie.
Hursley	12 0 0	J. H. Young.	Morpeth	100 0 0	Jane Larymore.
Icely	12 0 0	John Sturt.	Moruya	35 0 0	Oliver Lodge.
Inverell	25 0 0	Colin Ross.	Mount Murchison	12 0 0	Jas. Knowles.
Ironbarks	25 0 0	J. L. Isaacs.	Mount Vincent	12 0 0	Thos. Latter.
Jamberoo	20 0 0	S. Major.	Moulamein	18 0 0	Wm. Linton.
Jembaicumbene	12 0 0	G. Summers.	Mudgee	250 0 0	And. Cartan.
Jereelderie	18 0 0	Thos. Trader.	Mulgoa	12 0 0	P. O'Connor.
Jerry's Plains	20 0 0	Oliver Saunders.	Mullenderree	18 0 0	Margt. Quinn.
Jindabyne	12 0 0	Thos. Baggs.	Mulwala	12 0 0	P. Dunn.
Jones' Island	12 0 0	T. W. Dugdale.	Mummell	12 0 0	T. Abberton.
Jugiong	18 0 0	Jno. Sheahan.	Mundooran	15 0 0	T. Webster.
The Junction (Newcastle)	15 0 0	W. Mills.	Murga	12 0 0	Jno. Antram.
Junco	12 0 0	H. Williams.	Murrumbah	15 0 0	H. Jeffrey.
Kameruka	12 0 0	W. M. White.	Murrumburrah	30 0 0	Geo. Barnes.
Kangaloon	12 0 0	W. R. Russell.	Murrurundi	110 0 0	H. Wheeler.
Kcen's Swamp	20 0 0	Eliza Harris.	Muswellbrook	80 0 0	J. S. Arnott.
Kelso	30 0 0	Ann Glasson.	Mutt Billy	15 0 0	J. R. Hilton.
Kempsey	30 0 0	Eliza P. Dangar.	Mutton's Falls	12 0 0	Elizth. A. Webb.
Kenny's Point	12 0 0	John Kenny.	Myall River	12 0 0	A. T. Olive.
Kiama	40 0 0	Thos. Fuller.	Myrtleville	12 0 0	G. Blay.
Kogarah	12 0 0	W. Blake.	Narrabri	25 0 0	A. Goldman.
Kiandra	12 0 0	Geo. Atkinson.	Narrandera	15 0 0	Fredk. G. Savage.
Kincumber	12 0 0	H. H. Lane.	Narellan	15 0 0	J. Hartley.
Kiora	12 0 0	Wm. Hawdon.	Nattai	18 0 0	Wm. Frazer.
Kunopia	12 0 0	A. Wightman.	Nelligen	18 0 0	F. Guy.
Laggan	12 0 0	W. A. Foster.	Nerriga	12 0 0	Margt. Rolfe.
Lagoons	12 0 0	T. B. Carson.	Nerrigundah	25 0 0	Amelia Hardy.
Laguna	12 0 0	Mrs. M. B. Townsend.	Newcastle	230 0 0	Wm. Thompson.
Lambton	12 0 0	Danl. Jones.	Newtown	15 0 0	G. West.
Lane Cove	12 0 0	Eliza Edwards.	Nimitybelle	20 0 0	Ellen Bell.
Langworthy's	12 0 0	W. Langworthy.	North Richmond	15 0 0	J. Winter.
Lanyon	12 0 0	A. W. Cunningham.	Norwood	12 0 0	W. H. Sutton.
Lake Macquarie Road	15 0 0	Jno. Howden.	Nowra	20 0 0	J. Green.
Larbert	12 0 0	Jno. Stephens.	Numeralia	12 0 0	H. Agnew.
Largs	20 0 0	Geo. Roberts.	Nundle	30 0 0	S. Lambert.
Lawrence	18 0 0	F. Gare.	Oaks	12 0 0	Ed. Rielly.
Lewinsbrook	12 0 0	Mrs. R. H. Fowler.	Oakey Creek	12 0 0	J. Allison.
Limskilns	12 0 0	S. Taylor.	Oberon	12 0 0	C. W. Cunynghame.
Lismore	12 0 0	A. Wotherspoon.	Obley	18 0 0	Thos. Connor.
Limeburner's Creek	15 0 0	F. Lynch.	O'Connell	15 0 0	H. Renwick.
Lithgow	12 0 0	W. Woolley.	One Tree Hill	12 0 0	Wm Pettit.
Little Hartley	20 0 0	G. Jarvis.	Ophir	12 0 0	D. H. Melhuish.
Littleton	12 0 0	F. Bacigalupo.	Orange	100 0 0	J. Dale.
Liverpool	60 0 0	H. B. Beresford.	Oranmeir	12 0 0	M. O'Connell.
Lochinvar	25 0 0	Isaac Beckett.	Paddington	15 0 0	R. Westaway.
Longbottom	15 0 0	P. M'Grath.	Palmer's Island	12 0 0	A. Ross.
Long Creek	12 0 0	Wm. Fletcher.	Pambula	20 0 0	J. H. Bennett.
Long Reach	12 0 0	Family M'Mahon.	Parramatta	280 0 0	Jemima Wickham.
Long Swamp	15 0 0	F. W. Ravison.	Paterson	30 0 0	M. L. Saunders.
Lostock	12 0 0	F. M'Namara.	Peel	15 0 0	J. Reed.
Louisa Creek	18 0 0	W. C. Howard.	Penrith	200 0 0	F. A. Kellott.
Lower Portland	12 0 0	H. Everingham.	Pennant Hills	12 0 0	W. Spurway.
Lucknow	20 0 0	Thos. Devery.	Petersham	15 0 0	H. Williams.
Major's Creek	15 0 0	J. H. Blatchford.	Pictou	60 0 0	Ed. G. Larkin.
Mangrove Creek	12 0 0	D. McIntosh.	Pitt Town	20 0 0	Jos. Hobbs.
Manilla	12 0 0	G. Veness.	Port Macquarie	30 0 0	M. J. Spence.
Manly	15 0 0	J. Fox.	Prospect	18 0 0	Eliza Doherty.
Marengo	20 0 0	R. Stevens.	Pymont	12 0 0	E. Fleming.
Marrickville	12 0 0	Charlotte Fairbairn.	Quartz Ridge	12 0 0	Jno. Johnson.
Marulan	25 0 0	John O'Neill.	Queanbeyan	60 0 0	G. Soares.
Maryland	15 0 0	W. Hardy.	Quirindi	15 0 0	Elizth. Cook.
Marsden's	12 0 0	H. K. Cooke.	Randwick	15 0 0	F. Veness.
Maunder	12 0 0	H. Prendergast.	Raymond Terrace	60 0 0	W. E. Shaw.
Meadows, The	12 0 0	W. Murray.	Redbank	12 0 0	R. Fitzpatrick.
Meadow Flat	25 0 0	H. G. Brown.	Redfern	12 0 0	A. Allen.
Menangle	18 0 0	D. Kelly.	Reid's Flat	20 0 0	Ralph Lowe.
Merimbula	20 0 0	H. J. Bate.	Richmond	60 0 0	W. Price.
Merindee	15 0 0	Isabella Newman.	Richmond River Heads	12 0 0	Ed. Ross.
Merrendoo	12 0 0	F. M'Grath.	Rocky Mouth	12 0 0	Saml. M'Naughton.

F—continued.

Name of Post Office.	Salary.	Name of Postmaster or Postmistress.	Name of Post Office.	Salary.	Name of Postmaster or Postmistress.
	£ s. d.			£ s. d.	
Rockley	21 0 0	A. Budden.	Ulladulla	20 0 0	W. Sturrock.
Rocky River	20 0 0	W. Cleghorn.	Ulmara	18 0 0	D. M'Auley.
Rolland's Plains	12 0 0	W. H. Lancaster.	Upper Adelong	20 0 0	A. Watson.
Rouse Hill	20 0 0	Elizth. Retallick.	Upper Araluen	15 0 0	W. Burke.
Russell's	12 0 0	J. J. Patrick.	Upper Bingera	18 0 0	Chas. Nickell.
Rylstone	30 0 0	A. M. Armstrong.	Uralla	40 0 0	J. M'Crossin.
Rydal	12 0 0	Geo. Stevenson.	Urana	20 0 0	E. J. Scott.
Ryde	25 0 0	G. Pope.	Vacy	12 0 0	J. Moreom.
Sackville Reach	15 0 0	H. C. Kirwan.	Wagga Wagga	100 0 0	P. S. Murray.
St. Alban's	12 0 0	Mary A. Walters.	Wagonga	12 0 0	Alfd. Cowderoy.
St. Leonards	15 0 0	G. H. Stevens.	Walcha	20 0 0	Jane Daniel.
St. Mark's	12 0 0	F. M'Lean.	Wallgett	25 0 0	C. S. Abrahams.
St. Mary's	30 0 0	M. Webb.	Wallabadah	15 0 0	Miss J. Croppin.
St. Peter's	18 0 0	J. M'Kenzie.	Wallsend	20 0 0	W. W. Johnson.
Scone	55 0 0	Francis Isaacs.	Waratah	25 0 0	G. T. Ferris.
Seaham	15 0 0	A. Cameron.	Warialda	35 0 0	M. A. Geddes.
Shellharbour	15 0 0	W. Walters.	Wangunella	12 0 0	J. Dillon.
Shoalhaven	50 0 0	J. Lang.	Warkworth	12 0 0	Maria A. Squire.
Singleton	200 0 0	S. Baker.	Waructon	12 0 0	J. Warne.
Smithfield	15 0 0	J. Mansfield.	Warren	12 0 0	E. Readford.
Sofala	35 0 0	Margt. Smith.	Wandandian	12 0 0	Thos. Walsh.
South Grafton	20 0 0	A. Davis.	Waterloo	20 0 0	Jos. Hinchcliffe.
South Gundagai	20 0 0	Thos. Henderson.	Watson's Bay	15 0 0	J. Fairbairn.
South Wangan	12 0 0	J. Newell.	Wattle Flat	15 0 0	G. Morehouse.
Spring Valley	12 0 0	W. Payne.	Waverley	15 0 0	W. Thomas.
Stockton	12 0 0	Jane Stirling.	Weatherboard	12 0 0	Rd. Norris.
Stroud	25 0 0	T. Laman.	Wee Waa	30 0 0	T. H. Burrell.
Summer Island	12 0 0	F. M'Cormick.	Welaragang	12 0 0	S. G. R. M'Donald.
Sutton Forest	24 0 0	Edw. Stagg.	Wellingrove	18 0 0	J. E. Maund.
Swatchfield	12 0 0	R. Stapleton.	Wellington	35 0 0	H. Pike.
Table-land	15 0 0	E. Horton.	Wentworth	50 0 0	P. M'Fie.
Tabulam	20 0 0	C. H. E. Chauvel.	West Maitland	300 0 0	E. B. Daly.
Tambaroora	25 0 0	W. J. Slack.	Wheeo	20 0 0	T. Glennan.
Tamworth	200 0 0	G. Denshire.	Wheeny Creek	15 0 0	J. Lamrock.
Tarago	15 0 0	J. Miller.	Wilberforce	20 0 0	A. Simpson.
Taralga	18 0 0	S. Phillips.	Windellama	12 0 0	Elizth. Cartwright.
Tarcutta	45 0 0	T. Mate.	Windyeyer	15 0 0	Wm. Mulholland.
Taree	18 0 0	Ebenezer Doust.	Windsor	200 0 0	J. A. Dick.
Tarlo	18 0 0	Jas. Martin.	Wingecaribbee	12 0 0	John Hanrahan.
Teesdale	12 0 0	Elizth. L. Boss.	Wingham	15 0 0	W. G. Higgs.
Ten-mile Creek	30 0 0	Jas. Ford.	Wiseman's Ferry	12 0 0	G. P. Black.
Tenterfield	40 0 0	E. O'Connell.	Wollombi	20 0 0	Eliza Arnott.
Terrara	15 0 0	Jas. Armstrong.	Wollongong	200 0 0	T. W. Elliott.
Thornthwaite	12 0 0	Arabella Goodman.	Wollumben	12 0 0	J. Bray.
Timbarra	15 0 0	Henrietta Smith.	Wolumba	12 0 0	R. Beck.
Tinonec	30 0 0	H. Dean.	Woodville	12 0 0	Ruth Paine.
Tomago	15 0 0	Miss M. E. Gordon.	Woodhouselee	12 0 0	R. Harvie.
Tomerong	12 0 0	M. Craig.	Wombat	20 0 0	S. H. Snow.
Toogong	12 0 0	And. Irvine.	Woodsreef	12 0 0	W. Regan.
Toocoom	12 0 0	D. M'Lean.	Woonona	20 0 0	H. Fry.
Tucna	25 0 0	A. M'Ausland.	Yass	200 0 0	P. Goold.
Tumut	70 0 0	Hy. Hilton.	Yarawa	12 0 0	A. W. Bucknell.
Tumberumba	20 0 0	M. Langford.	Yetholme	15 0 0	W. J. Adams.
Turee	15 0 0	Mary Elliott.	Yeung	300 0 0	A. M. M'Arthur.

POST OFFICES ESTABLISHED IN 1866.

Barragon.	Fish River Creek.
Brewarina.	Grenfell.
Belalie.	Honeysuckle Point.
Brush Grove.	Icely.
Bonshaw.	Larbert.
Cooranbong.	Lithgow.
Codrington.	Marsden's.
Currawang.	One-tree Hill.
Collington.	South Grafton.
Cambewarra.	Wellumben.

POST OFFICES RE-ESTABLISHED IN 1866.

Booligal.	Mulwalla.
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POST OFFICES DISCONTINUED IN 1866.

Walanthry.	Kembla.
Bull's Camp.	

REPORT FROM THE POSTMASTER GENERAL—1866.

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G.

LIST of Stamp-sellers on the 31st December, 1866.

Names.	Residence.	Date of Appointment.	Names.	Residence.	Date of Appointment.
Aitken, J. C.	Botany-street, South Head Road.	3 Jan., 1860	Lowc, B.	Miller's Point	6 Aug., 1863
Abrams, L. G.	333, Pitt-street	24 April, 1866	Lowther, Ed.	Sussex-street	13 May, 1865
Ateak, Chin.	George-street	1 Aug., 1866	Lee, W. B.	215, George-street	10 July, 1865
Allon, Alfred	136, King-street	26 May, 1865	Long, C. H.	Elizabeth-street	5 Dec., 1865
Asher, J. H.	129, King-street	1 Oct., 1865	Maddock, W.	George-street	6 Aug., 1863
Allingham & Paterson	513, George-street	7 Nov., 1865	Madden, M. J.	Market-street West	24 Oct., 1864
Baird, A.	Surry Hills	23 Feb., 1861	Mailer, J.	286, George-street	11 Mar., 1863
Bartlett, J.	256, George-street	11 Oct., 1859	M'Intosh, A.	252, Sussex-street	4 Aug., 1862
Brown, Catherine ..	Circular Quay	24 Aug., 1861	M'Neill, J.	40, Sussex-street	20 Mar., 1860
Burrell, J. N.	South Head Road	27 June, 1866	Moffitt, W.	Pitt-street	24 Oct., 1857
Bowyer, George ..	Elizabeth-street South	26 May, 1865	Moon, W.	Railway Station	17 Feb., 1864
Bartram, Wm.	Botany Road	29 May, 1865	Moore, J.	George-street	23 July, 1856
Bradley, C. B.	Newtown Road	19 July, 1865	Murphy, F.	455, Bourke-street	1 Feb., 1860
Banks, Eliza	69, Market-street	19 Sept., 1865	Muspratt, E.	William-street	18 Jan., 1860
Bozon, F.	William-street	29 Jan., 1866	Musgrave, T.	Windmill-street	25 Nov., 1864
Booth, Josh.	Corner Druitt and Sussex Streets.	29 Jan., 1866	M'Donald, W.	659, Elizabeth-street	23 May, 1865
Brown & Co., F.	299, Pitt-street	22 Mar., 1866	Mort, H.	Erskine-street	11 June, 1866
Campbell, D.	143, Castlereagh-street	24 Aug., 1860	Nelson, J. H.	Old South Head Road, Paddington.	16 Mar., 1866
Canvin, Maria.	247, Crown-street	11 May, 1864	Nash, Wm.	Lower George-street	31 Dec., 1866
Cubitt, A.	Bridge-street	31 Aug., 1864	Penfold, E. T.	George-street	12 May, 1857
Cudderford, J.	154, William-street	13 Mar., 1863	Pierce, T.	Yurong & Stanley Sts.	9 July, 1860
Carter, J. B.	48, William-street	14 Jan., 1865	Porter, G.	324, George-street	22 April, 1863
Cole, H.	George-street	7 June, 1865	Palmer, T.	George-st. (Brickfield Hill.)	23 May, 1865
Clifford, James ..	Botany Road, Redfern.	20 Sept., 1865	Pert, Robt.	427, Crown-street, Surry Hills.	6 Sept., 1865
Cassidy, Wm.	Union Club	22 Sept., 1865	Pearce, A. C.	247, Crown-street	12 July, 1866
Clarke, Emma.	27, Hunter-street	7 Nov., 1865	Rabone, Stephen ..	George-st. (Market)	11 Aug., 1864
Connolly, Jas.	93, South Head Road	13 Feb., 1866	Reilly, P.	Macquarie-street South	8 April, 1863
Causford, M. C. B. ..	37, South Head Road	13 Feb., 1866	Roberts, D.	Pitt-street	31 Aug., 1859
Couzens, Saml.	Pitt and Liverpool Streets.	16 July, 1866	Ross, A.	194, Lower George-st.	23 Jan., 1863
Davies, J.	York-street	13 Nov., 1863	Reynolds, R. H.	Pitt-street, near Victoria Theatre.	16 Mar., 1866
Davis, John.	Market-street	29 June, 1866	Rogalsky, A.	247, Pitt-street	16 Mar., 1866
Dawson, H.	8 Sussex-street	19 July, 1866	Sandon, C. T.	George-street	16 Feb., 1857
Davis, R.	47 Bathurst-street	14 Oct., 1863	Saywell, T. R.	14, Park-street	7 April, 1863
Davis, H.	Phoenix Wharf	29 April, 1862	Scholey, Mrs. R.	49, Parramatta-street	25 Aug., 1862
Dawson, T. H.	Australian Club	1 Dec., 1864	Scholes, W.	Clarence and Margaret Streets.	3 Dec., 1862
Day, James.	South Head Road	30 July, 1864	Smyth & Wells	Hunter-street	28 Mar., 1859
Dolman, W.	236, Pitt-street	2 Sept., 1868	Smith, H. M.	591, George-street	13 April, 1865
Donaldson, Margart	Paddington	14 Aug., 1861	Smith, Robert	121, William-street	25 Oct., 1865
Douglass, A.	51, Clarence-street	16 Feb., 1868	Sparrow, Chas. O. ..	William-street	12 Feb., 1866
Dole, James.	Glebe Road	2 June, 1865	Saddling, Jno.	Hunter-street	9 Mar., 1866
Dowsett & Gould ..	Market-buildings	18 Oct., 1865	Turner, E.	26, Hunter-street	9 Dec., 1864
Eames, W. D.	16, South Head Road	28 Jan., 1864	Trader, Mrs.	Upper Paddington	14 Mar., 1865
Edwards, F. L.	Pitt-street	28 Feb., 1865	Walsh, Wm.	King-street	16 Oct., 1866
Fairfax & Sons	Hunter-street	5 April, 1864	Weir, D.	George-street	28 June, 1864
Fonton, Mrs.	71, Crown-street	22 Dec., 1863	Williamson, Mrs. J. ..	75, William-street	8 Sept., 1862
Flanagan, E. F.	594, George-street	28 June, 1864	Wright, A.	40, Princess-street	18 Dec., 1863
Fludden, H.	Erskine-street	14 Oct., 1861	Weeks, N.	101, Parramatta-street	1 Mar., 1865
Fry, J. W.	452, George-street	5 May, 1864	Weissberger, —	167, Pitt-street	19 Dec., 1865
Ford, Mrs. E.	Ocean-st., Paddington.	2 Oct., 1865	Allingham, E.	Armidale	28 Oct., 1862
Fortier, Wm.	83, Sussex-street	14 Nov., 1866	Armstrong, J. F.	Forbes	18 Oct., 1862
Gea, H.	Parramatta-street	22 April, 1863	Asser, N. F.	Scene	3 Mar., 1863
Gill, G.	115, George-street	19 Dec., 1865	Ambrose, C. N.	Windsor	2 Aug., 1865
Godfrey, J.	South Head Road	6 July, 1863	Ball, E.	Goulburn	30 Dec., 1862
Gould, S.	178, Pitt-street	9 Sept., 1859	Barnes, S. H.	Mudgee	8 Sept., 1864
Graham, F.	Castlereagh-street	14 July, 1866	Barrie, J.	Douglass Park	3 Mar., 1860
Gordon & Gotch	281, George-street	8 April, 1865	Black, B.	St. Leonards	18 Oct., 1862
Grimley, Peter	69, Sussex-street	18 Aug., 1866	Blair, R.	West Maitland	6 July, 1863
Hamilton, Mrs. E. M.	Woolloomooloo-street	26 May, 1862	Broadhead, Maria ..	Do.	27 July, 1863
Hamilton, J.	Chippendale	16 Mar., 1860	Burrows, Jno.	Newcastle	18 Oct., 1865
Hardman Abel	Park-street	18 May, 1863	Byrnes, Jas.	Grenfell	14 Dec., 1866
Hayman Brothers ..	George-street	28 Jan., 1864	Carpenter, Alfd.	Deniliquin	9 Mar., 1866
Hill, J.	790, George-street	16 June, 1868	Chatterton, E.	Sackville Reach	8 Sept., 1863
Hogan, W.	King-street	1 Aug., 1861	Clift, J.	Parramatta	8 Oct., 1862
Hogan P. J.	Argyle-street	3 June, 1863	Cohen, Wm.	Tamworth	21 June, 1864
Holroyd, Mrs.	351, Bourke-street	12 June, 1860	Coul, W.	Pictou	27 Aug., 1864
Holroyd, Michl.	278, George-street	13 May, 1864	Coulter, R.	Penrith	10 May, 1864
Holmes, W. H.	184, Sussex-street	23 Nov., 1860	Cottrell, J.	Yass	18 Feb., 1863
Hayes, J. J.	555, George-street	7 April, 1865	Curry, H.	Tamworth	1 July, 1863
Hale, Thos.	No. 3, Exchange-buildings.	2 Aug., 1865	Cochrane, Josh.	Wingham	9 Nov., 1865
Humphries, T.	Newtown	16 Nov., 1865	Chittenden, Geo.	Singleton	20 Dec., 1865
Hogan, P. J.	Clyde-street	24 April, 1866	Davis, Mrs. J.	Gosford	22 Dec., 1864
Hill, Geo.	76, South Head Road	30 Aug., 1866	Dunn, Patrick	Mulwalla	8 Dec., 1864
Jackson, J.	78 & 80, Dowling-street	25 July, 1864	De Barr, M.	Goulburn	13 Dec., 1865
Jenkins, W. J.	252, George-street	27 Aug., 1869	Druce, Jas.	Parramatta	19 July, 1866
Jeyes, Geo.	193, Kent-street	23 Mar., 1863	Dawson, C. H.	Hay	31 Dec., 1866
Jacobs, Sydney	366, George-street	6 Aug., 1866	Falls, A.	West Maitland	24 Feb., 1864
Kirschbaum, A.	124, King-street	20 April, 1869	Ferris, J.	Parramatta	1 July, 1863
Lacerda, D.	206, Parramatta-street	23 Oct., 1863	Fieldhouse, E. & W. ..	Campbelltown	8 Aug., 1864
Larter, F.	South Head Road	11 Oct., 1869			
Levi & Co.	George-street North	17 Feb., 1864			
Lissak, J. J.	85, King-street	3 Feb., 1869			

G—continued.

Names.	Residence.	Date of Appointment.	Names.	Residence.	Date of Appointment.
Gallagher & Hollings	Tamworth	13 April, 1864	Payne, J. T.	Newcastle	4 Mar., 1864
George, R. R.	Bathurst	21 May, 1866	Price, A.	Tambar Springs, Gun- nedah.	31 Aug., 1864
Gerber, C.	Young	1 Oct., 1862	Quick, Wm.	Maitland	25 Mar., 1864
Glover, Ed.	Balmain (Darling-st.)	4 April, 1865	Rae, A. B.	Bathurst	31 Aug., 1863
Good, John	Parramatta	18 June, 1866	Ramsay, E.	Balmain	5 Dec., 1859
Heath, Thos.	Wagga Wagga	24 July, 1865	Ranwell & Lawrence	Mudgee	17 Aug., 1864
Hamilton, Elizabeth	Ryde	19 Dec., 1865	Regan, D.	Tamworth	6 Aug., 1863
Hewlett, W.	Wollongong	15 Sept., 1862	Riley, W. R.	Goulburn	27 Nov., 1862
Hill, J.	Singleton	1 Dec., 1862	Robinson, Jno.	Newcastle	13 June, 1865
Hippgrave & Craigie	Armidale	13 April, 1864	Riebe, G. A.	Parramatta	2 June, 1866
Howden, Mrs. J.	Lake Macquarie Road	14 Nov., 1866	Richmond, Cathe.	Forbes	3 Aug., 1866
Jackes, J.	Armidale	8 Oct., 1862	Sippell Bros.	Young	1 Nov., 1862
Jones, J. R.	Bathurst	1 Oct., 1862	Stormer, J. B.	Do.	8 Dec., 1862
Jones, A. S.	Breadalbane, near Mutt Billy.	13 June, 1864	Saloshin, H.	Deniliquin	7 April, 1866
Jefferson, T. B.	South Deniliquin	7 June, 1865	Savage, F. J.	Narrandera	26 April, 1866
Jennings, J. C.	Weddin Mountains	6 July, 1865	Stace, R. A.	Wellington	18 Oct., 1866
Jarvis, D.	Forbes	27 Dec., 1866	Tatham, S.	Balmain	27 Oct., 1866
Knaggs & Co.	Newcastle	29 June, 1866	Tegg, J. T.	West Maitland	30 June, 1864
Lee, H.	Deniliquin	16 Sept., 1864	Thomas, H.	Do.	9 Dec., 1864
Lester, W. R.	Mudgee	8 Sept., 1864	Torekler, H.	Singleton	25 Mar., 1863
Levien, A.	West Maitland	1 Nov., 1862	Trimm, J.	Armidale	21 Nov., 1862
Lloyd, E.	Murrumbah	13 Aug., 1862	Tuke, C.	Parramatta	6 Aug., 1863
Mallam, H. G.	Armidale	5 Dec., 1864	Turner, Hy.	Richmond	12 Oct., 1865
Marks Brothers	Forbes	28 Oct., 1862	Walker, W.	Sofala	13 May, 1864
Mason, E.	Parramatta	15 Sept., 1862	Walsh, G.	Goulburn	25 May, 1864
M'Clelland, —	Newcastle	25 Oct., 1859	Watson, R. C.	West Maitland	8 April, 1863
Moore, J.	Armidale	18 Oct., 1862	Wuston, Jno.	Do.	28 Oct., 1862
Mutlow, W. H.	Do.	31 Mar., 1864	White, Laban	Windsor	4 April, 1864
Manning, F.	Orange	28 Feb., 1865	White, J. C.	Bathurst	17 May, 1864
Millar, Wm.	Penrith	14 Nov., 1865	Whitton, Joseph	Camberwell	25 Aug., 1864
Myer, Jno.	Young	29 June, 1866	Winchcombe, J. P.	Young	6 Aug., 1863
M'Guigan, Jno.	Bathurst	9 Mar., 1866	Waugh, T. W.	Bowenfels	27 Jan., 1865
Martel, H. C.	Dandaloo Station, Bogan River.	19 July, 1866	Willson, G.	Tenterfield	21 Feb., 1865
Manning, Thos.	Dubbo	6 Sept., 1866	Wright, Jas.	Singleton	24 July, 1865
Nicholas, W. A.	Forbes	13 Sept., 1866	Whiting & Son	Taralga	19 July, 1866
			Watkinson, Jas.	Balmain	30 Oct., 1866

H.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st January, 1866.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
WESTERN ROADS.						
1 R. L. Dunn	Parramatta	Parramatta and Pennant Hills.	Six	Horseback	£ 46 3 0	1866. 31 Dec.
2 E. Retallack	Rouse Hill	Parramatta Railway Station, and Post Offices at Parramatta, Baulkham Hills, and Rouse Hill.	do.	do.	132 0 0	31 Dec.
3 Jno. Kelly	Baulkham Hills	Baulkham Hills and Dural	Three	do.	40 0 0	1866. 31 Dec.
4 Jos. Connolly	Windsor	Windsor, Pitt Town, and Wilberforce.	Six	do.	37 0 0	1866. 31 Dec.
5 Wm. Thompson	Pitt Town	Pitt Town, Wiseman's Ferry, and St. Alban's.	Two	do., or 1-horse gig	75 0 0	1865. 31 Dec.
6 Jas. Wamsley	Wiseman's Ferry	Wiseman's Ferry and Mangrove Creek.	One	Horseback	24 18 0	31 Dec.
7 P. O'Connor	Mulgoa	Richmond and Camden, <i>via</i> Castlereagh, Penrith, Green-dale, Mulgoa, and Bringelly.	Three	do.	180 0 0	31 Dec.
8 Chas. Cross	Wilberforce	Wilberforce, Ebenezzer, and Sackville Reach.	do.	do.	25 0 0	1866. 31 Dec.
9 Hy. Everingham	Lower Portland	Sackville Reach and Lower Portland.	do.	do.	18 0 0	1867. 31 Dec.
10 Jos. Connolly	Windsor	Richmond, North Richmond, and Wheeny Creek ("Lamrock's Inn.")	Six	do.	52 0 0	31 Dec.
11 R. J. Gosper	Colo	Colo and Wheeny Creek	One	do.	22 0 0	1865. 31 Dec.
12 Wm. Drew	Parramatta	Parramatta, Prospect, and Eastern Creek.	Three	do.	30 0 0	1866. 31 Dec.
13 M. Webb	St. Mary's	Railway Station, South Creek, and Post Office, St. Mary's.	Twenty-four.	do.	45 0 0	31 Dec.

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H—continued.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
14 W. T. Price	Richmond	Railway Station and Post Office, Richmond.	Twenty-four.	On foot ..	£ s. d. 26 0 0	1866. 31 Dec.
15 Cobb & Co. Current fares to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Sydney	Railway Station and Post Offices, Penrith, Hartley, Bathurst, and Orange.	Six ..	4-wheeled coach.	1,878 0 0	31 Dec.
16 James Graham	Fish River Creek	Hartley and Fish River Creek.	One ..	do. ..	82 0 0	31 Dec.
17 Jno. Murray	Fairy Burn, <i>via</i> Orange.	Orange and The Meadows ..	do. ..	Horseback	16 0 0	31 Dec.
18 D. M'Lachlan	Mitchell's Creek	Frying-pan and Mitchell's Creek	Two ..	do. ..	46 0 0	31 Dec.
19 F. Bacigalupo	Littleton	Green Swamp and Littleton ..	Three ..	do. ..	15 0 0	31 Dec.
20 Do.	do.	Littleton and Glanmire Gold Fields.	do. ..	.....	25 0 0	31 Dec.
21 Jos. Hewitt	Ophir	Orange and Ophir	One ..	do. ..	50 0 0	31 Dec. 1868.
22 Cobb & Co. Current fares to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Sydney	Orange, Toogong, Murga, and Forbes.	Three ..	Coach, 2 or more horses.	810 0 0	31 Dec.
23 Wm. Palmer	Carcoar	Orange, Candia, and Carcoar ..	One ..	Horseback	105 0 0	31 Dec. 1867.
24 Geo. Field	Billabong	Forbes and Billabong	Three ..	do. ..	120 0 0	31 Dec.
25 Wm. Jones.—Transferred to J. Goodlock, 1 July, 1866.	Forbes	Forbes and Young, <i>via</i> the Pinnacle Reefs.	Two ..	do. ..	300 0 0	31 Dec.
26 Cobb & Co. 40s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Sydney	Orange, Stony Creek, Ironbarks, Black Rock, Wellington, and Montefiores.	Three ..	2-horse coach.	795 0 0	1866. 31 Dec.
27 W. F. Wynne 30s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Molong	Orange, Molong, Black Rock, Wellington, and Montefiores.	do. ..	1-horse vehicle.	690 0 0	1867. 31 Dec.
*28 Jno. Payne and Jno. E. Rothwell.—Transferred to Jno. Payne, 1 April, 1866.	Montefiores .. } Wellington .. }	Wellington, Montefiores, and Dubbo.	Two ..	2-horse coach.	165 0 0	1868. 31 Dec.
29 S. Denman	Denison Town ..	Dubbo and Cobbora	One ..	Horseback	100 0 0	1866. 31 Dec.
30 Thos. Sullivan, junr. ..	Wellington	Dubbo, Warren, and Cannonbar	do. ..	2-wheeled vehicle.	300 0 0	31 Dec.
31 Thos. Cheshire—Cancelled, 5 March, 1866.	Mudgee	Obley, Cannonbar, Gongolgon, and Bourke, <i>via</i> Nyangan, Duck Creek, and the Bogan River.	do. ..	Horseback	799 0 0	1868. 31 Dec.
32 Jno. Robinson—Transferred to F. Millgate, 1 January, 1866.	Molong	Molong and Ironbarks	Three ..	do. ..	129 0 0	1867. 31 Dec.
33 Geo. Coleman	do.	Molong and Obley	Two ..	do. ..	100 0 0	1866. 31 Dec.
34 Wm. Readford 20s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Mudgee	Hartley, Bowenfels, and Mudgee	Six ..	2 or more horse vehicle.	1,199 0 0	31 Dec.
35 Hy. Ferguson	Rylstone	Kean's Swamp and Rylstone ..	Three ..	Horseback	160 0 0	31 Dec. 1868.
36 Stn. Tucker	Long Creek	Mudgee, Grattai, Windeyer, Pure Point, Campbell's Creek, Long Creek, and Upper Pyramul, with a branch post to and from Grattai, Avisford, and Louisa Creek.	Two ..	do. ..	199 0 0	31 Dec.
37 Ant. Tindale	Barragon, <i>via</i> Mudgee.	Mudgee and Barragon	One ..	do. ..	25 0 0	1866. 31 Dec.
38 Jno. Barton	Mudgee	Mudgee and Cassilis	Two ..	do. ..	478 0 0	31 Dec. 1867.
39 Thos. Cheshire	do.	Mudgee, Merrendee, Burrendong, and Ironbarks.	One ..	do. ..	119 0 0	31 Dec.
40 Jno. Hill and Robt. Falconer.	Mundooran	Mudgee, Guntawang, and Dubbo	Two ..	do. ..	289 0 0	31 Dec. 1866.
†41 Thos. E. Mills and S. E. Tuckerman. 40s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Mudgee	Mudgee, Guntawang, Cobbora, and Mundooran.	One ..	2 or more horse coach.	242 10 0	31 Dec.
42 Jas. M'Dougall	Collie	Mundooran and Collie	do. ..	Horseback	96 0 0	31 Dec.
43 D. M'Cullough	Coonamble	Mundooran and Coonamble ..	do. ..	do. ..	179 0 0	31 Dec.

* Contractor allowed £820 per annum for four times a week communication, from 1st June, 1866.
† Do. £480 do. do. from 1st July, 1866.

† Once a week additional communication, from 1st July, under nominal contract, 2s. per annum.

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CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
44 Jno. Hill and Robt. Falconcr.	Mundooran ..	Coonamble and Merri Merri (M'Lean's Station), <i>via</i> Bimbibley, Bundy, Ningey, and Coanbone.	do. ..	do. ..	£ s. d. 100 0 0	1867. 31 Dec.
45 Cobb & Co. Current fare to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Sydney ..	Bathurst, Peel, and Sofala ..	Three ..	4-wheeled coaches.	124 10 0	1866. 31 Dec.
46 J. W. Ashworth ..	Bathurst ..	Bathurst, Millamurra, and Quartz Ridge.	Two ..	Horseback	115 0 0	31 Dec.
47 Fred. Moore ..	Keen's Swamp	Sofala and Keen's Swamp ..	do. ..	do. ..	80 0 0	31 Dec.
48 Jno. Collum ..	Tambaroora ..	Sofala and Tambaroora ..	do. ..	do. ..	128 0 0	31 Dec.
49 Thos. Lonergan ..	Louisa Creek ..	Tambaroora and Louisa Creek ..	One ..	do. ..	36 0 0	31 Dec.
50 Jno. Tobin ..	Limekilns ..	Peel and Limekilns ..	do. ..	do. ..	25 0 0	31 Dec.
51 Jno. Hatfield ..	Bathurst ..	Bathurst and O'Connell ..	Two ..	do. ..	75 0 0	31 Dec.
52 Mat. Ryan—Transferred to A. and J. Whiteford, 19 August, 1866.	Mutton's Falls ..	O'Connell, Mutton's Falls, Fish River Creek, and Oberon.	One ..	do. ..	52 0 0	31 Dec.
53 Jas. Flynn, senior ..	Long Swamp ..	Bathurst and Long Swamp, <i>via</i> Caloola and Denis Island.	do. ..	do. ..	84 0 0	31 Dec. 1868.
54 J. W. De Lisle Evans ..	Rockley ..	Bathurst Lagoons and Rockley	Two ..	do. ..	118 0 0	31 Dec. 1866.
*55 F. C. Hawkins ..	do. ..	Rockley and Swatchfield ..	One ..	do. ..	50 0 0	31 Dec.
56 W. A. Steel, junior—Transferred to J. W. De L. Evans, 1 Jan., 1866.	do. ..	Rockley and Tuena ..	do. ..	do. ..	90 0 0	31 Dec.
57 Cobb & Co. Current rate to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Sydney ..	Bathurst, Evans Plains, Blayney, Carcoar, and Cowra.	Three ..	Coach, 2 or more horses.	649 0 0	1868. 31 Dec.
58 Jno. Burke ..	Bridgerson's Swamp, <i>via</i> Blayney.	Blayney and Tecadale ..	One ..	Horseback	35 0 0	31 Dec. 1866.
59 A. Ferguson ..	Canowindra ..	Cowra and Canowindra ..	Three ..	do. ..	108 0 0	31 Dec. 1867.
60 T. G. Murray ..	Young ..	Cowra and Marengo, <i>via</i> Bombaldry.	Two ..	do., or by vehicle.	133 6 8	31 Dec. 1866.
61 Nap. Smith ..	Clear Creek, <i>via</i> Peel.	Cowra, South Wangan, and Forbes.	Three ..	Horseback	220 0 0	31 Dec.
62 Do. ..	do. ..	Forbes and Condobolin, <i>via</i> Finn's	Two ..	do. ..	220 0 0	31 Dec. 1867.
63 T. J. Grace ..	Hyandra, Lachlan River.	Condobolin, Booligal, and Hay	do. ..	do. ..	700 0 0	31 Dec.
SOUTHERN ROADS.						
1 C. H. Beresford—Transferred to H. B. Beresford, 1 April, 1866 ..	Liverpool ..	Railway Station and Post Office Liverpool.	Twelve or more.	Horseback	54 0 0	1868. 31 Dec.
2 Do. do. ..	do. ..	Liverpool, Denham Court (on return, by Kemp's Creek and Bringelly.)	Six ..	do. ..	126 0 0	1866. 31 Dec.
3 Ann Galvin .. 2s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Camden ..	Railway Station and Post Offices, Campbelltown, Narrellan, and Camden.	Twelve ..	2 or more horse coach.	55 0 0	31 Dec.
4 J. Waterworth ..	Campbelltown ..	Campbelltown, Appin, Woonona, and Wollongong.	Six ..	American vehicles.	490 0 0	31 Dec.
5 Ben. Rixon ..	Wollongong ..	Wollongong, Dapto, Jamberoo, Kiama, and Shoalhaven.	do. ..	Horseback and by vehicle.	530 0 0	31 Dec. 1866.
†6 Jos. Newton ..	Shellbarbour ..	Albion Park and Shellbarbour ..	Two ..	Horseback	14 0 0	31 Dec.
7 Jno. Vidler, junior ..	Gerringong ..	Gerringong and Broughton's Creek.	do. ..	do. ..	23 0 0	31 Dec. 1868.
8 Fred. Walters ..	Shoalhaven ..	Shoalhaven, Terrara, and Nowra, <i>via</i> Green Hills.	Six ..	do. ..	45 0 0	31 Dec. 1866.
9 I. Thorburn ..	Barrangella <i>via</i> Nowra.	Nowra and Burrier ..	Two ..	Horseback	36 0 0	31 Dec. 1868.
10 P. Walsh ..	Wandandian ..	Nowra, Milton, and Ulladulla ..	Three ..	do. ..	154 0 0	31 Dec. 1866.
11 Jno. Hession ..	Ulladulla ..	Ulladulla and Bateman's Bay ..	Two ..	do. ..	110 0 0	31 Dec.
12 Hy. Nicholls .. 25s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Nelligen ..	Nelligen and Braidwood ..	do. ..	do., or by 4-horse vehicle.	115 0 0	31 Dec.
13 P. and O. Malone—Transferred to Owen Malone, 1 Jan., 1866.	Braidwood ..	Braidwood and Queanbeyan, <i>via</i> Molonglo Gap.	do. ..	Horseback	140 0 0	31 Dec. 1868.

* Contractor allowed £15 per annum extra for travelling *via* Swallow's Nest Diggings, from 1st November, 1866.
† Contractor allowed £10 per annum extra for once a week extra communication.

REPORT FROM THE POSTMASTER GENERAL—1866.

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H—continued.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
14 E. Corrigan	Bateman's Bay	Bateman's Bay, Mullenderree, and Moruya. It is clearly understood that the Mails shall leave Bateman's Bay immediately after the arrival there of the steamer from Sydney, and shall leave Moruya in time to meet the steamer leaving Bateman's Bay for Sydney, the contractor finding adequate means for both requirements.	Two ..	Horseback	£ s. d. 62 0 0	1866. 31 Dec.
15 W. Jones	Moruya	Moruya and Kiara	do ..	do ..	17 15 0	1867. 31 Dec.
16 Cobb & Co. Current fare to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Sydney	Picton, Goulburn, and Yass ..	Six ..	Coach, 3 or more horses.	1,800 0 0	1866. 31 Dec.
17 J. M'Mahon and Ann Galvin.	Camden	Camden, Brownlow Hill, and the Oaks, via Lowe's Hill.	do ..	Horseback	75 0 0	31 Dec.
18 D. Carmody	Rockbarton, via Oaks.	Oaks and Burragarang	Three ..	do ..	35 0 0	31 Dec. 1867.
19 Eliza Wallace	Sutton Forest ..	Berrima and Sutton Forest ..	Six ..	do ..	70 0 0	31 Dec. 1866.
20 Wm. Russell	Kangaloon	Sutton Forest, Burrawang, Wingecarribee (Haurahan's), and Kangaloon.	Two ..	do ..	40 0 0	31 Dec. 1867.
21 Ed. Riley	Bong Bong	Berrima, Bowrall, and Bong Bong.	Six ..	do ..	52 0 0	31 Dec. 1866.
22 Jno. O'Neill	Bungonia	Marulan and Bungonia	Three ..	do ..	21 10 0	31 Dec.
23 Do.	do.	Goulburn and Bungonia	do ..	do ..	36 0 0	31 Dec.
24 Do.	do.	Bungonia and Windellama ..	One ..	do ..	16 15 0	31 Dec.
25 A. Cameron	Fred's Flat, via Marulan.	Marulan and Long Reach ..	Two ..	do ..	30 0 0	31 Dec. 1867.
26 Jas. Malone	Braidwood	Goulburn, Boro, and Braidwood	Six ..	1 or more horse coach.	490 0 0	31 Dec. 1866.
27 Jno. Rogers	do.	Braidwood, Jembacumbene, and Major's Creek, via Bell's Pad-dock.	Three ..	Horseback	62 10 0	31 Dec.
28 J. Ellis	Oranmeir	Major's Creek, Ballalaba, and Oranmeir (Stony Creek).	Two ..	do ..	50 0 0	31 Dec. 1868.
29 Thos. Lamond	Shoalhaven	Braidwood, Corang, Nerriga, and Shoalhaven.	One ..	do ..	150 0 0	31 Dec.
30 Jas. Malone	Braidwood	Braidwood and Monga. (Little or Mongarlo River.)	Two ..	do ..	28 10 0	31 Dec. 1866.
31 E. Armfield—Transferred to F. Spicer, 1 April, 1866. 15s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	do.	Braidwood, Upper Araluen, Red-bank, and Crown Flat, via Reidsdale and Bell's Creek.	Three ..	Vehicle, 1 or 2 horses.	140 0 0	31 Dec.
32 G. Higginson	Merricumbene, via Crown Flat	Crown Flat, Lower Araluen, Moruya, and Mullenderree.	Two ..	Horseback	95 0 0	31 Dec. 1867.
33 Pat. Quinn—Transferred to J. Macgregor, 1 Sept., 1866.	Urohodalla, via Bodalla.	Moruya and Bodalla	do ..	do ..	70 0 0	31 Dec. 1866.
34 Jos. Stephens	Bodalla	Bodalla and Nerrigundah ..	do ..	do ..	85 0 0	31 Dec. 1867.
35 Pat. Quinn—Transferred to A. Cowdroy, 1 Sept., 1866.	Urohodalla, via Bodalla.	Bodalla and Wagonga	One ..	do ..	50 0 0	31 Dec. 1868.
36 Charles Macgregor and James Macgregor.	Bega	Bodalla, Bega, Wolumla, Merimbula, Panbula, and Eden.	Two ..	do ..	260 0 0	31 Dec.
37 W. H. Hopkins	do.	Bega and Kameruka	do ..	do ..	40 0 0	31 Dec.
38 Charles Macgregor and James Macgregor.	do.	Merimbula Wharf and Post Office, Eden.	One ..	do ..	40 0 0	31 Dec. 1867.
39 Robt. Elliott	Queanbeyan	Boro, Bungendore, Queanbeyan, and Cooma.	Three ..	do., or by 2-horse vehicle.	550 0 0	31 Dec.
40 T. Moran—Portion of contract between Gundaroo and Queanbeyan transferred to J. A. O'Neill, 1 Jan., 1866.	Goulburn	Goulburn, Collector, and Gundaroo. Gundaroo, Ginindera, Canberra, and Queanbeyan.	do ..	Horseback	} 365 0 0	1868. 31 Dec.
41 Jas. Malone	Braidwood	Bungendore and Molonglo ..	Three ..	do ..		
42 W. Roohan	Queanbeyan	Queanbeyan and Lanyon	Two ..	do ..	58 0 0	31 Dec. 1866.
43 Geo. Kellie	Kiandra	Cooma, Adaminaby, Russell's, and Kiandra.	do ..	do ..	200 0 0	31 Dec.

H—continued.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
44 Pat. Egan	Cooma	Cooma and Buckley's Crossing-place, <i>via</i> Woolway and Jezizrick.	One ..	Horseback	£ 61 0 0	1868. 31 Dec.
45 Thos. Prior	Jezizrick ..	Jezizrick and Jindabyne ..	do ..	do ..	33 6 8	1866. 31 Dec.
46 Hy. Goodwin.....	Umaralla, <i>via</i> Cooma.	Cooma and the junction of the Big Badger and Numeralla Rivers.	do ..	do ..	35 0 0	1868. 31 Dec.
47 W. Reed	Bombala ..	Cooma, Nimitibelle, and Bombala	Two ..	do ..	239 10 0	31 Dec.
48 Do.	do. ..	Cooma, Bobundarah, and Bombala.	One ..	do ..	95 0 0	31 Dec.
49 Do.	do. ..	Bombala and Delegate ..	Three ..	do ..	80 0 0	31 Dec.
*50 Jno. Hopkins	Eden	Bombala, Cathcart, Panbula, and Eden.	One ..	do ..	100 0 0	31 Dec.
51 J. M. Munoz	Goulburn ..	Goulburn and Kenny's Point, <i>via</i> Bangalore.	do ..	do ..	40 0 0	31 Dec. 1866.
52 W. Wilson	Tarlo	Goulburn, Tarlo, Myrtleville, and Taralga, <i>via</i> Chatsbury.	Two ..	do ..	60 0 0	31 Dec. 1867.
53 J. M. Munoz	Goulburn ..	Goulburn, Laggan, and Tuena..	One ..	do ..	93 0 0	31 Dec. 1866.
54 G. W. McDonald.. ..	Binda	Goulburn, Wheeo, and Binda, <i>via</i> Mummel, Pomeroy, and Gullen	Two ..	do. or by vehicle—1 or more horses.	156 0 0	31 Dec.
55 P. Glennan	Wheeo	Wheeo, Reid's Flat, and Cowra..	One ..	Horseback	114 0 0	1868. 31 Dec.
56 Alex. McDonald	Binda	Binda and Bigga	do ..	do ..	28 0 0	1866. 31 Dec.
57 G. W. McDonald.. ..	do.	Binda and Tuena	Two ..	do ..	50 0 0	1867. 31 Dec.
58 J. Wheatley	Dalton	Gunning and Dalton	do ..	do ..	26 0 0	1868. 31 Dec.
59 Jas. Roberts	Currawang, <i>via</i> Yass.	Yass, Binalong, Murrumburrah, Wombat, and Young, <i>via</i> Demondrille, Stony Creek, and Spring Creek.	Three ..	4-wheeled vehicle, with 2 or more horses.	500 0 0	1866. 31 Dec.
60 Wm. Myles	Yass	Yass and Burrowa, <i>via</i> Limestone and Lang's Creek.	do ..	2-wheeled vehicle.	220 0 0	31 Dec.
61 Jno Bourke	Binalong ..	Binalong, Murrumburrah, Coramundra, Junee, and Wagga Wagga, <i>via</i> Bathurga and Cudgong.	Two ..	Horseback	345 0 0	1866. 31 Dec.
62 J. W. Cado	Phil's Creek, <i>via</i> Burrowa.	Burrowa and Reid's Flat, <i>via</i> Hovel's Creek and Phil's Creek	One ..	do ..	60 0 0	31 Dec.
63 Wm. West—Transferred to Thos. G. Murray, 1 January, 1866.	Marenga ..	Burrowa, Marengo, and Young..	Two ..	do ..	145 0 0	1868. 31 Dec.
64 E. A. Baker—Transferred to T. H. West, 1 October, 1866.	Young	Young and Morangarell	One ..	do ..	55 0 0	31 Dec.
65 J. P. Sheahan and L. Garry. Two-thirds of usual fare to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards	Jugiong	Yass and Albury	Six ..	Coach drawn by 2 horses.	4,200 0 0	1866. 31 Dec.
66 Thos. Madigan	Tumut	Gundagai and Tumut	Three ..	Horseback	110 0 0	1868. 31 Dec.
67 Chas. Ingrey	Clarendon ..	Gundagai and Clarendon (Euron-gilly.)	One ..	do ..	80 0 0	1866. 31 Dec.
68 Thos. M'Faden—Transferred to R. Hughes, 1 January, 1866.	Adaminaby ..	Tumut and Kiandra	do ..	do ..	149 0 0	1868. 31 Dec.
69 Wm. Smiles	Tumut	Tumut and Adelong	Three ..	do ..	69 0 0	1866. 31 Dec.
70 Geo. Davies	Ten Mile Creek	Adelong, Upper Adelong, Tumberumba, and Ten Mile Creek, with branch post to and from Copabella, Gingillack, and Welaregang.	Two ..	do ..	320 0 0	1867. 31 Dec.
71 Do.	do.	Ten Mile Creek, Piney Range, and Urana.	One ..	do ..	89 15 0	31 Dec.
†72 Ed. Potter	Wagga Wagga	Tarcutta and Wagga	Three ..	1-horse conveyance.	150 0 0	31 Dec.
73 M. Bradley	Tumberumba ..	Tarcutta and Adelong	do ..	Horseback	160 0 0	31 Dec.
74 Jas. Gormley	Wagga Wagga	Wagga Wagga, Narandera, and Hay, <i>via</i> Angel's Station.	Two ..	do ..	777 0 0	31 Dec.

* Contractor allowed £90 per annum extra for once a week additional communication, from 15 May, 1866.

† Contractor allowed £270 per annum for 6 times a week communication.

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H—continued.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
75 D. Hanan	Balranald ..	Hay, Maude, and Balranald ..	Two ..	Horseback	£ s. d. 300 0 0	1866. 31 Dec.
76 Ralph Powell and J. Beveridge. 80s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Jereelderie ..	Wagga Wagga, Urana, Jereelderie, Conargo, and Deniliquin	do. ..	Coach drawn by 2 horses.	800 0 0	31 Dec.
77 Do. —Transferred to Robertson, Wagner, and Co., 1 Jan., 1866. £1 to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	do. ..	Deniliquin, Moama, and Echuca	Six ..	2-horse vehicle.	595 0 0	1868. 31 Dec.
78 Do. —Transferred to Robertson, Wagner, and Co., 1 Jan., 1866. £2 to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	do. ..	Hay, Wanganella, and Deniliquin.	Three ..	do. ..	595 0 0	31 Dec.
79 W. Smith.. .. .	Howlong ..	Albury, Howlong, Corowa, and Deniliquin.	Two ..	do. ..	398 6 8	1866. 31 Dec.
80 R. B. Bridge	Wahgunyah ..	Corowa and Wahgunyah ..	Six ..	On foot ..	20 0 0	31 Dec.
81 W. Burgess	Moulamein ..	Deniliquin, Moulamein, and Balranald, <i>via</i> Wakool and Moolpar	Two ..	Horseback	400 0 0	1867. 31 Dec.
82 Jas. Hart.. .. .	Balranald ..	Balranald and Swan Hill ..	do. ..	do., or by coach.	187 10 0	31 Dec.
83 M. Charters	Hay ..	Balranald, Euston, and Wentworth.	One ..	Horseback	290 0 0	1868. 31 Dec.
84 Do.	do. ..	Wentworth, Perry, and Mount Murchison.	do. ..	do. ..	570 0 0	31 Dec.
NORTHERN ROADS.						
1 Jno. Waterhouse ..	Lane Cove ..	Sydney, Lane Cove, Hornsby, and Gosford.	Two ..	Horseback	199 15 0	1866. 31 Dec.
2 I. Coulter	Gosford.. ..	Gosford and Kincumber ..	do. ..	do. ..	20 0 0	1868. 31 Dec.
3 Thos. Godkin	Newcastle ..	Newcastle and Stockton ..	Six or more.	Boat ..	35 0 0	1866. 31 Dec.
4 Robt. Downie and Jas. Downie.	do. ..	Newcastle Wharf, Post Office, and Railway Terminus, and Newcastle Post Office Pillar Boxes, and Branch Offices at Lake Macquarie Road and the Junction.	Fourteen	.....	122 0 0	31 Dec.
5 Jno. Williams	Stroud ..	Raymond Terrace, Limeburner's Creek, and Stroud.	Four ..	2-horse vehicle.	155 0 0	1868. 31 Dec.
6 T. Johnson	Lyndhurst Vale, Clarence Town.	Stroud, Langworthy's, Gloucester, and Tinonee.	Two ..	Horseback	210 0 0	31 Dec.
7 Jno. Masters	Stroud ..	Stroud and Myall River ..	One ..	do. ..	37 0 0	1866. 31 Dec.
8 J. Hemingway	Dingo Creek ..	Tinonee and Wingham ..	Two ..	do. ..	30 0 0	1867. 31 Dec.
9 Do.	do. ..	Wingham and Dingo Creek ..	do. ..	do. ..	19 0 0	1866. 31 Dec.
10 G. R. Mc'Cartney ..	Redbank ..	Tinonee and Redbank ..	do. ..	do. ..	34 0 0	1868. 31 Dec.
11 Jno. Petrie	Cundletown ..	Tinonee, Taree, Cundletown, and Jones' Island.	do. ..	do. ..	30 0 0	1867. 31 Dec.
12 J. V. Riddle	Hilly Flat, <i>via</i> Tinonee.	Tinonee and Port Macquarie ..	do. ..	do. ..	230 0 0	31 Dec.
13 M. Spence	Port Macquarie..	Port Macquarie and Huntingdon Huntingdon, and the Junction of the Ellenborough and Hastings Rivers.	One ..	do. ..	50 0 0	31 Dec.
14 Chris. Felton	E. Kempsey ..	Port Macquarie, Rolland's Plains, and Kempsey, <i>via</i> Wilson River (Churchill's).	Two ..	do. ..		
15 H. Young	Hursley ..	Port Macquarie and Hursley ..	do. ..	do. ..	50 0 0	1867. 31 Dec.
16 O. O. Dangar	Kempsey ..	Kempsey and Frederickton ..	do. ..	do. ..	24 0 0	1868. 31 Dec.
17 Thos. Warrington—Cancelled.	Mud Island, <i>via</i> Frederickton.	Frederickton, Seven Oaks, Darkwater, and Summer Island.	do. ..	do. ..	35 0 0	31 Dec.
18 I. F. McDougall ..	Frederickton ..	Frederickton and Dovodale ..	One ..	do. ..	85 0 0	31 Dec.
19 Chris. Felton	E. Kempsey ..	Kempsey and Warneton ..	Two ..	do. ..	22 0 0	31 Dec.

H—continued.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
20 S. Fitzgerald	W. Maitland ..	Railway Station, High-street, and Post Office, West Maitland	Number of times per week. Fourteen or more.	1-horse cart.	£ s. d. 34 0 0	1867. 31 Dec.
2s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
21 Do.	do. ..	Morpeth and Hinton	Seven ..	do., or on horseback.	39 10 0	1866. 31 Dec.
2s. 6p. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
22 Do.	do. ..	Hinton, Seaham, Clarence Town, Brookfield, and Dungog.	Three ..	Cart drawn by 2 or 4 horses.	129 10 0	31 Dec.
7s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
23 J. P. Collier	Bendolba, Dm-gog.	Dungog and Bandon Grove ..	do. ..	Horseback	22 0 0	31 Dec.
	Monkerai ..	Dungog and Monkerai	One ..	do. ..	10 0 0	31 Dec.
24 C. Cowan	West Maitland.	East Maitland, Largs, and Pat-erson.	Seven ..	Horseback, or by 2 or 4-horse coach. Boat to be provided in times of floods.	89 10 0	1867. 31 Dec.
25 S. Fitzgerald	do. ..	Largs and Woodville	do. ..	Horseback	34 15 0	31 Dec.
4s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
26 Do.	Mount Vincent.	East Maitland and Mount Vincent	Three ..	do. ..	35 0 0	31 Dec.
27 S. Foster	do. ..	Mount Vincent and Cooranbong	One ..	do. ..	25 0 0	31 Dec.
28 J. F. Foster	Trevallyn, via Paterson.	Paterson, Vacy, and Gresford ..	Three ..	do. ..	28 0 0	1868. 31 Dec.
29 R. Robinson	Eccleston ..	Gresford and Eccleston	One ..	do. ..	20 0 0	31 Dec.
30 Hy. Jarrett	Belgrave, via Gresford.	Gresford and Lestock	Two ..	do. ..	17 0 0	31 Dec.
31 W. Sherwood	West Maitland.	West Maitland, East Maitland, and Morpeth.	Seven ..	do., or by 1-horse cart.	74 15 0	1867. 31 Dec.
32 S. Fitzgerald	do. ..	West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	Three ..	Vehicle, 2 or 4 horses.	139 10 0	1868. 31 Dec.
2s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
33 Do.	Wollombi ..	Wollombi and Laguna	Three ..	Horseback	15 0 0	1866. 31 Dec.
10s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
34 P. M'Gauley	Branxton ..	Railway Station, and Post Office, Branxton.	Fourteen or more.	do. ..	25 0 0	31 Dec.
35 D. H. M'Donald ..	Lochinvar ..	Railway Station, and Post Office, Lochinvar.	do. ..	1-horse vehicle.	43 0 0	31 Dec.
36 Wm. Gellathy	Fordwich ..	Singleton and Fordwich	Three ..	Horseback	53 10 0	1868. 31 Dec.
6d. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
37 Jas. Rowo	Jerry's Plains ..	Singleton and Jerry's Plains, via Cockfighter's Creek, and in time of flood, via Thorley's.	do. ..	do. ..	60 0 0	31 Dec.
38 Jno. Vigers	Moonbi	Railway Station, and Post Office, Singleton, and Murrurundi and Armidale.	Six ..	Singleton and Murrurundi coach, 4 horses, and Murrurundi and Armidale coach, 2 or more horses.	4,946 0 0	1867. 31 Dec.
39 John Gill	Singleton ..	Muswellbrook, Denman, Merri-riwa, and Cassilis (Contractor will be required to provide boat at Denman).	Three ..	4-wheeled coach.	546 0 0	1868. 31 Dec.
Current fare to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.						
40 W. Winch—Transferred to A. M'Kenzie, 1 Jan., 1866.	Scone	Scone and Moonan Brook	Two ..	Horseback	79 0 0	1866. 31 Dec.
41 Hugh Eipper	do.	Scone, Thornthwaite, and Merri-riwa, via Wabong and Hill's Creek.	One ..	do. ..	60 0 0	1868. 31 Dec.
42 Jno. Turner	Murrurundi ..	Murrurundi and Oakey Creek ..	do. ..	do. ..	135 0 0	1866. 31 Dec.
43 T. S. Russell	Coonabarabran ..	Cassilis, Turce, and Coolah ..	Two ..	do. ..	127 0 0	1867. 31 Dec.
44 Thos. Adams	do.	Coolah and Coonabarabran ..	One ..	do. ..	88 0 0	31 Dec.
45 G. Montgomery ..	Carroll	Coonabarabran and Gunnedah ..	do. ..	do. ..	99 10 0	1868. 31 Dec.
46 Geo. Walker	Denison Town ..	Coolah, Denison Town, and Cobbora.	do. ..	do. ..	84 0 0	1867. 31 Dec.
47 S. Denman	Nundle	Goonoo Goonoo, Bowling Alley Point, Nundle, and Hanging Rock.	Three ..	do. ..	143 0 0	31 Dec.
48 W. Kelly	Currabubula ..	Goonoo Goonoo, and Currabubula	One ..	do. ..	24 0 0	31 Dec.
49 Ried. Cross	Rocky River ..	Uralla and Rocky River	Three ..	do. ..	24 0 0	1866. 31 Dec.
50 R. C. Smith	Gostwyck, Uralla	Bendemeer and Walcha	Two ..	do. ..	105 0 0	1868. 31 Dec.
51 Wm. Riding	Armidale ..	Bendemeer and Bundarra	One ..	do. ..	95 0 0	1866. 31 Dec.
52 W. M. Stevenson ..	do.	Bundarra and Inverell	do. ..	do. ..	80 0 0	31 Dec.
53 Do.						

H—continued.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
54	W. M. Stevenson ..	Armidale ..	Armidale and Bundarra ..	One ..	Horseback	£ s. d. 95 0 0 1867. 31 Dec.
55	Chas. Betts ..	Gostwyck, Uralla ..	Armidale and Walcha ..	do. ..	do. ..	65 0 0 1866. 31 Dec.
56	Thos. Hobson ..	Bundarra ..	Armidale and Inverell, via Ollera, Moredun, Paradise Creek, and Newstead.	Two ..	do. ..	300 0 0 31 Dec.
57	Jno. Gillespie ..	Inverell..	Inverell, and Ashford, via Byron, and Buckalla.	One ..	do. ..	80 0 0 31 Dec.
58	Thos. Abbott ..	Murrurundi ..	Murrurundi, Quirindi, Breeza, and Gunnedah, via Warra.	Two ..	do. ..	280 0 0 31 Dec.
59	Chas. M'Mahon ..	Wee Waa ..	Gulligal, Narrabri, Wee, Waa, and Wallgett.	do. ..	do. ..	550 0 0 31 Dec. 1868.
60	Hy. Hume ..	Gunnedah ..	Gunnedah and Coolah ..	One ..	do. ..	92 0 0 31 Dec.
61	T. H. B. M'Gee ..	Warialda ..	Barraba and Moree, via Tarcela, Mount Lindsay, Rocky Creek, Terrihihi, and Boorigal.	do. ..	do. ..	165 0 0 31 Dec.
62	Jas. Hall..	Urawilky, via Wallgett.	Wallgett and Coonabarabran, via Kienby, by the Castlereagh River to its junction with the Barwin.	do. ..	do. ..	228 0 0 31 Dec. 1866.
63	P. Robertson ..	Mungindi, Queensland.	Wallgett and Yarawa ..	do. ..	do. ..	156 0 0 31 Dec. 1867.
64	D. M. Jones ..	Wallgett ..	Wallgett and Fort Bourke ..	do. ..	do. ..	290 0 0 31 Dec. 1866.
65	S. Hindle..	Bourke ..	Bourke, Fort Bourke, and Mount Murchison, travelling on either side of the Darling River.	Once a fortnight.	do. ..	190 0 0 31 Dec.
66	Do. and P. Nowland	do. ..	do. do.	do. ..	do. ..	300 0 0 31 Dec. 1867.
67	E. J. Sparke ..	Wallgett ..	Walgett, and Tate's Station, Culgoa River, via Forrester's on the Barwin and Narran Rivers, and Thorold's on Bokhara River.	Once a week.	do. ..	298 0 0 31 Dec.
68	W. Acheson ..	Tamworth ..	Warialda, Moree, and Narrabri ..	do. ..	do. ..	172 0 0 31 Dec. 1866.
69	T. H. B. M'Gee ..	Warialda ..	Moree and Kunopia ..	do. ..	do. ..	135 0 0 31 Dec. 1867.
70	Do. ..	do. ..	Kunopia and Gundawindi ..	do. ..	do. ..	160 0 0 31 Dec. 1866.
71	Do. ..	do. ..	Moree and Yarrowa, via Crocker's Station, Mihi River.	do. ..	do. ..	265 0 0 31 Dec.
72	Hy. Hume ..	Gunnedah ..	Tamworth, Carroll, Gunnedah, and Gulligal.	do. ..	do. ..	120 0 0 31 Dec.
73	W. Acheson ..	Tamworth ..	do. do.	do. ..	do. ..	92 10 0 31 Dec. 1867.
74	Jno. Gill ..	Moonbi ..	Tamworth, Manilla, Barraba, Bingera, and Warialda, via Barker's, North Bingera.	Two ..	do. ..	740 0 0 31 Dec.
75	M. Malley ..	Woodsreef ..	Barraba and Woodsreef..	One ..	do. ..	38 0 0 31 Dec.
76	Thos. M'Gee ..	Warialda ..	Warialda and Gundawindi ..	do. ..	do. ..	170 0 0 31 Dec. 1867.
77	Geo. Arnold ..	Grafton..	Armidale and Grafton ..	do. ..	do. ..	210 0 0 31 Dec.
78	— Drury ..	Casino ..	Grafton and Casino ..	do. ..	do. ..	100 0 0 31 Dec.
79	Do. ..	do. ..	Lawrence and Casino ..	do. ..	do. ..	120 0 0 31 Dec. 1866.
80	Do. ..	do. ..	Casino, Lismore, and Richmond River Heads.	do. ..	do. ..	120 0 0 31 Dec. 1868.
81	Jas. Duffy ..	Casino ..	Casino and Cudington..	One ..	Horseback	30 0 0 31 Dec. 1867.
82	Hy. Sheldon ..	Lawrence ..	Lawrence, Tabulam, and Tooloom, via Pretty Gully.	do. ..	do. ..	200 0 0 31 Dec. 1868.
83	Michl. Curry ..	Tenterfield ..	Grafton, Tabulam, Tableland, Timbarra, and Tenterfield, calling at Etonswill, Smith's Flat, Gordon Brook, and Yulgilbar (in time of flood to travel by the surveyed Road.)	Two ..	do. ..	360 0 0 31 Dec.
84	Jno. Hinlock—Cancelled	Hanging Rock..	Armidale, Falconer, & Glen Innes, via Puddledock.	Three ..	do. ..	357 0 0 31 Dec. 1867.
85	S. Davison ..	Tenterfield ..	Glen Innes, Dundee, & Tenterfield.	Two ..	do. ..	330 0 0 31 Dec. 1866.
86	E. M. Wright ..	do. ..	Tenterfield and Ashford, via the south side of the Severn and Clifton Stations.	One ..	do. ..	132 0 0 31 Dec. 1867.
87	Do. ..	do. ..	Tenterfield and Maryland, via Boonoo Boonoo & Undercliff.	Two ..	do. ..	160 0 0 31 Dec.
88	W. M. Stevenson ..	Armidale ..	Glen Innes and Wellingrove ..	do. ..	do. ..	270 0 0 31 Dec.
	Do. ..	do. ..	Wellingrove and Inverell ..	One ..		
	Do. ..	do. ..	Inverell and Warialda, via Bannockburn, Reedy Creek, and Gragin.	do. ..		
89	Richd. Boyd and John Boyd.	Casino ..	Casino and Brisbane ..	do. ..	do. ..	220 0 0 31 Dec. 1866.

* Contractor allowed £75 extra for travelling by new and more lengthy mail route.

REPORT FROM THE POSTMASTER GENERAL—1866.

H—continued.

CONTRACTORS.		POSTAL LINE.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contract.
Names.	Addresses.					
SUBURBAN LINES.						
1 J. Rollingson	Rose Bay	General Post Office & Watson's Bay, <i>via</i> St. Mark's & Waverley	Six ..	Horseback	85 0 0	1866. 31 Dec.
2 Thos. Colley 2s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Botany	General Post Office, Waterloo, and Botany.	Twelve ..	Omnibus	80 0 0	31 Dec.
3 Ed. Alexander 2s. to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Sydney	General Post Office and Bankstown, <i>via</i> Camperdown, Petersham, Ashfield, Enfield, and Bark Huts.	Six ..	Coach drawn by 4 horses, or on horseback.	120 0 0	31 Dec.
4 Charlotte Fairbairn ..	Marrickville ..	Newtown and Marrickville ..	do. ..	On foot	13 0 0	31 Dec.
5 R. Gannon—Transferred to Agnes Gannon, 19 August 1866.	Cook's River ..	General Post Office & St. Peter's	Twelve ..	Coach drawn by 3 horses.	12 0 0	31 Dec.
6 Do. do. do. ..	do. ..	St. Peter's Gannon's Forest, and Koggerah.	Three ..	Horseback	35 0 0	31 Dec.
7 Jos. Smith—Transferred to John Walsh, 1 April, 1866.	Coogee	General Post Office & Randwick.	Twelve ..	Coach drawn by 2 or 3 horses.	52 0 0	31 Dec.
8 Wm. Favell	Cook's River ..	General Post Office and Newtown, and Newtown and General Post Office, calling at the Glebe Post Office.	Daily ..	.....	2 0 0 a month.	One month's notice on either side. 1866. 31 Dec.
9 P. Maloney	Sydney	General Post Office and Moore's Wharf, and General Post Office and Circular Quay.	Monthly, on arrival and despatch of English Mails.	Vehicles..	47 0 0	31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st February, 1866.

CONTRACTOR.		POSTAL LINE.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
WESTERN ROAD.						
52 M. Ryan	Mutton's Falls..	O'Connell, Mutton's Falls, and Oberon.	One ..	Horseback	52 0 0	1866. 31 Dec.

Additional communication.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 6th March, 1866.

CONTRACTOR.		POSTAL LINE.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
WESTERN ROAD.						
*31 S. Hindle—Cancelled, 15 Aug. 1866.	Bourke	Obley, Cannonbar, Gongolgan, and Bourke, <i>via</i> Duck Creek and the Bogan River.	One ..	Horseback	800 0 0	1866. 31 Dec.

* In lieu of N . 31, Western Road, in printed notice dated 20th December, 1865.

PARTICULARS

REPORT FROM THE POSTMASTER GENERAL—1866.

29

H—continued.

PARTICULARS of a Contract, entered into for the Conveyance of Post Office Mails, from the 1st June, 1866.

CONTRACTOR.		POSTAL LINE.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
64 Wm. Howlett	Bourke	WESTERN ROAD. Bourke and Belalic; (Warrego River or Bourke and Cameron's, Cuttaburra Creek.)	Once a fortnight	Horseback	£ s. d. 156 0 0	1868. 31 Dec.

New line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from 1st June, 1866.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
*65 Saml. Arndell	Wee Waa	WESTERN ROAD. Wee Waa and Coonamble ..	Number of times per week. One ..	Horseback	£ s. d. 108 0 0	1868. 31 Dec.
*85 Donald M'Gregor ..	Morangarell ..	SOUTHERN ROAD. Morangarell and Marsden's ..	do. ..	do. ..	50 0 0	1866. 31 Dec.
†17 Chris. Felton	East Kempsey ..	NORTHERN ROAD. Frederickton, Seven Oaks, Darkwater, and Summer Island.	Two ..	do. ..	15 0 0 for the period.	31 Dec.

* New line.

† In lieu of Contract No. 17, Northern Road.

PARTICULARS of a Contract entered into for the Conveyance of Mails, from 16th August, 1866.

CONTRACTOR.		POSTAL LINE.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
31 J. Sullivan, junior ..	Wellington ..	WESTERN ROAD. Cannonbar, Golgolgan, and Bourke.	Number of times per week. One ..	Horseback	£ s. d. 450 0 0	1866. 31 Dec.

In lieu of portion No. 31, Western Road.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 24th August, 1866.

CONTRACTOR.		POSTAL LINE.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.					
31 Saml. Phillips	Obley	WESTERN ROAD. Obley and Cannonbar	Number of times per week. One ..	Horseback	£ s. d. 336 0 0	1866. 31 Dec.

In lieu of portion No. 31, Western Road.

PARTICULARS

REPORT FROM THE POSTMASTER GENERAL—1866.

H—continued.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st September, 1866.

CONTRACTOR.		POSTAL LINE.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contracts.
Name.	Address.					
85 Wm. Boswell	Gundaroo ..	SOUTHERN ROAD. Yass and Gundaroo, via Muddoonan and Yass River route.	Number of times per week. Two ..	Horseback	£ s. d. 75 0 0	1868. 31 Dec.

New Line.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st October, 1866.

CONTRACTORS.		POSTAL LINES.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contracts.
Names.	Addresses.					
*87 Wm. Noakes	Cambewarra ..	SOUTHERN ROAD. Bolong and Cambewarra	Number of times per week. Three ..	Horseback	£ s. d. 8 0 0	1869. 31 Dec.
†84 Gabriel Wardrop ..	Armidale ..	NORTHERN ROAD. Armidale, Falconer, and Glen Innes, via Puddock and Ben Lomond Station.	Two ..	Do.	400 0 0	31 Dec.

* New Line.

† In lieu of Contract No. 84.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAGE LAWS CONSOLIDATION AND AMENDMENT BILL.
(MESSAGE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 7 August, 1867.

JOHN YOUNG,
Governor.

Message, No. 1.

In accordance with the provisions contained in the 54th clause of the Constitution Act, His Excellency the Governor recommends to the consideration of the Legislative Assembly, a Bill to consolidate and amend the Laws relating to the Post Office.

*Government House,
Sydney, 7th August, 1867.*

1867-8.

NEW SOUTH WALES.

MAIL SERVICE BETWEEN THE UNITED KINGDOM
AND INDIA AND CHINA.

Presented to both Houses of Parliament, by Command.

F. J. SCUDAMORE, ESQ., to THE POSTMASTER GENERAL, SYDNEY.

General Post Office, London,

26 November, 1867.

SIR, I am directed by the Postmaster General to inform you that, on the 19th instant, he concluded a new contract with the Peninsular and Oriental Steam Navigation Company, for the Mail Service between the United Kingdom and India and China.

Commencing in February next, the Indian mails are to be despatched from London on a fixed day in every week, and mails for Point de Galle and China will be made up with the Indian mails in every alternate week.

With every alternate mail to Point de Galle, mails for the several Australian Colonies will be despatched from London, so that Australian mails will be made up once in every four weeks, instead of once in a calendar month as at present.

The return mails for England will, in like manner, be made up in Australia on fixed days in every fourth week, instead of on certain days of the month.

The conclusion of the contract is so recent that, very probably, no communication on this subject will be made to the Colonial Government by this mail; but, as the new arrangements will necessarily require a change in the days for making up in your office the mails for England, and as the Peninsular and Oriental Company will, no doubt, instruct their agents by the present mail, the Postmaster General thinks it right to inform you at once of what has taken place.

The accompanying Time-table, shewing the arrangements proposed for the year 1868, has been drawn up by the Company; and, subject to any modifications which may hereafter be found necessary, is forwarded for your guidance.

I am, Sir,

Your most obedient servant,

F. J. SCUDAMORE.

[Extract.]

1.

TABLE SHEWING THE PROPOSED MOVEMENTS OF THE MAIL STEAM PACKETS

OF THE

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY, FOR THE YEAR 1868.

APPROVED BY THE POSTMASTER GENERAL ON THE 26TH NOVEMBER, 1867.

UNDER THE OLD CONTRACT.

Table with two main sections: 'OUTWARD ROUTE' and 'HOMEWARD ROUTE'. The outward route includes Southampton to Alexandria, Marseilles to Alexandria, Suez to Calcutta, and Ceylon to Sydney. The homeward route includes Sydney to Ceylon, Calcutta to Suez, Alexandria to Marseilles, and Alexandria to Southampton. It lists departure and arrival dates for various months from 1867 to 1868.

UNDER THE NEW CONTRACT.

Table with two main sections: 'OUTWARD ROUTE' and 'HOMEWARD ROUTE'. This section provides more detailed schedules than the 'Old Contract' section, including specific mileages (e.g., 2,951 Miles @ 10 Knots) and more frequent departure/arrival dates. It covers the same routes as the top section but with updated schedules for 1868.

MONSOON ALLOWANCES—HOMEWARD.

* On these trips, Four days extra are allowed for the Bombay and Suez Packets, which are taken in the Table. Eight days extra are allowed for the Hong Kong and Calcutta and Suez Packets, but as Five days only are taken in the Table, the arrivals at Marseilles and Southampton may be Three days later than the dates set down.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PANAMA AND SUEZ POSTAL SERVICES.
(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 16 January, 1868.

Vide Question No. 5 of Votes and Proceedings No. 106, 16 January, 1868.

(RETURN IN PART.)

RETURN of Mails *via* Panama, during the Year 1867.

Date of Departure from England.	Date of Arrival at Sydney.	Number of Letters.	Number of Newspapers.	Date of Departure from Sydney.	Date of Arrival at England.	Number of Letters.	Number of Newspapers.
1866. Nov. 2 ...	1866. 31 Dec. ...	2,040	1,200	1 Jan. ...	1 Mar. ...	3,279	2,523
Dec. 3 ...	1867. 4 Feb. ...	6,714	1,556	30 Jan. ...	3 April ...	3,354	2,292
1867. Jan. 27 ...	3 Mar. ...	6,477	6,275	1 Mar. ...	14 May ...	4,126	2,468
Feb. 28 ...	19 April ...	6,612	3,931	1 April ...	27 May ...	5,670	3,736
Mar. 28 ...	1 May ...	6,128	3,141	1 May ...	27 June ...	5,745	3,286
April 24 ...	1 June ...	7,173	2,788	1 June ...	27 July ...	4,211	3,642
May 2 ...	1 July ...	5,829	1,925	1 July ...	27 Aug. ...	5,278	5,730
June 25 ...	31 July ...	4,772	943	1 Aug. ...	28 Sept. ...	5,323	4,917
July 22 ...	5 Sept. ...	4,241	1,036	31 Aug. ...	29 Oct. ...	4,098	3,498
Aug. 24 ...	4 Oct. ...	3,791	925	1 Oct. ...	*	4,664	3,503
Sept. 24 ...	4 Nov. ...	4,928	977	1 Nov. ...	*	4,744	3,460
Oct. 24 ...	1 Dec. ...	4,941	1,173	30 Nov. ...	*	5,400	4,006

* Not acknowledged.

General Post Office,
16 Jan., 1868.

S. H. LAMBTON,
Secretary.

PANAMA AND SUEZ POSTAL SERVICES.

RETURN of Mails *via* Suez, during the Year 1867.

Date of Departure from England.	Date of Arrival at Sydney.	Number of Letters.	Number of Newspapers.	Date of Departure from Sydney.	Date of Arrival at England.	Number of Letters.	Number of Newspapers.
1866. 20 Nov. ...	1867. 13 Jan.	22,215	25,130	1867. 24 Jan.	21 Mar. ...	19,868	19,027
26 Nov.					14 Mar.		
20 Dec. ...	15 Feb.	20,091	23,565	22 Feb.	18 April ...	17,933	18,034
26 Dec.					12 Apr.		
1867. 19 Jan. ...	19 Mar. ...	19,934	27,811	23 Mar.	19 May ...	18,536	15,325
26 Jan.					12 May		
20 Feb. ...	16 April ...	22,240	23,548	24 April ...	19 June ...	22,530	18,319
26 Feb.					14 June		
20 Mar. ...	13 May ...	17,990	24,450	24 May	25 July ...	19,656	15,891
26 Mar.					20 July		
20 April ...	13 June ...	19,000	23,577	24 June	18 Aug. ...	17,779	14,961
26 Apr.					13 Aug.		
20 May ...	13 July ...	18,147	22,937	24 July	13 Sept. ...	20,756	23,987
27 May					18 Sept.		
20 June ...	13 Aug. ...	17,268	20,276	24 Aug.	19 Oct. ...	19,408	16,721
26 June					13 Oct.		
20 July ...	13 Sept. ...	15,836	10,665	24 Sept.	*	17,894	15,724
26 July							
20 Aug. ...	16 Oct. ...	18,091	20,123	24 Oct.	*	17,379	15,520
26 Aug.							
20 Sept. ...	17 Nov. ...	19,892	24,081	24 Nov.	*	15,526	13,984
26 Sept.							
19 Oct. ...	18 Dec. ...	18,298	21,969	24 Dec.	*	15,477	14,650
29 Oct.							

* Not acknowledged yet.

General Post Office,
16 Jan., 1868.S. H. LAMBTON,
Secretary.

NOTE.—The dates in larger type shew the Marseilles route.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PANAMA POSTAL SERVICE.

(ARTICLES OF AGREEMENT.)

Ordered by the Legislative Assembly to be Printed, 3 April, 1868.

ARTICLES OF AGREEMENT made and entered into the ninth day of October in the year of our Lord one thousand eight hundred and sixty-seven between His Excellency the Right Honorable Sir John Young Baronet Knight Commander of the Most Honorable Order of the Bath Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George Captain-General and Governor-in-Chief of the Colony of New South Wales and Vice-Admiral of the same acting herein for and on behalf of the Government of the said Colony of the one part and His Excellency Sir George Grey Knight Commander of the Most Honorable Order of the Bath Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies and Vice-Admiral of the same acting herein for and on behalf of the Government of the said last-mentioned Colony of the other part:

WHEREAS by a certain Letter or Memorandum in writing dated the tenth day of March one thousand eight hundred and sixty-five and signed by Isaac Earl Featherston the Agent for that purpose duly authorized by the Government of New Zealand and by a certain other Letter or Memorandum in writing dated the twenty-second day of April one thousand eight hundred and sixty-five and signed by the Honorable Charles Cowper the Colonial Secretary of the Colony of New South Wales it was agreed between the said Isaac Earl Featherston as such Agent as aforesaid and the said Charles Cowper on behalf of the Government of New South Wales that a certain postal service theretofore contracted for between the Postmaster General of the Colony of New Zealand and the Agent of the Panama New Zealand and Australian Royal Mail Company (Limited) for the carriage of Her Majesty's mails between England and New Zealand by way of Panama and *vice versa* should be extended for the benefit of the said Colony of New South Wales upon the terms in the said Letters or Memoranda respectively mentioned or referred to And whereas by certain Articles of Agreement intended to bear even date with these presents and be made between the said Sir George Grey Governor and the Panama New Zealand and Australian Royal Mail Company (Limited) provision has been made amongst other things for extending the said Postal Service for the benefit of the said Colony of New South Wales upon terms and conditions approved of by the Government of the said Colony and it has been arranged that the terms and conditions upon which as between the Colony of New Zealand and the Colony of New South Wales the said Postal Service is so extended should be set forth in or expressed in and ratified by these presents Now these presents witness that the said Sir George Grey Governor as aforesaid by and with the advice and consent of the Executive Council of the Colony of New Zealand doth hereby for and on behalf of the Government of the said Colony agree with the said Sir John Young Governor as aforesaid representing and in this Agreement acting on behalf of the Colony of New South Wales And the said Sir John Young Governor as aforesaid by and with the advice and consent of the Executive Council of the said Colony of New South Wales for and on behalf of the Government of the said Colony doth hereby agree with the said Sir George Grey Governor of the Colony of New Zealand representing and in this Agreement acting on behalf of the said last-mentioned Colony as follows:—

That the said Letter or Memorandum in writing dated the tenth day of March one thousand eight hundred and sixty-five and the said other Letter or Memorandum in writing dated the twenty-second day of April one thousand eight hundred and sixty-five and this present Memorandum of Agreement shall be considered as together constituting the Agreement between the Governments of New Zealand and New South Wales under which

which the rights and liabilities of the said Governments in respect of or in relation to the said Mail Service are defined the said Memoranda and these presents being read as constituting one Agreement. Provided that these presents shall be considered in respect to any proviso stipulation or agreement in which they may differ from the said Memoranda as expressing the final intention of the parties hereto.

That the services provided for by the said Articles of Agreement between the said Sir George Grey and the said Panama New Zealand and Australian Royal Mail Company shall be continued until the expiration of the period by the said Articles provided unless in the meantime it shall be agreed between the Government of New South Wales and the Government of New Zealand that notice should be given for an earlier termination thereof.

That so long as the Government of the Colony of New South Wales continue to be interested in and participate in the said Contract no future or other Contract shall be entered into with the said Company for such services as are in and by the said Articles of even date with these presents mentioned and provided for nor shall the said Contract be varied or altered in any respect without the concurrence of the Government of New South Wales testified by writing under the hand of the Colonial Secretary of New South Wales first had and obtained and no contract agreement or arrangement with the Imperial Government or with any Foreign or other Colonial Government in anywise affecting the services so provided for shall be made or entered into by either the Government of New Zealand or the Government of New South Wales without the concurrence of the other of them.

That during the continuance of the service provided for by the said Articles of even date herewith the said Colony of New South Wales shall pay or contribute towards the expense of such service the sum of fifty-five thousand pounds by equal monthly instalments of four thousand five hundred and eighty-three pounds six shillings and eight pence per month.

That the payment of the premiums by the Articles hereinbefore mentioned provided to be paid to the said Company in certain cases shall be borne by the Colony of New Zealand and the Colony of New Zealand shall be entitled to the penalties or forfeitures by the Company so provided if any shall arise.

That during the continuance of this Agreement the Port of Sydney shall be the western terminus of the said Mail Service to which all the said Company's steamers conveying mails for the Governments of New Zealand and New South Wales shall come as their final port of discharge on the voyage from Panama and from which the said Company's steamers shall start on the return voyage to Panama it being the intention of the parties hereto that the mails carried for the New South Wales Government shall at all times be delivered in the Port of Sydney by the vessel on board of which they shall be shipped at Panama and at Panama by the vessel on board which they shall be shipped at Sydney.

That until otherwise provided by mutual agreement the Government of New Zealand shall not permit or suffer any letters newspapers book-parcels or other things ordinarily carried by post which may be received at any port or place in New Zealand from or through any Colony which does not by arrangement with the said Governments of New Zealand and New South Wales contribute to the amount paid by the said Governments to the said Company for the said Mail Service to be conveyed by the said Company's steamers either as a distinct mail or portions of a mail forwarded by such steamer or as a portion of any mail made up of letters newspapers or book-parcels posted in New Zealand but shall in the event of any letters newspapers or book-parcels posted at New Zealand to be carried by such mail bearing the postage mark or stamp of any Colony not contributing as aforesaid exclude such letters newspapers and book-parcels from the said mail.

All mails made up for transmission by this Mail Service from any port or place in Tasmania or in any port or place in any of the Colonies of Australia not contributing to the subsidy to be paid by the Colonies of New Zealand and New South Wales to the said Company for the said Mail Service shall unless otherwise provided by mutual agreement be forwarded to the Port of Sydney for transmission by the said Mail Service at which port the sea postage in respect thereof will have to be paid and shall not be received in any port or place in New Zealand to be forwarded from thence.

The Government of New Zealand shall at the expiration of each and every month during the continuance of this Agreement furnish to the Government of New South Wales a Return specifying the number of all letters newspapers and book-parcels forwarded from New Zealand by the mail steamer during the month and a like Return shall at the expiration of each month be forwarded by the Government of New South Wales to the Government of New Zealand. Provided always that if the Panama New Zealand and Australian Royal Mail Company shall in any particular fail to observe perform and keep all and every the terms and conditions of the said hereinbefore recited Articles of Agreement or if the Government of New Zealand shall not in all things perform observe and keep all and every the Agreements contained in these presents according to the true intent and meaning hereof it shall be lawful for the Governor for the time-being of the Colony of New South Wales on behalf of the Government of the said Colony by notice in writing under his hand directed to the Governor for the time-being of the Colony of New Zealand to terminate this Agreement whereupon all liability of the said Colony of New South Wales to contribute to the expenses of the said Postal Service shall at once and from thenceforth absolutely cease and determine as if the said Memoranda signed by the said Isaac Earl Featherston and Charles Cowper respectively and these presents had not been signed or entered into.

This

This Agreement shall (unless previously terminated under the provisions hereof) continue in force until the first day of July in the year of Our Lord one thousand eight hundred and seventy-one and no longer.

In witness whereof the said Sir John Young acting as aforesaid hath hereto set his Hand and caused the Seal of the Colony of New South Wales to be affixed and the said Sir George Grey acting as aforesaid hath hereto set his Hand and caused the Seal of the Colony of New Zealand to be affixed the day and year first before written.

L.S.

JOHN YOUNG.

Signed by His Excellency the Right Honorable Sir John Young, Baronet, K.C.B., G.C.M.G., and the Seal of the Colony of New South Wales affixed in my presence.

HENRY PARKES,
Colonial Secretary,
New South Wales.

L.S.

G. GREY.

Signed by His Excellency Sir George Grey, K.C.B., and the Public Seal of the Colony of New Zealand affixed in my presence.

JOHN HALL,
Postmaster General of New Zealand.

[Price, 3d.]

1867-8.

NEW SOUTH WALES.

STEAM POSTAL SERVICE.

(NEW CONTRACT FOR.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES to THE OFFICER ADMINISTERING THE
GOVERNMENT OF NEW SOUTH WALES.

(Circular.)

Downing-street,
17 December, 1867.

SIR,

I have the honor to transmit to you a copy of a letter addressed to this Department, by desire of the Postmaster General, forwarding a copy of the new Contract with the Peninsular and Oriental Steam Navigation Company for the conveyance of the India and China Mails; and also, a copy of the Time-table shewing the movements of the several packets.

The letter from the Post Office shews so clearly the manner in which the Colony under your government is affected by the new arrangements, that I need only refer you to it, and leave you to make the public fully aware of them.

This Contract will commence on the 1st February next.

I have, &c.,
BUCKINGHAM & CHANDOS.

[Enclosure.]

Mr. Tilley to Sir F. Rogers.

General Post Office,
10 December, 1867.

SIR,

With reference to my letter of the 6th instant, in which I informed you that the Postmaster General had concluded a new Contract with the Peninsular and Oriental Steam Navigation Company for the conveyance of the India and China mails, I am directed by His Grace to forward to you some copies of the new Contract.

In transmitting these papers, I am to call attention to the following points, in which the new Contract differs from that now in force:—

The mails for India will, under the new Contract, be despatched from London on fixed days in every week, on the morning of every Saturday, for transmission *via* Southampton, and on the evening of the following Friday, for transmission *via* Marseilles; and each mail will be conveyed to Bombay, instead of alternately to Bombay and Calcutta.

The mails for Ceylon, the Straits Settlements, and China, will be despatched on every alternate Saturday and Friday; and the service, instead of terminating at Shanghai, will be continued to Yokohama.

In like manner, the homeward packets will leave Bombay on a fixed day in every week; and will leave Yokohama, Shanghai, Hong Kong, and Point de Galle, on fixed days in every alternate week.

Mails for the several Australian Colonies will be despatched from London with every alternate mail to Point de Galle. Those mails will consequently be conveyed from Galle to Sydney, and from Sydney to Galle, once in every fourth week, instead of once in a calendar month, as at present.

In order to accelerate as much as possible the service between Marseilles and Alexandria, the packet on that route will go direct, *via* the Straits of Messina, instead of by way of Malta.

With a like object of accelerating the China Mail Service, the packets on the line between Point de Galle and Hong Kong will no longer call at Penang, and the stay at Singapore will be limited to twelve hours of daylight.

The Postmaster General requests that the Duke of Buckingham and Chandos will have the goodness to communicate with the Officers administering the Governments of Malta, Ceylon, the Straits Settlements, Labuan, Hong Kong, the Australian Colonies, and New Zealand, informing them of these new arrangements.

In connection with these arrangements, I am to observe that, although the packet from Marseilles will not call at Malta, there will be a weekly service between the United Kingdom and that Colony *via* Southampton.

Further, with respect to Penang, which is also omitted from the new scheme, I am to state that the correspondence for that island will be sent in the mails for Singapore.

I enclose some copies of a Time-table* shewing the proposed movements of the India, China, and Australia Mail Packets for the ensuing year.

The Postmaster General has already, in the letter of the 6th instant above referred to, drawn attention to the effect which the new arrangements will have on the correspondence for Mauritius.

I am, &c.,
J. TILLEY.

* Extract already printed. See "Mail Service between the United Kingdom and India and China," presented to both Houses of Parliament, by Command.

Contract of 19th November, 1867.

EAST INDIA CHINA AND JAPAN MAILS.

ARTICLES OF AGREEMENT made this nineteenth day of November 1867 between the Most Noble James Duke of Montrose Her Majesty's Postmaster General for the time being of the one part and the Peninsular and Oriental Steam Navigation Company of the other part witness that the Company for themselves their successors and assigns hereby covenant with the Postmaster General his executors administrators successors and assigns Her Majesty's Postmasters General for the time being in manner following (that is to say):—

Definition of term "mails."

1. For all the purposes of these presents the term "mails" shall be understood to comprehend all boxes bags or packets of letters newspapers books or printed papers and all other articles which under the existing regulations of the Post Office are transmissible by the post without regard either to the place to which they may be addressed or to that in which they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office.

Power to modify regulations as to articles transmissible by post.

2. If at any time the Postmaster General shall desire to modify the existing regulations as to articles transmissible by the post either by prohibiting the transmission by the post of the articles which are now transmissible thereby or by authorizing the transmission by the post of articles which are not now transmissible thereby he shall be at liberty so to do on giving reasonable notice to the Company and in case the effect of such modification shall be to diminish the burden of the services hereinafter agreed to be performed a deduction shall be made from the annual subsidy hereinafter stipulated to be paid to the Company and in case the effect of such modification shall be to increase the burden of the services hereinafter agreed to be performed an addition shall be made to such subsidy and the amount of such deduction or addition as the case may be shall be settled by agreement between the Postmaster General and the Company or failing agreement by arbitration in manner hereinafter provided.

Company to provide vessels.

3. The Company will at all times during the continuance of this Agreement or so long as the whole or any part of the services hereby agreed to be performed ought to be performed in pursuance thereof provide keep seaworthy and in complete repair and readiness for the purpose of conveying as hereinafter provided all Her Majesty's mails which shall at any time and from time to time by the Postmaster General or any of his officers or agents be required to be conveyed as hereinafter provided on all the routes specified in the table hereunder written a sufficient number of good substantial and efficient steam-vessels of adequate power and speed and supplied with first-rate appropriate steam-engines and in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipulated.

Vessels to be furnished with machinery tackle &c.

4. The vessels to be provided under this Agreement shall be always furnished with all necessary and proper tackle stores oil tallow fuel provisions machinery engines anchors cables boats fire-pumps and all other proper and requisite means for extinguishing fire lightning-conductors charts chronometers proper nautical instruments and all other furniture and apparel and whatsoever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient for the said services and manned with competent officers with appropriate certificates granted pursuant to the Act 17 & 18 Victoria cap. 104 or to the Act or Acts in force for the time being relative to the granting certificates to officers in the Merchant Service and also with competent engineers and a sufficient crew of able seamen and other men and with a competent surgeon to be subject to the approval of the Postmaster General.

And manned with certificated officers &c.

And a medical officer &c.

Also a small steamer at Bombay.

5. The Company shall land and embark the mails at Bombay by means of a small steam-vessel and accordingly the Company shall in addition to the vessels hereinbefore mentioned provide a small steamer which shall be kept at Bombay in complete repair and ready for landing and embarking the mails.

6.

6. If Her Majesty's Postmaster General shall consider any of the Company's vessels unfit for the conveyance of mails he may by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office require the said Company to show cause why such vessel should not be withdrawn from the service and unless within six weeks after such requisition the said Company shall show cause to the contrary to the satisfaction of the said Postmaster General he may at any time after the expiration of the said period of six weeks by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office declare such vessel to be unfit for the conveyance of mails and after such declaration shall have been made it shall not be lawful for the said Company to employ such vessel in the performance of this Contract. And in order to determine whether the said Postmaster General shall be justified in declaring any vessel unfit for the conveyance of mails or whether the said Company shall be able to shew cause to the contrary a special examination shall be made of the hull and machinery of any such vessel by such person or persons as may be selected for that purpose by the Postmaster General.

Vessels unfit to be withdrawn when required.

7. The equipments officers and crew of each vessel when such vessel is in any British port shall be subject at all times to the inspection of the said Postmaster General or of such other person or persons as he shall at any time or times authorize to make such inspection.

Equipments officers and crew may be inspected.

8. The Company shall convey the said mails at a speed which on the average of each voyage of each vessel shall be not less than ten knots per hour on the routes west of Alexandria and not less than nine and a half knots per hour on the routes east of Suez.

Speed.

9. One of such vessels shall on such days of the week and at such hours as the Postmaster General shall appoint and immediately after the mails are embarked put to sea from touch and arrive at the several ports or places respectively mentioned in the table hereunder written and all such vessels shall convey the said mails as mentioned in such table and all the stipulations matters and things therein contained shall form part of this Agreement and be observed and performed by the Company accordingly. And the Company shall convey in such vessels to and from and cause to be delivered and received at such of the ports or places mentioned in the said table from or at which the said vessels are to start touch and arrive in the performance of this Agreement all such mails as shall or may be tendered or delivered to or received by the Company or any of their agents officers or servants by or from the Postmaster General or any of his officers or agents.

Departure and arrival &c. of vessels.

10. Should it be deemed by the Postmaster General his officers or agents requisite for the public service that any vessel to be employed under this Agreement should at any time or times delay her departure from any port from which the mails are to be conveyed under this Agreement beyond the period appointed for her departure therefrom, the Postmaster General his officers or agents shall have power to order such delay (not however exceeding twenty-four hours) by letter addressed by him or them to the master of any such vessel or person acting as such and which shall be deemed a sufficient authority for such detention.

Power to delay departure of vessels.

11. If at any time or times the Postmaster General shall desire to alter the particular days times or hours of departure from and arrival at any of the ports or places to or from which Her Majesty's mails are to be conveyed under this Agreement he shall be at liberty so to do on giving three calendar months' notice in writing of such his desire to the Company provided such alterations do not necessitate an increase of speed.

Also to alter times of departure and arrival.

12. If at any time or times the Postmaster General shall desire otherwise to modify the services hereby agreed to be performed (as for example to increase or decrease the frequency of the conveyance of mails between any of the ports or places to or from which such mails are to be conveyed under this Agreement or to extend the conveyance of such mails to any other ports or places not specified in this Agreement or to discontinue the conveyance of such mails to or from any port or place specified in this Agreement) he shall be at liberty so to do and in particular (and not so as to qualify the generality of this clause) he shall be at liberty to substitute Brindisi for Marseilles as one of such ports on giving reasonable notice to the Company and on paying to them for such increased or extended services such further consideration and in the event of the services hereby agreed to be performed being reduced on his paying to them such reduced consideration as may in either of such cases be mutually agreed upon between the Company and the Postmaster General or failing such mutual agreement by arbitration in the manner hereinafter provided.

Power to otherwise modify services.

13. The particular days times and hours of departure from and arrival at any of such ports or places or other services (if any) which may be appointed by any alteration under the two preceding clauses or either of them shall for the time being be deemed to be the days times and hours of departure and arrival of mails and other services under this Agreement and shall be observed and kept by the Company accordingly.

Altered times of departure and arrival to be observed.

14. If the Company shall fail to deliver Her Majesty's mails at any port at which the same ought to be delivered in pursuance of this Contract for twenty-four hours or more after the time at which the same ought to be delivered according to the provisions of this Contract which shall for the time being be in force then and in every such case the Company shall forfeit and pay to Her Majesty Her heirs and successors the sum of £50 for every complete period of twenty-four hours during which the delivery of such mails shall be delayed beyond the time at which the same ought to be delivered as aforesaid. Provided always that the payment of any such penalty as aforesaid shall not be enforced against the Company if it be shewn by them to the satisfaction of the

Penalty for delay.

Postmaster

Postmaster General that the delay has arisen from causes over which they the Company had not and could not have had any control.

Premium for acceleration.

15. If the Company shall deliver Her Majesty's mails at any port at which the same ought to be delivered in pursuance of this Contract 24 hours or more before the time at which the Company is bound to deliver the same according to the provisions of this Contract which shall for the time being be in force then and in every such case Her Majesty's Postmaster General shall pay to the Company a premium of £25 for every complete period of 24 hours by which the delivery of such mails shall have been accelerated as aforesaid.

Allowances for monsoon months.

16. Provided always and it is hereby declared that any extra time to be allowed during the seasons of the south-west and north-east monsoons shall be taken into account in all questions relating to penalties but shall not be taken into account in any question relating to premiums.

Penalty for failure to provide vessel.

17. If the Company fail to provide an efficient vessel at any of the several ports or places at which such vessel ought to be provided in accordance with the terms of this Agreement ready to put to sea on and at the appointed day and hour then and so often as the same shall happen the Company shall forfeit and pay unto Her Majesty Her heirs and successors the sum of £500 and also the further sum of £100 for every successive 24 hours which shall elapse until such vessel actually proceeds to sea on her voyage in pursuance of this Agreement provided always that the total amount of the penalties last aforesaid shall not in the aggregate exceed the part of the subsidy of £400,000 hereinafter made payable to the Company which shall be applicable to the voyage in respect of which default shall have been made by a sum greater than the sum of £1,000.

As to naval officer.

18. The Company shall whenever required by the Postmaster General so to do receive and allow to remain on board of each of the said vessels while employed in the performance of this Agreement on any route east of Suez and also while remaining at Suez or at any port or place east of Suez and whether such vessel shall be with or without mails on board an officer in Her Majesty's Navy to be appointed by the Postmaster General to take charge of the said mails and also a servant of such officer (if required) and every such officer shall be recognized and considered by the Company their officers agents and seamen as the agent of the Postmaster General in charge of mails and as having full authority in all cases to require a due and strict performance of this Agreement on the part of the Company their officers servants and agents and to determine (so far as relates to the levying of penalties) every question whenever arising relative to proceeding to sea or putting into harbour or the necessity of stopping to assist any vessel in distress or to save human life and the decision of such officer as aforesaid shall in every such case be final and binding on the Company unless the Postmaster General on appeal by the Company thinks proper to decide otherwise provided however that the words "to determine every question" shall not confer upon such officer the power of control over the commander of the vessel conveying the said mails.

As to civil officer.

19. On the routes west of Alexandria the said mails shall be under the charge of a civil officer in the service of the Postmaster General and if the Postmaster General at any time or times thinks fit so to do he shall be at liberty on the routes east of Suez to substitute for such naval officer a civil officer in the service of the Postmaster General to have charge of the said mails and thereupon and in every case whether east of Suez or west of Alexandria in which a civil officer shall be appointed to be in charge of mails such last-mentioned officer shall be received and be allowed to remain on board each of the said vessels as hereinbefore provided with respect to any such naval officer but when any civil officer in the service of the Post Office shall be in charge of the said mails his duties shall be confined to the Post Office business.

Accommodation for naval and civil officers.

20. A suitable first-class cabin with appropriate bed bedding and furniture shall at the cost of the Company be provided and appropriated by them for the exclusive use and accommodation of every such naval or civil officer and every of the said officers shall be victualled by the Company as a chief cabin passenger without any charge either for his passage or victualling.

Sorters to be conveyed and accommodated if required.

21. The Company shall also receive and allow to remain on board each of the said vessels while employed in the performance of this Agreement and also while remaining at any port or place and whether such vessels shall be with or without mails on board in addition to the officer in charge of the mails such a number of officers of the said Postmaster General as shall be reasonably required for the purpose of sorting and making up the mails conveyed or to be conveyed by such vessel and shall provide suitable accommodation and victualling for such additional officers either as chief cabin passengers or as fore cabin passengers at the option of the said Postmaster General.

As to mail and sorting rooms.

22. The Company shall at their own cost provide on each of the vessels to be employed under this Agreement a separate and convenient room for the convenient and secure deposit of the mails under lock and key and shall also at the like cost (if and when they shall be required so to do by the said Postmaster General) erect and provide on each of such vessels a separate and convenient room for sorting and making up the said mails and shall provide in such room all such furniture lamps fittings and other conveniences as shall be necessary or convenient for the purpose of sorting and making up the said mails and all such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Company and the services of the crew of every such vessel shall from time to time be given in the conveyance of the mails between the mail room and the sorting room.

Naval and civil officers to be conveyed on shore.

23. At each port or place where the said mails are to be delivered and received the officer having charge of mails shall whenever and as often as by him shall be deemed necessary

necessary for the Public Service and either with or without his assistant or servant be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it necessary for the purposes of this Agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Company.

24. If the Postmaster General during the continuance of this Agreement thinks fit to intrust the charge and custody of the mails or any part thereof to the masters or commanders of the vessels to be employed for the time being in the performance of this Agreement and in all cases where the officer or other person appointed to have charge of the mails shall be absent the masters or commanders of such vessels shall without any remuneration (other than the sum herein provided to be paid to the Company) take due care of and the Company shall be responsible for the receipt and delivery of the said mails and each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster General or his agents may require and every such master or commander or officer duly authorized by him having the charge of mails shall himself immediately on the arrival at any of the said ports or places of any such vessels deliver all mails for such port or place into the hands of the postmaster or other person at such port or place whom the Postmaster General shall authorize to receive the same receiving in like manner all the return or other mails to be forwarded in due course.

Masters of vessels to take charge of mails if required.

25. The Company shall not nor shall any of the masters of any of the vessels employed or to be employed under this Agreement receive or permit to be received on board any of the vessels employed under this Agreement any letters for conveyance other than those duly in charge of the said naval officer or other person authorized to have charge of the said mails or which are or may be privileged by law nor any mails for conveyance on behalf of any colony or foreign country without the consent of the Postmaster General and in case of any such default respectively the Company shall be liable to be proceeded against for breach of this Agreement.

No letters or mails (other than British) to be conveyed.

26. The Company and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Company shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

Orders of Postmaster General to be obeyed.

27. The Company shall and will when and as often as in writing they or the masters of their respective vessels shall be required so to do by the said Postmaster General or by any naval or other officers or agents acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey to and from and between any of the places to which any of the said vessels are to proceed in the performance of this Contract (in addition to the naval officer authorized to have charge of the said mails and to officers of the Postmaster General employed in connection with the mails conveyed by such vessel) any number of naval military and civil officers in the service of Her Majesty not exceeding eight in any one ship with or without their wives and children as chief cabin or first class passengers and any number of non-commissioned and warrant officers not exceeding four in any one ship with or without their wives and children as fore cabin or second class passengers together with servants of both chief and fore cabin passengers and any number of seamen marines soldiers or artificers in Her Majesty's service not exceeding ten in any one ship with or without their wives and children as deck or third class passengers to be always provided with effectual protection from rain sun and bad weather and not exposed on deck without such competent shelter and to have hammocks or bunks (subject to the approval of the Lords Commissioners of the Admiralty) placed between decks.

Government passengers to be conveyed.

28. The passengers who shall be conveyed in pursuance of the last preceding clause (who are hereinafter designated Government passengers) with their families shall be treated in no respect whether as regards food cabin or other accommodation or aught else in a way inferior to that of ordinary passengers of the same class or that required by the Regulations of Her Majesty's Transport Service. The messing of the first and second class Government passengers shall include in each day an imperial pint of good sound bottled or draught ale or beer and that of the first class in addition an imperial pint of good foreign wine either port or white. The several classes of passengers shall mess in separate places and medical attendance medicine and medical comforts mess utensils and fittings cooking utensils articles for table use and mess places fuel lights requisite articles of bedding and all other necessaries shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

Their accommodation.

29. The passage money for Government passengers and their families respectively shall be the same as that charged by the Company for ordinary passengers of a similar kind and shall include all the particulars mentioned in the last preceding clause and whenever any alterations of rates for ordinary passengers may be made the Postmaster General and the Lords Commissioners of the Admiralty shall be immediately apprised of such alterations.

Passage money.

30. Returns of the embarkation and disembarkation of all Government passengers shall be furnished to the Director of Transport Services immediately after the departure and arrival of each vessel.

Returns of Government passengers.

Passage money
how to be paid.

31. Payments for passage money for Government passengers shall be applied for by invoices according to a form to be obtained from the office of the Director of Transport Services and shall be made upon the production to such Director of the orders for the passages together with a certificate under the hand of the commanding officer specifying the number of the third-class passengers (men women and children) conveyed with the ages and sexes of the latter and stating the periods during which they have been respectively regularly supplied while on board with provisions and also of a certificate under the hand of each first and second class passenger of his or her having been landed at the place of destination and of having been properly accommodated and messaged during the voyage and specifying the dates from and to which they were so messaged computed from the first to the last dinner meal.

As to baggage of
Government
passengers.

32. The Company shall convey for every Government passenger free of charge the same quantity of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) which according to the regulations of the Company for the time-being they convey free of charge for an ordinary passenger of the same class and freight shall be payable for any extra baggage of a Government passenger after the same rate as the freight payable according to the same regulations for extra baggage of an ordinary passenger of the same class.

Passage money
of families of
officers not
conveyed at
public expense.
Government
passengers to
have precedence
of ordinary
passengers if not
room for both.

33. The passage money for the wives and families of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the Company by the officers themselves.

34. In all cases where an officer in the civil naval or military service of Her Majesty who may not be entitled to a passage at the public expense shall require a passage on board any of the vessels employed in the performance of this Contract the Company shall be bound when they have room to provide a passage for such officer in preference to private passengers and shall charge no higher rate for such passage than is chargeable for an ordinary passenger.

Packages and
stores to be
conveyed for
Admiralty.

35. The Company shall receive on board each of the vessels employed in the performance of this Contract and shall convey on behalf of the Lords Commissioners of the Admiralty any small packages which may be ordered for conveyance and also (on receiving from the Postmaster General or his officers or agents or from the British naval officer in command of the station two days' previous notice) shall receive on board any naval or other stores not exceeding 10 tons weight or 15 tons of 40 cubic feet each in measurement at any one time in any one vessel (packages and stores of a dangerous or damaging nature excepted in accordance with the general regulations of the Company) and shall convey and deliver such small packages and stores at the lowest rate of freight charged by the Company for private goods of a similar character or description and the Company shall give immediate notice to the Postmaster General and the Lords Commissioners of the Admiralty of any alteration in such rate of freight and shall in all cases be responsible for the custody and safe and speedy delivery of such packages and stores.

Subsidy.

36. And in consideration of the due and faithful performance by the Company of all the services hereby contracted to be by them performed the Postmaster General doth hereby covenant that there shall be paid to the Company (out of such aids or supplies as may from time to time be provided and appropriated by Parliament for that purpose) so long as they perform the whole of such services in manner and with such vessels as hereinbefore respectively provided the sum of £400,000 per annum by equal quarterly payments on the 1st day of January the 1st day of April the 1st day of July and the 1st October in every year and so in proportion for any less period than a quarter.

Proviso for
abatement there-
from in a certain
event.

37. Provided always that if in any year during the continuance of this Contract the entire fund accruing from all sources whatsoever and which but for this clause would be applicable to the payment of dividends on the capital employed by the Company in performance of the before-mentioned services (which capital for the purposes of this Agreement is now allowed to be £2,670,000) after taking into account the said sum of £400,000 and the entire revenue obtained by the Company from all other sources in the performance of the before-mentioned services during such year and any balance that may have been left available for future dividends on the like capital after the last declaration of a dividend during the preceding year shall exceed the sum of £213,000 then and in every such case the Company shall pay to the Postmaster General a sum equal to one-fourth of such excess.

Proviso for
augmentation
thereof in a
certain event.

38. Provided also that if in any year during the continuance of this Contract the entire fund accruing from all sources whatsoever and applicable to the payment of dividends on the capital employed by the Company in performance of the before-mentioned services (which capital for the purposes of this Agreement is now allowed to be £2,670,000) after taking into account the said sum of £400,000 and the entire revenue obtained by the Company from all other sources in the performance of the before-mentioned services during such year and any balance that may have been left available for future dividends on the like capital after the last declaration of a dividend during the preceding year shall by reason or in consequence of any cause or causes not within the control of the Company be less than the sum of £160,000 then and in every such case the Postmaster General shall out of such aids and supplies as aforesaid pay to the Company in respect of such year and in addition to the said subsidy of £400,000 such a sum of money as will make up the said sum of £160,000. Provided nevertheless that the total sum payable by the Postmaster General by virtue of this clause in addition to the said subsidy of £400,000 shall not in respect of any one year exceed the sum of £100,000.

Accounts to be
kept as at
present.

39. During the continuance of this Contract the Company shall keep their accounts and books of account and statements of capital revenue and expenditure in the same

same manner as that in which the said books accounts and statements are kept at the date of these presents and shall continue to make provision for the due insurance of their ships and for the depreciation of the same to the same extent and in the same manner as at the date of these presents and as shown in certain estimates statements and accounts which are enumerated in Schedule A hereunder written and which have been deposited by the said Company with the Postmaster General and bear the respective seals of the said Company and the Postmaster General.

and insurance of ships.

40. For all the purposes of the four preceding clauses of this Agreement the Postmaster General and his officers and agents shall prior to every declaration of dividend by the Company and at all reasonable times have access to the books of account and accounts of the Company in the same manner and to the same extent as if he and they were directors of the Company and if at any time any question shall arise between the Postmaster General or his officers and agents and the Company as to the amount to be abated from or added to the fixed payment of £400,000 under the three preceding clauses of this Agreement such questions shall be referred to the Arbitrators in the manner hereinafter provided.

Facilities for ascertaining variations in amount of subsidy.

41. On or as soon as conveniently may be after the 1st day of April and the 1st day of October in every year during the continuance of this Agreement an account shall be made out of the amount payable to the Company or to the Postmaster General under clauses 38 and 37 of this Agreement and on account of premiums earned or penalties incurred by the Company and if it shall appear by such account that any further payment is due from the Postmaster General to the Company that amount shall be paid forthwith to the Company by the Postmaster General out of such aids or supplies as aforesaid and on the other hand if it shall appear that any payment is due from the Company to the Postmaster General the amount of such payment shall be deducted from the next quarterly payment due to the Company.

Account when to be prepared.

42. Except where otherwise expressly provided none of the services to be performed by the Company under this Contract shall entitle them to any remuneration beyond the said subsidy of £400,000 per annum and such other sum or sums of money (if any) as are hereinbefore expressly made payable.

Subsidy to be in full for all services save as otherwise expressly provided.

And it is hereby further agreed and declared between and by the parties hereto as follows: (that is to say)

43. It shall be lawful for the Postmaster General at any time and from time to time to delegate any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

Postmaster General may delegate his powers.

44. The Company shall undertake for themselves all arrangements relative to quarantine as connected with the due and regular performance of the conditions of this Contract.

As to quarantine.

45. The Lords Commissioners of the Admiralty shall at any time during the continuance of this Contract if they shall consider it necessary for the public interest have power and be at liberty to purchase all or any of the said vessels at a valuation or to charter the same exclusively for Her Majesty's service at a rate of hire to be mutually fixed and agreed on by them and the said Company but if any difference should at any time or times arise as to the amount of valuation or hire so to be paid such difference shall be settled by arbitration in manner hereinafter provided and the said Commissioners in the case of hiring any such vessel shall return the same to the said Company in the same state and condition as she was in at the time of any such hiring reasonable wear and tear excepted and if any difference should arise upon that point the same shall be settled in the same manner as the amount for the hiring is to be settled in case of difference And it is further agreed that in case of such purchase or hire the service hereby contracted to be performed shall be performed by other vessels of the Company of a similar description to the vessel or vessels purchased or hired if they can in due and proper time furnish them and in the event of the said Company being allowed by the Postmaster General to continue to perform only a portion of the service there shall be paid to the said Company such annual sum of money as shall be agreed upon by the said Postmaster General and the said Company and in case of their differing as to the amount the difference to be settled by two arbitrators or an umpire to be chosen respectively as aforesaid.

Admiralty may purchase or charter vessels at a rate to be settled by arbitration in case of difference.

46. This Contract shall commence on the 1st day of February 1868 and shall continue in force for 12 years and shall then determine if the Postmaster General shall by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries for the time being of the Post Office have given to the Company or if the Company shall have given to the Postmaster General 24 calendar months' notice that this Contract shall so determine but if neither the Postmaster General nor the Company shall give any such notice this Contract shall continue in force even after the said term of 12 years until the expiration of a 24 calendar months' notice in writing as aforesaid which may be given by either of the parties hereto to the other of them and which last-mentioned notice may be given at any time after the expiration of the first 10 years.

Commencement and determination of Contract.

47. If on the determination of this Agreement any vessel or vessels shall have started or shall start with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services And with respect to such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels shall have reached their port or place of destination and such services shall have been performed but the said Company shall not be entitled to receive any payment or compensation for the same.

Voyages to be completed after termination of Contract.

Penalties to be considered as ascertained damages.

48. All and every the sums of money hereby stipulated to be paid by the Company unto Her Majesty Her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss has or has not been sustained and shall and may be retained by the Postmaster General out of any moneys payable or which may thereafter become payable to the Company or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General Provided however that the payment by the Company of any sums of money (by way of penalties) shall not in any manner prejudice the right of the Postmaster General to treat the failure (if any) on the part of the Company to provide a proper vessel or to perform any voyage at or within the time for the time being appointed for the performance thereof as a breach of this Agreement.

As to service of notices.

49. All notices or directions which the Postmaster General his officers agents or others are hereby authorized to give to the Company their officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster General his officers agents or others either be delivered to the master of any of the said vessels or other officer or agent of the Company in the charge or management of any vessel employed in the performance of this Agreement or left for the Company at their office or house of business in London or any other place and any notices or directions so given or left shall be binding on the Company Provided always that any notice of termination of this Contract shall be served on the Company their officers servants or agents at their office or last known office in London.

Company not to part with Contract.

50. The Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office and in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or any covenant matter or thing herein contained on the part of the Company their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Company for any breach it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this Contract) by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office to determine this Agreement without any previous notice to the Company or their agents nor shall the Company be entitled to any compensation in respect of such determination and such determination shall not deprive the Postmaster General of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of this Contract.

Dispute to be referred to arbitration.

51. If at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto or their successors respectively concerning any breach or alleged breach by or on the part of the Company of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the Company as the case may be for such altered services as hereinbefore in that behalf mentioned or concerning any of the covenants matters or things herein contained or in anywise relating thereto and notwithstanding the power herein contained to determine this Agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster General and the other by the Company and if such arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

Submission thereto may be made rule of Court.

52. Any submission to arbitration in pursuance of this Agreement may be made a rule of any of Her Majesty's Courts of Record pursuant to the statute in that case made and provided on the application of either party.

No M.P. to be interested in Contract.

53. In pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the Third, intituled "*An Act for restraining any Person concerned in any Contract Commission or Agreement made for the Public Service from being elected or sitting and voting as a Member of the House of Commons*" no Member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

Contract to be laid on table of House of Commons.

54. This Agreement shall not be binding until it has lain upon the table of the House of Commons for one month without disapproval unless it be previously approved by a resolution of the said House of Commons.

Bond.

55. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the said Company are or ought to be observed performed fulfilled and kept the said Company do hereby bind themselves and their successors unto our Sovereign Lady the Queen in the sum of £45,000 of lawful money of the United Kingdom to be paid to our said Lady the Queen Her heirs and successors by way of stipulated or ascertained damages hereby agreed upon between the Postmaster General and the Company in case of the failure on the part of the Company in the due execution of this Contract or any part thereof.

In witness whereof the said James Duke of Montrose Her Majesty's Postmaster General hath hereunto set his hand and seal and the said Peninsular and Oriental Steam Navigation Company have caused their common seal to be hereunto affixed the day and year first above written.

TABLE OF ROUTES ABOVE REFERRED TO.

ROUTE No. 1.

ONCE A WEEK.

From Southampton to Alexandria, calling at Gibraltar and Malta, and back from Alexandria to Southampton, calling at Malta and Gibraltar.

Distance, 2,951 miles. The service to be performed once each way in every week in 295 hours, exclusive of stoppages, the duration of which will be fixed by the Postmaster General.

ROUTE No. 2.

ONCE A WEEK.

From Marseilles to Alexandria, *via* Messina, and back from Alexandria to Marseilles.

Distance, 1,410 miles. The service to be performed once each way in every week in 141 hours.

ROUTE No. 3.

ONCE A WEEK.

From Suez to Bombay, and back from Bombay to Suez, calling on both voyages at Aden.

Distance, 2,972 miles. The service to be performed once each way in every week in 313 hours, exclusive of the stoppage at Aden, the duration of which will be fixed by the Postmaster General.

ROUTE No. 4.

ONCE EVERY TWO WEEKS.

From Suez to Calcutta, calling at Aden, Point de Galle, and Madras, and back from Calcutta to Suez, calling at Madras, Point de Galle, and Aden.

Distance, 4,757 miles. The service to be performed once each way in every alternate week in 501 hours, exclusive of stoppages, the duration of which will be fixed by the Postmaster General.

ROUTE No. 5.

ONCE IN EVERY TWO WEEKS.

From Bombay to Hong Kong, calling at Point de Galle and Singapore, and back from Hong Kong to Bombay, calling at Singapore and Point de Galle.

Distance, 3,852 miles. The service to be performed once each way in every alternate week in 406 hours, exclusive of stoppages, the duration of which will be fixed by the Postmaster General.

ROUTE No. 6.

ONCE IN EVERY TWO WEEKS.

From Hong Kong to Shanghai, and back from Shanghai to Hong Kong.

Distance, 870 miles. The service to be performed once each way in every alternate week in 92 hours.

ROUTE No. 7.

ONCE IN EVERY TWO WEEKS.

From Shanghai to Yokohama, and back from Yokohama to Shanghai, calling on both voyages at Nagasaki.

Distance, 1,120 miles. The service to be performed once each way in every alternate week in 118 hours, exclusive of the stoppage at Nagasaki, the duration of which will be fixed by the Postmaster General.

NOTE.—During the prevalence of the south-west monsoon, 96 hours additional will be allowed for the voyages from Bombay to Suez, from Calcutta to Suez, and from Hong Kong to Bombay; and during the prevalence of the north-east monsoon, 96 hours additional will be allowed for the voyage from Bombay to Hong Kong.

SCHEDULE A. ABOVE REFERRED TO.

ESTIMATES, Statements, and Accounts deposited by the Peninsular and Oriental Steam Navigation Company with Her Majesty's Postmaster General.

1. Memorandum for new Contract Tenders.
2. Estimate, Southampton and Marseilles lines.
3. Do. Brindisi and Alexandria line.
4. Do. Bombay and Suez line.
5. Do. Suez and Hong Kong line.
6. Do. Hong Kong and Shanghai line.
7. Do. Shanghai and Yokohama line.
8. Do. Bombay and Calcutta line.
9. Do. Supplementary Ships.
10. Do. Calcutta and Hong Kong.
11. Arrangement of Earnings.
12. Mileage Table for proposed lines.
13. Statement of sundry Disbursements and Coals.
14. Comparison of Statements with Ledger.
15. Tonnage and Value of Steam-ships.

MONTROSE.

L.S.

The Seal
of the P. & O.
Company.

Signed, sealed, and delivered by the within-named James, Duke of Montrose,
Her Majesty's Postmaster General, in the presence of

E. B. OSBORN,

Solicitor's Office, General Post Office.

The Common Seal of the within-named Peninsular and Oriental Steam Navigation Company was hereunto affixed, in the presence of

P. D. HADOW,
JAS. ALLAN,
EDWARD THORNTON,
H. BAYLEY, } Directors.

C. W. HOWELL,
Secretary.

Z. BROOKE,
Solicitor's Department, General Post Office.

1867-8.

NEW SOUTH WALES.

STEAM POSTAL SERVICE *via* SUEZ.

(AMENDED TIME-TABLE.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES to THE OFFICER ADMINISTERING THE
GOVERNMENT OF NEW SOUTH WALES.

(Circular.)

Downing-street,
22 January, 1868.

SIR,

I transmit to you a copy of a letter from the General Post Office, explaining the circumstances which have rendered it necessary to make an alteration in the Time-table of the India, China, and Australian Mail Packet Service for the year 1868; and I enclose corrected copies of the Time-table, which I have to instruct you to substitute for those which were forwarded to you in my circular despatch of the 27th ultimo. 14 January, 1868.

I have, &c.,
BUCKINGHAM & CHANDOS.

MR. TILLEY to SIR F. ROGERS.

General Post Office,
14 January, 1868.

SIR,

With reference to my letter of the 10th ultimo, I am directed by the Postmaster General to acquaint you, for the information of the Duke of Buckingham and Chandos, that an alteration has been made in the Time-table of the India, China, and Australian Mail Packet Service for the year 1868, it having been found that the principle on which the Australian Service was arranged in the Time-table at first prepared, and copies of which were transmitted in my letter above referred to, was inconvenient, inasmuch as there would have been an interval of twenty-six days between the arrival of the Australian mails in London, and the departure of the next outward mails.

After the despatch, from this office, of the mails for Ceylon and China, of the ^{28th} February, the next despatch of mails to Ceylon and China, as well as to Australia, will take place one week later than the days set down in the original Time-table; that is,—the mails which would have been despatched, according to that Table, on the ^{5th} 20th March, will not be despatched until the ^{12th} 27th March, and so on throughout the year; causing the arrival at Point de Galle, and all the ports eastward of Galle, to be, in like manner, one week later than the date given in the said Table.

The Agent of the Peninsular and Oriental Steam Navigation Company at Point de Galle has been requested, by means of the electric telegraph, to communicate the intended alteration to the Postmasters in the Straits Settlements, and to the Postmasters General of Hong Kong and the Australian Colonies; and it is hoped that they will be informed of the change by the same mail by which they will receive the Time-tables already sent out.

An alteration has also been made in the arrangements for the homeward Australian Service. Commencing with the mails of March, the date of despatch from Sydney will be one day earlier than the day set down in the Time-table referred to; causing the arrival at Melbourne, King George's Sound, and Ceylon, to be in like manner one day earlier than the day given in that Table.

I am to transmit to you some copies of the new Table, and to request that the Officers administering the Governments of Ceylon, the Straits Settlements, Labuan, Hong Kong, the Australian Colonies, and New Zealand, may be instructed, officially, to substitute this Table for the one already forwarded to them.

I am, &c.,
JOHN TILLEY.

TABLE SHEWING THE PROPOSED MOVEMENTS OF THE MAIL STEAM-PACKETS

OF THE

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

For the Year 1868.

APPROVED BY HER MAJESTY'S POSTMASTER GENERAL, ON 10th JANUARY, 1868.

UNDER THE OLD CONTRACT.

Table with columns for Outward Route (Southampton to Alexandria, Marseilles to Alexandria, Suez to Bombay, Suez to Calcutta, Ceylon to Sydney, Bombay to Hong Kong, Hong Kong to Shanghai) and Homeward Route (Shanghai to Hong Kong, Hong Kong to Bombay, Sydney to Ceylon, Calcutta to Suez, Bombay to Suez, Alexandria to Marseilles, Alexandria to Southampton).

UNDER THE NEW CONTRACT.

Table with columns for Outward Route (Southampton to Alexandria, Marseilles to Alexandria, Suez to Bombay, Suez to Calcutta, Ceylon to Sydney, Bombay to Hong Kong, Hong Kong to Shanghai, Shanghai to Yokohama) and Homeward Route (Yokohama to Shanghai, Shanghai to Hong Kong, Hong Kong to Bombay, Sydney to Ceylon, Calcutta to Suez, Bombay to Suez, Alexandria to Marseilles, Alexandria to Southampton).

MONSOON ALLOWANCES-OUTWARD.

* On these trips the Packets are allowed Four days extra for the passage from Suez to Japan, and this allowance is taken in the Table.

MONSOON ALLOWANCES-HOMeward.

* On these trips, Four days extra are allowed for the Bombay and Suez Packets, which are allowed for the Hong Kong and Calcutta and Suez Packets, but as Five days only are taken in the Table, the arrivals at Marseilles and Southampton may be Three days later than the dates set down.

1867.

NEW SOUTH WALES.

TELEGRAPHIC COMMUNICATION BETWEEN GREAT
BRITAIN AND DEPENDENCIES.

(DESPATCH RESPECTING.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES to GOVERNOR SIR JOHN YOUNG, BART.

[Circular.]

Downing-street,

23 May, 1867.

SIR,

I transmit to you, for the information of yourself and your Government, a copy of a Letter from the Lords Commissioners of the Treasury, with a copy of a Treasury Minute explaining the principles by which their Lordships will be governed in encouraging the extension of Telegraphic Communication between the United Kingdom and its Dependencies.

I have, &c.,

BUCKINGHAM AND CHANDOS.

[Enclosures in the foregoing.]

Mr. Hunt to Sir F. Rogers.

Treasury Chambers,

8 May, 1867.

Sir,

I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you, for the information of the Duke of Buckingham, copy of a Treasury Minute, dated 10th January, 1867, relative to Telegraphic Communication between the United Kingdom and its Dependencies; and I am to request that, in laying the same before His Grace, you will state to him, that my Lords, in laying down principles for their own governance, in regard to the amount of encouragement which it may be deemed expedient on the part of the Imperial Government to afford towards the extension of Telegraphic Communication, have no wish to interfere with any arrangements, whether pecuniary or otherwise, which the Governments of any of the Australian Colonies may be inclined to enter into with any Company or Companies formed for the furtherance of the object in question.

I am, &c.,

GEORGE WARD HUNT.

Treasury Minute, dated 10th January, 1867.

THE First Lord of the Treasury and the Chancellor of the Exchequer call the attention of the Board to the important question in regard to the extension of Telegraphic Communication which is likely to arise, in consequence of the success which has attended the submerging of the Atlantic Cable of 1866, and the recovery and completion of that attempted to be laid in 1865.

It has already been intimated to Her Majesty's Government, that it is in contemplation to form a Company for the purpose of laying a line of telegraph between this country and Gibraltar, and from thence to Malta. Between Malta and Alexandria there is already telegraphic communication by means of the Malta and Alexandria Telegraph Cable belonging to Her Majesty's Government, which is at present agreed to be leased for a term of forty-two years to the Telegraph Construction and Maintenance Company. The lease it is intended should be transferred to the new Company, as well as the land line between Alexandria and Suez, originally belonging to the Red Sea Line, but now the property of the "Telegraph to India Company." From some point on the Red Sea to

which

which a land line will be laid, it is stated that the new Company will lay a telegraph cable to Aden, and from thence to Kurrachee, where the telegraph will become connected with the land lines of the Indian Government, which extend as far as Rangoon. From Rangoon it is proposed to carry a cable to Singapore, and from that place cables to China and Japan *via* Saigon, and Australia *via* Java and Copang.

Two other schemes for the extension of telegraphic communication beyond Rangoon have also been brought under the notice of Her Majesty's Government, namely, one by Mr. F. Gisborne, which involves, however, financial assistance on the part of the Government; and another by Mr. Seymour Clarke, for "a line of telegraph from Rangoon, through the kingdom of Siam to Singapore, from Malacca through Sumatra, Java, &c., to Australia, with a branch from Tavoy through Bangkok to Saigon, and thence, on the approval of France, through Cochin China to China Proper."

As, in the opinion of the Earl of Derby and the Chancellor of the Exchequer, the establishment between this country and India, of an alternative line of telegraphic communication with that *via* the Persian Gulf, and the extension of such line to China and Japan on the one hand, and to the Australian Colonies on the other, is of great importance, they submit to the Board whether some encouragement may not be given for the formation of a Company or Companies able and willing to carry out so desirable an object. They are, however, decidedly of opinion that, looking to the great advance that has, within the last few years, been made in the art of manufacturing, laying, and repairing submarine cables, thereby increasing the confidence of the public in the permanence of such undertakings, they would not be justified in proposing that any assistance, either by way of subsidy or guarantee, should be given to any Company which may at the present time be formed for the purpose of establishing lines of telegraphic communication. They would, however, submit whether encouragement may not be afforded to Companies willing to lay lines of which the Government approve, by the Government causing surveys, where none now exist, to be made of the route along which it may be proposed cables should be laid; by rendering assistance to such Companies when laying the cables, by means of any of Her Majesty's vessels, in the same manner as was recently afforded by Her Majesty's ship "Terrible," in the case of the Atlantic Cable; and by using the good offices of the British Government with any foreign Government upon whose territories it may be requisite to lay cables or to lay land lines.

In any arrangement to be entered into with a Company, it should be distinctly stipulated, that while Her Majesty's Government claim no advantage as regard the rate of charge for Government messages, all messages transmitted by Her Majesty's Government shall have priority; and that in certain contingencies Her Majesty's Government should have the power of assuming possession of any telegraphic line, upon payment of proper compensation.

My Lords entirely coincide in the opinions expressed by the Earl of Derby and the Chancellor of the Exchequer, and they will have them in view in the event of any arrangements being made with any Company or Companies for the purpose of laying telegraphic cables, or erecting land lines of telegraph. In the meanwhile, it appears to my Lords that it will be advisable to designate those lines of communication which they consider are most called for by Imperial and commercial interests, and towards the formation of which they are of opinion that the countenance and encouragement of Her Majesty's Government may properly be afforded in the manner indicated, *viz.* :—

- | | |
|---|---|
| Section A. Falmouth to Gibraltar. | 1. A direct line between Falmouth, or some other point on the coast of England, and Gibraltar, without touching anywhere between those two points. |
| Section B. Gibraltar to Malta. | 2. A line between Gibraltar and Malta, without touching at any intermediate point. |
| Section D. Suabin to Aden.
" F. Aden to Kooria Moorla Islands
" F. Koorla to Muscat.
" G. Muscat to Raas Jaub.
" H. Raas Jaub to Kurrachee. | 3. A line between some point on the Egyptian territories, to be hereafter decided, and Aden, and from thence to Kurrachee, touching at the various points which may be thought requisite. |
| Section K. Rangoon to Pulo Penang.
" L. Pulo Penang to Singapore. | 4. A line from Rangoon to Singapore, touching at Penang and other points, if deemed necessary. |
| Section M. Singapore to Batavia.
" N. Java to Australia. | 5. A line from either Singapore or Malacca, whichever point may be found most suitable, <i>via</i> Java, to some point on the coast of Australia, to be hereafter decided. |
| Section O. Singapore to Saigon River.
" P. Saigon to Hong Kong.
" Q. Hong Kong to Amoy.
" R. Amoy to Shanghai. | 6. A line from Singapore to Shanghai, touching at Hong Kong and other points, if deemed advisable, including Saigon, if the French Government concur in such a proceeding. |
| Section S. Shanghai to Yokohama. | 7. A line from Shanghai to Japan. |

With regard to the several proposed lines of telegraphic communication, my Lords are glad to find that, with some slight exceptions, the whole of the routes along which the lines in question would be laid have been examined, and the soundings completed sufficiently for telegraphic purposes, by the Admiralty, and marked in charts, the incomplete portions of the lines being between Java and Australia, of which about one-half has been sounded; between Saigon and Hong Kong, of which about one-half has been sounded, and the remainder is in progress; between China and Japan, of which about one-third has been sounded.

My Lords have now only to add that (whilst acting on the principles laid down for their guidance in the foregoing Minute), they will be prepared to give their attentive consideration to any proposals which may be submitted to them for carrying out any of the

the

the schemes of telegraphic communication above adverted to, by parties who can adduce satisfactory proof of their possessing the necessary pecuniary means for carrying such undertaking into effect, whether by submarine cables, or, when circumstances will admit, by alternative land lines; and my Lords will make arrangements with the Admiralty so as to afford such parties the opportunity of inspecting the surveys referred to.

Transmit copy of this Minute to Sir F. Rogers, and request that, in laying the same before the Earl of Carnarvon, he will state to His Lordship, that my Lords, in laying down principles for their own governance in regard to the amount of encouragement which it may be deemed expedient on the part of the Imperial Government to afford towards the extension of telegraphic communication, have no wish to interfere with any arrangements, whether pecuniary or otherwise, which the Governments of any of the Australian Colonies may be inclined to enter into with any Company or Companies formed for the furtherance of the object in question.

Transmit copy of this Minute to Mr. Hammond, for the information of Lord Stanley; to Mr. Romaine, for the information of the Lords Commissioners of the Admiralty; to Mr. Merivale, for the information of the Secretary of State for India in Council; and to Mr. Farrer, for the information of the Board of Trade.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BALLAST MASTER, NEWCASTLE.

(REPORT FROM ENGINEER-IN-CHIEF FOR HARBOURS AND RIVERS, RESPECTING APPOINTMENT OF.)

Ordered by the Legislative Assembly to be Printed, 7 August, 1867.

[*Vide Question No. 1 of Votes and Proceedings, No. 22, 7 August, 1867.*]

Department of Public Works,
Harbours and Rivers Branch,
Sydney, 17 July, 1866.

MEMO.—Repeated complaints have been made to me, from time to time, of the serious injury which is being done to the Harbour of Newcastle, by the practice of throwing ballast overboard at night from vessels and lighters—a practice which now I believe obtains to a most alarming extent.

From the negligence of the Water Police, or their inability to carry them out, the provisions of the "Navigable Waters Protection Act" are not enforced, and the evil above referred to has now attained to such an extent as to render it necessary, if the Harbour is to be preserved, to take some active measures for putting a stop to it. The law as it stands is amply sufficient, if properly administered; but I am informed that even if a conviction is obtained (which is a rare occurrence, as the Water Police are never seen afloat), the fines awarded are so slight as to be of little effect in preventing a recurrence of the offence. I would beg therefore to suggest, that either the energies of the Water Police be somewhat stimulated, or that some person be appointed as Ballast Master, whose sole duty it should be to take cognizance of the landing of the ballast; and who, having a direct personal interest in obtaining convictions (half the fines by the Act go to the informer), would be likely to check, if not wholly put down the practice.

E. O. MORIARTY.

1867-8.

NEW SOUTH WALES.

LOSS OF THE STEAM-SHIP "TELEGRAPH."

REPORT

OF THE

COMMISSIONERS APPOINTED TO INQUIRE INTO THE
CAUSE THEREOF;

TOGETHER WITH THE

EVIDENCE TAKEN AT THE INQUIRY.

Presented to both Houses of Parliament, by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[Price, 1s. 4d.]

336—

Commission.

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

To our trusty and well-beloved—

EDWARD ORPEN MORIARTY, Esquire ;
CHARLES SMITH,* Esquire ;
HENRY THOMAS FOX, Esquire ;
THOMAS WATSON, Esquire ;
ROBERT TROUPE MOODIE, Esquire ;

Greeting :

KNOW ye, that we, reposing great trust and confidence in your zeal, industry, discretion, and integrity, do by these presents authorize and appoint you, or any three or more of you, as hereinafter mentioned, to make a diligent and full inquiry into the cause of the Loss of the steam-ship "Telegraph," which was wrecked on the coast in this our Colony of New South Wales, on Wednesday, the ninth of October last, and to report thereon : We do, by these presents, give and grant to you, or any three or more of you, at any meeting or meetings to which all of you shall have been duly summoned, full power and authority to call before you all such persons as you shall judge necessary, by whom you may be better informed of the truth in the premises : And our further will and pleasure is, that you, or any three or more of you, after due examination of the premises, do, and shall, within the space of three months after the date of this our Commission, or sooner, if the same can be reasonably certified to us, in the office of our Colonial Treasurer, under your, or any three of your hands and seals, certify what you shall find touching the premises : And we hereby command all Government Officers, and other persons whomsoever, within the said Colony, that they be assistant to you, and each of you, in the execution of these presents : And we appoint you, the said Edward Orpen Moriarty, to be President of this Commission, and do give you power, at your discretion, to procure such clerical or other assistance as may be absolutely necessary for enabling you duly to execute this Commission.

In testimony whereof, we have caused these our Letters to be made Patent, and the Great Seal of our said Colony to be hereunto affixed.

Witness our right, trusty, and well-beloved Councillor, SIR JOHN YOUNG, Baronet, Knight Commander of our Most Honorable Order of the Bath, Knight Grand Cross of our Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of our Colony of New South Wales, at Government House, this third day of December, in the year of our Lord one thousand eight hundred and sixty-seven, and in the thirty-first year of our Reign.

(L.S.)

JOHN YOUNG.

By His Excellency's Command,

G. EAGAR.

1867-8.

LOSS OF THE STEAM-SHIP "TELEGRAPH."

REPORT.

THE COMMISSIONERS to HIS EXCELLENCY THE RIGHT HONORABLE
THE EARL OF BELMORE.

Telegraph Commission Office,
Sydney, 27 February, 1868.

MAY IT PLEASE YOUR EXCELLENCY :—

We, the Commissioners appointed under Her Majesty's Commission of the 3rd day of December, 1867, to inquire into and report the cause of the Loss of the steam-ship "Telegraph," have now the honor to submit to your Excellency this our Report of the result of our investigation. (Evidence here-
with.)

After a careful examination and consideration of the evidence of the Master, M. Fitzsimons, the Chief Mate, F. M. Rozea, and the other witnesses summoned before us, we find that the Loss of the "Telegraph" was caused by the default of the Master and Chief Mate, in allowing the vessel to be navigated too close to the shore, contrary to good seamanship and to the positive instructions of the Directors of the Australasian Steam Navigation Company.

We have the honor to be,

Your Excellency's

Most obedient and most dutiful servants,

E. O. MORIARTY.
CH. SMITH.
HENRY T. FOX.
THOS. WATSON.
ROB. T. MOODIE.

LOSS OF THE STEAM-SHIP "TELEGRAPH."

MINUTES OF PROCEEDINGS.

MONDAY, 9 DECEMBER, 1867.

At the Office of Superintendent of Harbours, Pilots, &c.

PRESENT :—

E. O. Moriarty, Esq., President.

C. Smith, Esq.,	|	H. T. Fox, Esq.,
T. Watson, Esq.,	|	R. T. Moodie, Esq.

A letter from the Treasury, dated 6th December, 1867, notifying the appointment of a Commission to inquire into the cause of the Loss of the steamer "Telegraph," was read.

The Commission appointing—

E. O. Moriarty, Esq., President.	} Members of the Commission,
Chas. Smith, Esq.,	
H. T. Fox, Esq.,	
T. Watson, Esq.,	
R. T. Moodie, Esq.,	

was read.

Mr. A. Hinton was appointed Secretary to the Commission.

Mr. John A. Scarr was present as Shorthand Writer to the Commission.

The following witnesses were called in and examined :—

Captain Trouton, Manager of the Australasian Steam Navigation Company.
 Captain Fitzsimons, Master of the "Telegraph" when wrecked.
 Charles Lang, Chief Officer of "Telegraph."
 Richard M. Phillips, 2nd Officer do.
 William Murray, Boatswain do.

The inquiry was adjourned for the attendance of witnesses not at present in the Colony.

CHAS. SMITH,
 Chairman.

MEETING, 16 DECEMBER, 1867.

PRESENT :—

C. Smith, Esq., Chairman.

H. T. Fox, Esq.,	|	T. Watson, Esq.,
	|	R. T. Moodie, Esq.

The Minutes of the previous Meeting were read and confirmed.

The following witnesses were called in and examined :—

Captain Knight,
 Captain Hurst, and
 John Frazer, late Carpenter of the "Telegraph."

The Meeting was adjourned *sine die*, for further evidence.

E. O. MORIARTY,
 President.

MEETING,

MEETING, 23 DECEMBER, 1867.

PRESENT :—

E. O. Moriarty, Esq., President.

C. Smith, Esq.,	|	H. T. Fox, Esq.,
T. Watson, Esq.,	|	R. T. Moodie, Esq.

The Minutes of the previous Meeting were read and confirmed.
The following witnesses were called in and examined :—

Captain Walker,
Willm. Miller, late Quarter-master of the "Telegraph."

The Secretary was directed to apply officially to Captn. Sidney, asking him to be kind enough to favor the Commission with a tracing of his survey of Camden Head, on the original scale, to assist them in their examination of the case of the Loss of the "Telegraph."

The Secretary was directed to write to the owners of the vessel (care of Messrs. Laidley, Ireland & Co.) of which Mr. Rozea has command, to inquire when that gentleman is likely to be back in New South Wales, or where a letter can reach him.

The Secretary was directed to write a letter to Mr. Rozea, stating that evidence had been given before the Commission appointed to inquire into the Loss of the "Telegraph" reflecting on him, and requesting him to attend before the Commission for the purpose of being examined.

The Secretary was requested to write to the Under Secretary for Finance and Trade, for permission for the Government Printer to have the evidence in this case printed, in order that it may be distributed amongst the Members of the Commission.

E. O. MORIARTY,
President.

MEETING, 10 FEBRUARY, 1868.

PRESENT :—

E. O. Moriarty, Esq., President.

C. Smith, Esq.,	|	H. T. Fox, Esq.,
T. Watson, Esq.,	|	R. T. Moodie, Esq.

The Minutes of the previous Meeting were read and confirmed.

A tracing of Captain Sidney's survey of Camden Head, on the original scale, was laid before the Commission.

Captain Rozea, late Chief Officer of the steamer "Telegraph," was called in and examined, after which, Captain Fitzsimons' evidence was read over to him.

E. O. MORIARTY,
President.

MEETING, 19 FEBRUARY, 1868.

PRESENT :—

E. O. Moriarty, Esq., President.

C. Smith, Esq.,	|	H. T. Fox, Esq.,
T. Watson, Esq.,	|	R. T. Moodie, Esq.

The Minutes of the previous Meeting were read and confirmed.

On consideration of the Report—The first question for consideration—"Are both parties, the Captain and Mate, censurable in different degrees for the loss of the vessel?"—was discussed, and, in the opinion of the Commission, both are blameable.

The Meeting was adjourned to 3 p.m. on Friday next.

E. O. MORIARTY,
President.

MEETING,

MEETING, 21 FEBRUARY, 1868.

PRESENT:—

E. O. Moriarty, Esq., President.

C. Smith, Esq.,

H. T. Fox, Esq.

T. Watson, Esq.,

The Minutes of the previous Meeting were read and confirmed.

The Report was submitted to the Commission, and agreed to.

E. O. MORIARTY,
President.*MEETING, 27 FEBRUARY, 1868.*

PRESENT:—

E. O. Moriarty, Esq., President.

C. Smith, Esq.,

T. Watson, Esq.,

H. T. Fox, Esq.,

R. T. Moodie, Esq.

The Minutes of the previous Meeting were read and confirmed.

The Report was signed by the Members of the Commission, and ordered to be transmitted, with Minutes and copy of the Evidence, to the Honorable the Treasurer.

[Final Meeting.]

E. O. MORIARTY,
President.

LOSS OF THE STEAM-SHIP "TELEGRAPH."

MINUTES OF EVIDENCE.

MONDAY, 9 DECEMBER, 1867.

Present:—

E. O. MORIARTY, ESQ., PRESIDENT, IN THE CHAIR.

CAPTAIN FOX,
CAPTAIN WATSON,

CAPTAIN MOODIE,
CAPTAIN SMITH.

Present in the Room:—

F. H. Trouton, Esq., Manager, A. S. N. Company.
Captain M. Fitzsimons, late of the "Telegraph."

Frederick Henry Trouton, Esq., examined:—

1. *President.*] You are General Manager of the A. S. N. Company? I am.
2. The masters and officers of the Company's vessels are all supposed to be under your general directions? They are.
3. Were you Manager of the Company when the "Telegraph" was lost? I was.
4. Has your Company, or have you, at any time, given any general instructions to the captains of steam-vessels trading on this coast as to the distance they should keep off the land? Some instructions have been issued, both before and after the loss of the "Telegraph." Those before I do not think embodied anything specific as to keeping any stated distance off.
5. There is no distance fixed? I think not.
6. No general order that they shall not come within a certain distance of the land? No limit laid down. There was a general order that they should be careful and not go inside certain points, but there was no distance laid down within which they should not approach. That could not very well be the case in a coasting navigation.
7. They are ordered not to go within certain points? Yes.
8. Is this point where the "Telegraph" was lost one of the points they are ordered to keep well outside of? No, not particularly.
9. Is it considered that that is a dangerous part of the coast? No, not since Captain Sidney's survey.
10. Was it not known there were reefs lying about there? Yes.*
11. And there are no instructions to the masters to keep outside of those reefs? There were instructions to masters not to go inside the Mermaid Reef, if you include that in the dangers of that part of the coast; but that was not the point where she was lost.
12. Is the Mermaid Reef close to the point where she was lost? It is not; it is about nine miles off.
13. Supposing the order to keep outside the Mermaid Reef had been obeyed, and the vessel had been steering a proper course up the coast, would she have cleared the rock on which she was lost? Any proper course, inside or outside the Mermaid Reef, would have kept her clear of that rock.
14. You say an order has been given to keep outside the Mermaid Reef; if that order had been obeyed, would the vessel have got into the position where she was lost—I mean supposing she had steered the ordinary course? The proper course, I say, would not have brought her there; but if she had kept her proper course after going inside the Mermaid Reef she would not have gone there either. The reef, in my mind, had nothing to do with putting her upon the rock, one way or the other. I may state that the orders given to the commanders of our vessels were given long before Captain Sidney surveyed that reef; and I may also state, though I have not had much practical knowledge of it myself in my experience as a shipmaster, that I understand from all practical captains that they adopt going inside the Mermaid Reef as safer than going outside, since Captain Sidney surveyed it. The vessel was lost not on a reef, but on a bold rock standing about three ships' lengths off the coast.
15. Do you consider that the general orders with regard to the safety of the Company's vessels should have kept her well clear of that rock? I do.
- 16.

F. H. Trouton,
Esq.
9 Dec., 1867.

* NOTE (on revision) :—No; a rock.

- F.H. Troutou, Esq. 16. Can you give us a copy of those orders? I do not think I have them with me, but I can get a copy. (*The witness subsequently put in the Circular Letter of Instructions referred to, dated 18th April, 1864. Vide Appendix A.*)
- 9 Dec., 1867. 17. How far is this rock inside what you would consider the proper course? Two miles.
18. Whom do you consider responsible for having the vessel in that position? I might pre-judge the case if I gave an opinion on that point. I may tell the Commission that I have held in my office an investigation, and have come to a decision. I feel convinced the Board can come to no other decision than that which I have come to; but I do not wish to bias the Board by stating my opinion.
19. Has Captain Fitzsimons been long in the employment of the Company? He has been a good many years; I have no personal remembrance how long.
20. Has he been considered duly competent? Quite so; I have had personal knowledge of his competency, having seen very much of his ability, care, and watchfulness.
21. Do you, as Manager of the Company, exercise any care in the selection of the first and second officers of the steamers? I do; none of them are appointed without my inspection and inquiry as to their abilities as officers.
22. Were the first and second officers of the "Telegraph" appointed with your knowledge and concurrence? No, they were officers in the service of the Company before I became Manager.
23. Do you know how long they were in the "Telegraph"? The chief officer on that occasion only joined her a little before her going to sea, but I presume he had sailed in her some time before; I do not know it for a fact; officers in the same trade very often exchange their ships.
24. Had Captain Fitzsimons been long in this trade? He had.
25. Had the first and second mates been long in it? The first mate had had very great experience, and so had the second mate.
26. Then seeing they had all three been a long time in this trade, and had the chart to guide them, there was a clear dereliction of duty in keeping the vessel so close in? I think so, distinctly.
27. What was the name of the chief mate? Rozea.
28. Was he a competent person? I have not seen his certificate, but I understand he has one from the Board of Trade.
29. What was the name of the second officer? Phillips.
30. What was the name of the person who was steering the vessel at the time? William Miller.
31. *Captain Fox.*] You commanded steamers for many years? Yes.
32. As a shipmaster, not as Manager of the Company—as a matter of practice—whom do you consider responsible for navigating a steamer in critical navigation near the land? The captain.
33. Is it the practice in steamers to depute this responsibility to the officer of the watch—although the officer of the watch may be on deck—has it been the practice, or is it the practice in steamers, so far as you have seen, for the master to depute all the charge of conducting the ship to the officer of the watch? Not if the captain apprehends any danger to the ship. I may answer your question more clearly by saying that if the captain has the slightest doubt of his course not being clear, he should take the navigation of the ship himself.
34. And the practice and custom is for him to do so? Yes. I may qualify it by stating that the mate may go very close to the shore and yet not be in danger at all.
35. Has the mate authority to alter the course at any time he likes? He has, on the coast, when not steering a course; when steering by the land the captain gives orders to keep the land on the port or starboard bow, as it may be, and as the coast would trend the mate would alter the course; but he should not alter a set compass course without the captain's orders. The practice on the coast is very frequently, in fine weather, to steer by the land; and, I may add, it is the only safe one. It would not be safe, when steering within a mile of the land, to give a compass course; the compass might err so much that the steersman might steer more safely by the land.
36. *Captain Smith.*] Is it the practice, when the captain goes below, to give the mate orders how far he shall keep off the land, or does he leave it to the mate's own judgment? That depends very much on what part of the coast you are on.
37. Such a coast as that? On parts of it, I would not have the slightest difficulty in saying, if I was going north—"Keep the land on the port side"; at other places I would not leave it to the mate's discretion at all—for instance, off the Point Danger Reefs; but if off George's Head, I might safely say—"Keep that on the port bow," for you might almost scrape your yard-arms against the rocks without going ashore. There is no general rule how far to keep off.
38. I gather from what you have said that, where the master has any doubts, or there is any danger coming near, you consider he should give the mate definite instructions? Yes, quite so; and if it is so necessary to instruct the mate, it is his own duty to be on the bridge.
39. *Captain Moodie.*] In going north, do you consider Camden Head dangerous? No, I would not consider it a dangerous point.
40. Had you been in command of the "Telegraph," would you have had any objection to have left the charge of the deck to the chief officer in passing this place, which you say is not dangerous? Not the slightest, once I cleared the Mermaid Reef; especially to a chief officer who was constantly in command of vessels, and who had just walked out of the command of one ship to go as chief officer of the other. That would, in a measure, make me

me relax in my watchfulness,—the fact that the chief officer was a man who had commanded F.H. Trouton, Esq. a ship that same week, and had frequently before been on the same line. He had just returned in command of a vessel from that same voyage.

Witness handed in a Memorandum of particulars respecting the steamship "Telegraph," 9 Dec., 1867.
as follows:—

Tonnage	...	...	...	...	521-367.
Length	...	...	...	...	221 ft.
Breadth	...	...	...	...	23 ft.
Depth	...	...	...	...	12 ft. 5 in.
Horse-power	...	...	...	...	220.
How propelled	...	...	...	...	Paddles.
Coal	...	...	...	...	124 tons.
Draft of water	...	...	...	...	10 ft. aft, 9 ft. 6 in. forward.
Crew, number	...	...	...	...	37, and captain.
Sailed	...	...	...	...	Oct. 8th, at 5-15 p.m.
Lost	...	...	...	...	Oct. 9th, at 9-10 a.m.

APPENDIX A.

The Manager, A.S.N. Company, to Captain Fitzsimons, s.s. "Telegraph."

[Circular.]

Australasian Steam Navigation Company,
Sydney, 18 April, 1864.

Dear Sir,

With reference to late accidents to steamers of this Company, I am instructed by the Board of Directors of the Company to caution you as to keeping outside rocks and reefs near the coast, such as the Mermaid and the Solitaries, and also to impress upon you the necessity which has made it apparent to them of your avoiding unduly hugging the shore.

Yours faithfully,
SAML. CLARK,
Manager.

A copy of the above was sent to Captain Fitzsimons on 3/1/66.

The Manager, A.S.N. Company, to Captain — s.s. "

[Circular.]

Australasian Steam Navigation Company,
Sydney, 21 October, 1867.

Dear Sir,

For the greater protection of the Company's fleet from wreck or damage, you will guard against approaching any coast line, rock, island, or sunken danger, within a distance of two nautical miles, where it is possible to avoid it in the due prosecution of your voyages; and at all times when it is necessary to come within that distance to any danger, you will without fail take personal charge of the ship, and have the engineer of the watch standing by the engine-break. My Board strictly prohibit navigating inside the Mermaid Reef under any consideration, or inside the Seal Rocks, or Montagu or Glennie Islands, except in very clear weather, and during broad daylight.

I am, &c.,
FRED. H. TROUTON,
Manager.

Captain Michael Fitzsimons examined:—

41. *President.*] You were master of the steamer "Telegraph" when she was lost? I was.
42. Where was she lost? Off Camden Head.
43. When? On the morning of the 9th October last, at a quarter to 10 o'clock.
44. Was it fine weather at the time? Fine weather, quite clear.
45. How far off the shore was the rock on which the vessel was lost? From 150 to 200 yards.
46. Will you describe the circumstances of the loss of the vessel? After breakfast, about 9 o'clock, we passed the Mermaid Reef, and after passing Diamond Head I was standing speaking to the engineer for a short time, the ship being then in a good position, about a mile or a half off shore, when I went into my room for about twenty minutes. I should say that at 8 o'clock, or a quarter past 8, when I went on deck, I gave the chief officer instructions not to come within a mile of the land; he replied—"All right, sir, there is no danger three-quarters of a mile off," and I said not. We were then approaching Crowdy Head. When I came out of my room and was going on the bridge a passenger spoke to me, and drew my attention to the land; I was looking out towards the sea at the time. I immediately said—"Good God! Rozee, you are too close in"; the land then appeared to be almost dropping down—we were close under it. I told him to port immediately, and before the word was properly out of my mouth the ship struck. We immediately lowered the boats, and took the passengers and luggage ashore, and in the afternoon we put them on board the "Grafton" steamer.
47. *Captain Watson.*] Do you know the name of the passenger who called your attention to the land? I do—Macfarlane.
48. *Captain Fox.*] Do you know where he is now? He is in Victoria. (*Captain Trouton here put in a letter from the passenger alluded to. Letter read. Vide Appendix A.*)
49. *President.*] Who was in charge of the vessel at the time she struck? The chief officer.
50. When did his watch commence? At 8 o'clock in the morning.
51. What time did you come on deck after breakfast? About 9 o'clock.
52. Were you on deck the whole time then till the vessel struck? No, I was in my room for about twenty minutes—from twenty minutes to half an hour.

Captain M.
Fitzsimons.

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- Captain M. Fitzsimons.
9 Dec., 1867.
53. Had you gone inside or outside the Mermaid Reef? Inside.
54. Are there any orders with regard to the side of the Mermaid Reef you should keep? I believe there are, but I do not recollect ever receiving any. I have seen a copy of a letter giving instructions about the Mermaid Reef, but I do not recollect receiving it.
55. When did you see it? I saw it in the office, since the ship was wrecked.
56. *Captain Fox.*] A letter addressed to you? Yes, the press copy in their book.
57. *President.*] Can you produce that letter? I cannot.
58. What is the purport of it? Cautioning about going inside the Mermaid Reef.
59. If that order had been obeyed, could the vessel have got on to the rock on which she was lost? She could.
60. Supposing she had steered a fair course up the coast? She could have got on the rock through neglect, as she did; it was nothing but neglect that got her on the rock; if she had gone ten miles outside she could have done the same.
61. Supposing the general order to keep outside the reef had been obeyed, and the ordinary course had been steered to the next headland, could the vessel have got on the rock? She could, because, when we go outside the Mermaid Reef, it is usual to haul in after passing, according to the landmarks. It is usual for vessels going outside the Mermaid Reef to haul in when they get Diamond Head on with the North Brothers. These are the leading marks for clearing the reef.
62. Would these leading marks clear this rock on which the "Telegraph" struck? No, they would not; we were past the leading marks altogether then, some six miles.
63. Then you consider the order to keep outside the Mermaid Reef had nothing whatever to do with this rock? Nothing whatever to do with the ship being in that position.
64. *Captain Watson.*] Did you say the mate was collecting tickets at the time? No, I did not.
65. *President.*] Did you see the rock on which the vessel struck, before she struck on it? I did not; the day was so fine that it was not breaking.
66. Is the rock shewn on the charts? It is on all the recent surveys.
67. Did you know of its existence? I did; I have seen it many times.
68. Did you anticipate danger from this very rock, when you saw how close in the vessel was? I anticipated we were very close to it, but I did not expect really to strike it. I was in suspense, because I knew we were in the vicinity of it.
69. Did you give orders to the mate or to the helmsman, when you saw the dangerous position of the vessel? I spoke to the mate, the first man I met, and turned round and saw the man obeying the order immediately.
70. Putting the helm in what direction? To port.
71. Was the mate collecting tickets at the time? He was not.
72. When were the tickets collected? I have no idea; I did not see the tickets collected. The usual time for collecting tickets is after luncheon on the first day out, but I was not aware when he collected the tickets; I know he was not collecting them at the time; it must have been some half-hour previously.
73. Did you see him collecting tickets half an hour previously? I did not.
74. Why do you think he must have collected them then? By the statement of Dr. Macfarlane; that is the only thing.
75. Had you given the mate any orders with regard to the course? I gave him instructions not to come within a mile of the land—to steer by the land, which is the ordinary course of all coasting steam-boats, in fine weather, during daylight.
76. When did you give him that order? At a quarter past 8, when he took charge of the deck.
77. Do you give such an order on all occasions when the mate comes in charge of the deck, or did you give this order specially on that occasion? I gave this order specially on that occasion; but I usually give orders when an officer is relieving the watch, if I am on deck at the time; either that, or the word is passed along from one officer to the other. I have here a copy of my general written instructions to my officers, if you wish to see them.
78. Have these officers signed these instructions as having read them? No, they have not.
79. How are they communicated to them? I have given them a copy of them, but not to the chief officer who was with me then, because he was only with me a quarter of an hour previous to the ship leaving the port.
80. Whom do you hold to be responsible for the loss of the vessel? I consider the chief officer is to blame, because he had charge of the deck; and it certainly must have been either neglect on his part to look after how the ship was going, or recklessness in going too close. There might have been an inducement to him to have gone so close—probably to have shewn some passenger the remains of the wreck of the "Prince of Wales."
81. *Captain Fox.*] Have you any reason for supposing that—has any circumstance transpired to lead you to suppose he had any such object in view? No, I have none; but that is the only inducement I can think of, because the ship was in her proper position when I left the deck. I went in to smoke and look over the clearance,—that was what I was doing. In fact, this never was considered a danger, because it was so close in. No other vessel or steamer has ever been in there. It is not more than 150 yards from the shore. I generally give the North Head of Sydney a clearer berth coming in than what we were from Camden Head.
82. *President.*] Did the vessel go down after striking? She did not; she remained on the rock for forty-seven hours before she broke.
83. Were your boats and everything of that sort in good order? They were.
84. Fully equipped? Yes, they were always kept in good order.

85. How long have you been trading on that line? Nearly two years.
86. As master? As master.
87. What was the name of the man who was steering? Miller.
88. Is he here now? He is not; he is at Brisbane, or at the North somewhere, in the "Yarra."
89. Who was on the look-out? We do not usually keep a look-out during the day,—nothing further than that one of the quarter-masters is generally, perhaps, working about the poop; but we do not have a regular look-out during the day, except in foggy weather or thick rain; there is the officer of the watch on the bridge.
90. The officer is supposed to be always on the bridge, is he? Unless relieved by some responsible person; some one is always supposed to be on the look-out on the bridge.
91. Where was the chief mate on this occasion? On the bridge.
92. Was he on the bridge when you came up? Yes.
93. Was there no look-out forward? No.
94. Is it not customary? Not in the day-time.
95. *Captain Smith.*] Did any one hear you give these instructions to the mate when you went into your room? I really do not know; it was on the bridge. At a quarter past 8 you mean. No, I do not know that there was any one listening.
96. In your previous trips up and down there, had you been in the habit of going within a mile off that point? Within a mile off Camden Head; generally we have done so—passed within a mile, sometimes more. A mile is my usual limit—not to approach the coast within a mile.
97. You never approached within half a mile before? Not to my knowledge. I have gone at other parts of the coast within half a mile. At Camden Head we usually steered by Tacking Point—kept the land of Tacking Point abaft the paddle-box, and not to approach within a mile.
98. You said it was not a general habit of yours to give orders how far to keep off the land? It was a general habit with me to give orders how far to keep off the land—to give orders about not approaching the land always; they might go outside as much as they pleased, but were not to come inside within a mile. I never found fault with any of them for being outside—making an outside course.
99. You were not in the habit of going within a mile of that head? No; that was the usual distance I kept off the land.
100. Is it a general practice with you to go in with the land as close as possible, to keep out of the current? I consider I do not gain anything by going nearer than a mile; there would be no object in my avoiding it with the "Telegraph," and more particularly on that voyage.
101. How far did you pass off Diamond Head that time—you were on deck? Yes; I should consider we were very near a mile after we passed the Mermaid Reef; when we get the South Brother to bear about west by south we generally keep off; we are then to the northward of the reef, we consider, when we get that to the southward of west.
102. *Captain Moodie.*] You haul off again? Yes.
103. You were on deck when you passed Crowdy Head, I presume? I was on deck when we were approaching it; I went to breakfast.
104. Do you go inside the reef there? No, I have never gone inside any reef with the exception of Mermaid Reef and Point Danger; I have never gone inside the Solitaries nor Evans' Reef.
105. *Captain Fox.*] Have you a certificate from the Board of Trade? I have.
106. Will you allow the Board to see it? (*Witness produced a certificate of competency as Master, from the Board of Trade, dated 6th November, 1858, No. 14,773.*)
107. If you had received such a circular letter as that which has been read here, with reference to going inside the Mermaid and other reefs, would it not have been likely to have made such an impression upon you that you would hardly have forgotten it? I think so.
108. Is it your own impression that you did or did not receive it? My own impression is that I did not.
109. Did you ever hear from any of the other masters that such circulars were in existence? I did not.
110. You were not, in fact, aware that such a circular was in existence? No. One master (Captain Grainger) told me he had received instructions not to go inside the Solitaries.
111. As a matter of fact, you never did go inside the Solitaries? Never.
112. Mermaid Reef you have been in the habit of going inside? I have.
113. Have you heard whether it is the practice of other steamers to do the same? Invariably—every one of them.
114. Even those possessing these circulars? Yes, I have met them inside; and I am confident the "Diamantina" went inside the day she came to relieve us at Camden Head; it is considered much the safest passage.
115. Had you been on the bridge very shortly before the ship struck? Not from half-past 8.
116. As the ship was pointed when you left the bridge, would she have gone well clear of the coast line? She would.
117. Well clear of Point Perpendicular? Yes.
118. It is your impression, then, that the ship's course was altered after that? Yes; I am confident of it.
119. You are quite confident that as she was pointed she would have gone clear of that head? Yes.
120. Was that head the only one in sight of you then? We could see Tacking Point.

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- Captain M. Fitzsimons. 121. At all events, the course the ship was heading then would have guided her well clear of Camden Head? Yes.
122. You are quite certain you saw Tacking Point outside of Camden Head? Yes, confident.
- 9 Dec., 1867. 123. Was there much of it open? The land was well open down the bight.
124. *Captain Moodie.*] Was Mr. Rozea off the bridge, to your knowledge, after he took charge? He was.
125. Who relieved him? The boatswain.
126. Where was Dr. Macfarlane when he called your attention to the vicinity of the ship to the shore? He was on the plank going along to the bridge.
127. Where were you? I was going along on the plank; I had just come out of my room, and was looking out towards the sea.
128. Did you make any remark to Rozea? I said—"Good God! Rozea, you are too close in; keep her out."
129. Was she kept out? She was just beginning to answer her helm. It was not half a minute from the time I spoke till she grated on the rock.
130. Instantaneously, almost? Instantaneously.
131. Have you any reason to believe he altered the course? I have every reason, on account of the position of the ship as she was steering when I went in; her course must have been altered.
132. What time could have elapsed from Dr. Macfarlane calling your attention to the position of the vessel until she struck? I do not think it was a minute; it was almost immediately; it was the first and only word I said until she did strike.
133. Is the rock visible above water? It is not. Sometimes, when a heavy sea breaks, you may see it at the back wash—just see the top of it; but it always appeared as if it was joined on to the point.
134. Had Dr. Macfarlane, to your knowledge, ever been a passenger that way before? Not to my knowledge.
135. Do you remember what Dr. Macfarlane said to you? I do not; I know it was something about some peculiar rock or place that is there.
136. *Captain Fox.*] Some natural curiosity? I suppose it must have been that.
137. *Captain Moodie.*] You think his remark had reference to some loose piece of rock hanging from Camden Head, not to the rock that lies off? No, not the rock that lies off.
138. Could you tell there was a rock there that day? Not by the appearance of the water.
139. What water was there on it? Seven feet was the least that I found; we sounded round it.
140. *Captain Fox.*] How much was the ship drawing? Nearly eleven feet.
141. *Captain Moodie.*] You have often passed the rock and not seen any break? I have passed without seeing the break. In very fine weather, with the wind from the westward, there is no break there; but for once you pass it that way, you will pass twenty times when the sea is breaking on it.
142. *Captain Fox.*] It is a rock well known to all the coasters, I suppose? I think it is; every one I have spoken to knows it.
143. And the mate could not have been ignorant of it? I give him credit for knowing the coast better than I do; he had been a long time in that trade.
144. He was in the service of the Queensland Company before this? Yes.
145. *President.*] Do you consider the person who was steering a good steersman generally? Yes; we generally picked the best of the men for quarter-masters, and gave them 10s. a month more than the other scamen, for steering; we had four of them.
146. How long was each man at the helm? Two hours.
147. Have you reason to believe this was a good and expert steersman? I have every reason to believe so, because if they do not please us in the steering we change them.
148. *Captain Fox.*] Did the "Telegraph" steer well? She steered remarkably well. The only thing was, that she required perhaps a longer space to answer her helm than a shorter ship; but for steering at sea there was no fault to find. I always steered ordinary courses, but never found her to err more than from a quarter to half a point-in bad weather. The men usually steered her within half a point.
149. *President.*] You are positive you were a mile off Diamond Head when you passed it? To the best of my judgment we were.
150. Whereabouts were you when you gave the order to the mate to keep a mile off? Close to Crowdy Head.
151. Where were you at the time the ship passed the Mermaid Reef? On the quarter-deck.
152. Had you done breakfast when you passed Crowdy Head? We were proaching the neighbourhood of Mermaid Reef when I came on deck after breakfast.
153. *Captain Fox.*] Was the chief officer on deck while you were having your breakfast? No; the boatswain was on deck for about a quarter of an hour.
154. While the mate was having his breakfast? Yes.
155. Then the boatswain had charge of the ship? Yes. I sent the chief officer down a little while before I went down, and then I left the boatswain on deck. The chief officer did not remain below more than ten minutes.
156. *President.*] You were on deck before you arrived at Crowdy Head? No, we were between Crowdy Head and Mermaid Reef when I came on deck, and I remained standing on the quarter-deck till after we had passed Diamond Head. When we had passed Mermaid Reef I thought all danger was over.

157. *Captain Smith.*] You left the deck in charge of the boatswain? No, it was merely to relieve the chief officer. Captain M. Fitzsimons.
158. I understood you to say the boatswain had charge of the deck when you went below to breakfast? Yes; the chief officer was at his breakfast for about ten minutes, and during that time the boatswain had charge of the deck. The boatswain had been in the ship for the last seven years, with four different captains, and he has been acting second officer with me. 9 Dec., 1867.
159. *Captain Fox.*] With the consent of the Company? With the consent of Captain Munro, during illness, or anything like that, of the other officers. I made three passages previous to the ship's loss with only one officer, the boatswain and carpenter doing duty, and the second officer acting as chief. The boatswain is a man I would trust sooner than any one I know of.
160. *President.*] In point of fact, he was not in charge of the vessel when she struck? No, not for three-quarters of an hour previously.
161. *Captain Trouton.*] Was the ship, with all her equipments, including the compasses, in an efficient state? Most perfect; she had the best compasses of any ship out of Sydney.
162. You stated that you had written orders that you gave to your officers? I did.
163. Have you ever seen them pasted up on the bulkhead in the officers' cabin? I have not. I do not know that I ever went into the officers' cabin.
164. You know it has been —? I know the officers recollect receiving them, and will say so—the officers I had then.
165. When you were chief officer, had you them pasted there? I had, when I was under your command.
166. You have every reason to believe Mr. Rozca was acquainted with these instructions? I do not know that he had seen them on board my ship, but I know he did in the "City of Adelaide." (*Witness handed in a copy of the Instructions referred to. Vide Appendix B.*)
167. You stated that the boatswain was in charge for ten minutes? Yes.
168. Do you know that man to be a very efficient seaman? Yes.
169. And perfectly competent to take charge of a watch? Yes.
170. Were you in the habit of giving him charge of a watch in case of any danger? No, certainly not.
171. You gave him charge when you knew the ship was perfectly safe? Yes. Whenever there was any danger I was on deck myself.
172. You stated in your examination before me that you had been up the greater part of the night between the Seal Rocks and Sydney? I did.
173. For what purpose—why were you watching on deck? From Sydney to Newcastle to avoid collisions, and from Port Stephens to the Seal Rocks because we were in the vicinity of the land.
174. And you were on deck when she came through the Seal Rocks? I was.
175. Were you on deck when she passed inside the Mermaid Reef? I was on the quarter-deck then.
176. You saw her through? I did.
177. When the general order, before referred to, was given to the commanders of the Company, had Captain Sidney laid down instructions for passing inside the Mermaid Reef? I had his chart the first voyage I made in charge of the "Telegraph," in 1865.
178. When these instructions were issued by the Company in 1864, had Captain Sidney's chart been issued to the public? I am not aware.
179. You know practically that that passage has been and is used by all commanders since Captain Sidney's chart was published? Yes.
180. And he has laid down safe instructions for going inside? Yes.
181. And you gave up charge to the chief officer when you were clear of the reef? He had charge of the ship from 8 o'clock; I did not take charge of the ship, but I saw her through the reef.
182. *Captain Moodie.*] What were your instructions to him that morning when he relieved you? Not to come within a mile of the land. The reply that he made to me was—"All right, sir, there is nothing to harm us off the coast three-quarters of a mile."
183. Those instructions were not countermanded? No.
184. Was Mr. Rozier, your chief officer, in command of the "Williams," steamer, the voyage previous? Yes.
185. That would induce you to put more confidence in him than in chief officers generally? It would.
186. *Captain Fox.*] With reference to these instructions you have just put in—are they standing orders issued by the Company, or by yourself? By myself.
187. These are instructions you are in the habit of issuing to all officers whom you command yourself? Yes. I had the same chief officer and second officer with me the greater part of the time in the "Telegraph," and they had these orders; it was only very recently I had any change.
188. They are not in any respect the same as the circular issued to the masters? No; they have nothing whatever to do with the orders from the Company.
189. These are orders which you, as a shipmaster, considered it desirable to issue to your officers, for the safety of the ship under your command? Yes.
190. Were they drawn up by yourself? No, I think Captain Trouton originated them. I served under his command, and those are the orders I got from him; I adopted the same orders when I got a command.
191. Because you considered them fit and proper? I think they are quite necessary.
192. *President.*] Are you certain about the time when the ship struck? As near as I possibly can recollect.
193. *Captain Fox.*] Is the bell struck every half-hour? No.

- Capt. M. Fitzsimons.
9 Dec., 1867.
194. *President.*] Where were you, exactly, when the watch was changed—the exact position of the vessel? I was not on deck at the time, but we must have been somewhere about off the Manning River I suppose, to the south of Crowdy Head.
195. At 8 o'clock? Yes, I think about that.
196. In whose charge was the vessel when you came on deck? The second officer had charge from 4 o'clock till 8, the usual hours, and then the chief officer relieved him. I went below off the deck in the morning, after arriving at Charlotte Head—after passing the Seal Rocks.
197. What speed was the "Telegraph" going at? I should imagine she was going nearly ten knots; she was deeply laden, and we had not very good coals at the time.
198. You say you were not on the bridge when the vessel struck? Yes, I was.
199. I understood you to say you were walking towards it? I was walking towards it when I spoke to Mr. Rozea.
200. Where was Mr. Rozea? At the fore part of the bridge.
201. And you were on the after part of it? Yes.
202. It is not the case that you were on the fore part of the bridge? I was on the fore-part of the bridge when the ship struck, just after I had given the order.
203. *Captain Smith.*] How many minutes had you been on deck before the vessel struck? From the time I left my room till the ship struck was, perhaps, a minute and a half.
204. *Captain Fox.*] Your room was on deck? Yes.
205. *Captain Moodie.*] Did any one call you? No; I do not know what brought me out. I was sitting smoking and reading the manifest; I had no thoughts of danger. This place was so close in that, in fact, I never heard it considered a danger at all.
206. On former voyages did you ever turn in when going along the coast in the forenoon watch? I have sometimes laid down on the sofa and had a sleep, because I was generally up all night, or I took a book and read.
207. There was no reason why you should not have done that this voyage? None whatever; I had no thoughts of danger. I was up the greater part of the night, only from half-past 11 till half-past 1 lying down on the sofa.

Captain Trouton here put in the log-book of the "Telegraph," and the statements made by the various officers of the ship examined before him.

APPENDIX A.

John Macfarlane, Esq., J.P., to Captain Trouton.

Petty's Hotel,
Tuesday.

Dear Sir,

As I am leaving to-day per "City of Brisbane," I take the liberty of stating what I know about the wreck of the "Telegraph." We had breakfast at half-past 8 a.m., and on going on deck the mate was collecting the tickets. After shewing him mine I went on the bridge, and in a short time I saw the captain coming along the gangway leading to the bridge; he did not pass me. I made a remark about a piece of rock that appeared to be loose; he looked, and said to the mate words to the effect—"You are too close in; keep her off"; and within about half a minute the vessel grated on the rock.

I am happy to say I received every attention from both officers and crew in getting my sheep ashore, and also in transhipping them to the "Diamantina," and was equally attended to by the captain and mate during the passage back to Sydney.

Yours respectfully,
JOHN MACFARLANE,
J.P., Victoria.

APPENDIX B.

Copy of Standing Orders to the Officers of the s.s. "Telegraph." M. Fitzsimons, Master.

Look-out to be placed from sunset to sunrise, one on the quarter-deck, one on fore-castle or bridge, according to state of the weather.

Warning bells to be struck by look-out in the following order, respectively, whenever any object is seen in the various quarters named, viz., starboard bow, 1 bell; port bow, 2 bells; ahead, 3 bells.

Should we approach any vessel or other danger within a mile, send for me, but do not leave the bridge on any account.

Whenever warning bell is struck, pass order to officer of engine-room to stand by, except it be struck for a lighthouse or headland.

Should you have any doubt how strange sail is standing, or should you think she is not obeying the rule of the road, ease your engine promptly to quite slow.

Call me every four hours from 8 p.m. to 4 a.m., both hours inclusive, and at all times of fog or thick rain.

Never alter a course without at once informing me.

Carpenter to overhaul boats every time ship leaves port, to see that they have their complement of oars, a baler, plug, and rudder; also that the fire buckets are in their place; and report the same.

Mr.

Mr. Charles Lang called in and examined :—

- 208. *President.*] You were chief engineer of the "Telegraph"? Yes.
- 209. Were you on deck at the time she struck? Yes.
- 210. Did you see what occurred shortly before the wreck? I did.
- 211. Where were you standing? Close to the engine-room hatch, right in the paddle shaft.
- 212. How long had you been there before the vessel struck? I was on deck for about three-quarters of an hour altogether after leaving breakfast.
- 213. Before she struck? Before she struck.
- 214. Who was in charge of the deck at the time? The chief mate.
- 215. Did you observe where he was standing? He was standing right on the bridge.
- 216. As you came up towards Camden Head? Yes.
- 217. Did it seem to you he was looking out—attending to his duty? Yes, he was seemingly so.
- 218. Did it strike you the vessel was unusually close to the land? I thought she was too close, by our usual run; in fact, I mentioned it to the second engineer, that I did not understand why Captain Fitzsimons was doing so, because it was not his usual way; I said I never used to see him so close.
- 219. Where was Captain Fitzsimons, as far as you could observe, at this time? After breakfast I was talking to the captain on the quarter-deck, and he went away round to his room, and I went down to the main-deck; the first I observed of him after that was when he was coming on the gangway plank, about two steps he was along, when he called out—"Mr. Rozea, you are too close; keep her out," and with that she struck; he had not two words out when she struck.
- 220. Previous to that you did not see him on deck—not from the time you saw him going to his room? No.
- 221. During this time the vessel was in charge of the chief mate? Yes.
- 222. He was on the bridge? Yes.
- 223. Whose watch was it below in the engine-room? The second engineer's.

Mr. Charles Lang.
 9 Dec., 1867.

Mr. Richard Morris Phillips called in and examined :—

- 224. *President.*] Were you on board the "Telegraph" when she was lost? I was.
- 225. In what capacity? Second officer.
- 226. Were you on deck at the time? No, I was below at the time.
- 227. Did you see what occurred? Afterwards.
- 228. Not until she had struck? Not until she had struck.
- 229. How long before she struck had you gone below? About twenty minutes or half an hour.
- 230. Where was the vessel then? Between the Mermaid Reef and where she struck; she had passed the Mermaid Reef.
- 231. Was she up to Diamond Head? She had passed the head next to the reef—that is Diamond Head.
- 232. And then you went below? Yes.
- 233. And did not see anything that occurred until she struck? No.
- 234. Did she seem too close to Diamond Head? Not closer than I have seen her many times before.
- 235. How far is that? Half a mile; we are obliged to keep close to Diamond Head going inside the Mermaid Reef.
- 236. Is it the ordinary course to keep within half a mile? It is, going inside Mermaid Reef.*
- 237. If you go inside Mermaid Reef, you must go within about half a mile of Diamond Head? Yes.
- 238. And about what distance off Camden Head? A mile.
- 239. Had you any difficulty in getting the boats lowered and the passengers into them? No.
- 240. *Captain Fox.*] The water was very smooth? Yes.
- 241. *President.*] Was there any difficulty in getting the passengers ashore? No.
- 242. Were the boats properly found? Yes, they were in first-rate working order.
- 243. They did not leak at all? Merely one, in which the plug came out; the boats were not leaking.
- 244. *Captain Trouton.*] You have sailed a great deal with Captain Fitzsimons? Yes.
- 245. Do you consider him very attentive? I always considered him the most careful man I was ever with.
- 246. Have you ever called him at night? I always called him at night.
- 247. Was he in bed, or where? He was never in bed; I have never known him to go to bed all the time I have been with him.
- 248. In fact, he keeps a general watch at night? Yes.
- 249. The day was clear when she struck? Yes, beautifully fine.
- 250. Such a day as any captain would entrust the charge of the ship to an officer? Yes.
- 251. It was not misty or thick? No, it was one of the finest days we have on the coast.

Mr. R. M. Phillips.
 9 Dec., 1867.

Mr.

* NOTE—(on revision):—What I wished to express was, that we can go within half a mile to Diamond Head; but the ordinary course we kept was one mile.

Mr. William Murray called in and examined :—

- Mr. W. Murray
9 Dec., 1867.
252. *President.*] Were you on board the "Telegraph" when she was lost? Yes.
253. In what capacity? Boatswain.
254. Were you on deck at the time? Yes.
255. For how long previously to the wreck were you on deck? I was on deck all the time, from 8 o'clock in the morning. I am on deck chiefly from 5 o'clock in the morning.
256. Where were you standing at the time she struck? Aft, about the main hatch.
257. Were you looking out, or anything of that sort? No, I had been looking out before that.
258. What were you doing at the time? I had just given the men their work to do; we were going to paint the boats; we had spread the awning over the poop, for the sun was beginning to come out strong.
259. Who was in charge of the deck at the time she struck? Mr. Rozca.
260. Did you observe whether the vessel was unusually close to the land? No, not when I was on deck; I did not observe when she struck how she was going.
261. Did you observe before she struck that she was too close to the land? I observed at Diamond Head she passed very close.
262. Closer than was the usual practice? Closer than I would have passed myself.
263. Where was the captain when you passed Diamond Head? I did not observe at the time where he was. After she passed Diamond Head I saw the captain; she was going right then, keeping a little more out.
264. Did you see the captain on deck just before the vessel struck? No.
265. Did you see the captain coming out of his own cabin? I observed him on deck when I was going off the bridge.
266. When was that? About 9 or a quarter to 9 o'clock. When the ship struck, I observed the captain and mate coming off the bridge plank.
267. Before she struck did you observe the captain at all? No.
268. *Captain Fox.*] You have been a long time on the coast? Yes; I have been running up and down for the last six or seven years in the same boat.
269. Have you been with Captain Fitzsimons a long time? Yes, all the time he has had the "Telegraph."
270. Have you found him a watchful man, or the reverse? He is a very careful man; every one passed that remark,—that he was a very careful man.
271. It was your own opinion? Yes.
272. Was he in the habit of keeping so close in shore? No, I never saw him so close in before—not at Diamond Head.
273. You have been with other masters in the "Telegraph"? Yes.
274. Was Captain Fitzsimons in the habit of keeping closer in than others? No—much about the same. We have gone inside the reef often, and we must pass out between Diamond Head and the reef, then keep her off a bit, steer up for Camden Head and give it a berth.
275. Did you keep watch on board the "Telegraph," or were you a day officer only? I was up all day.
276. You cannot say whether Captain Fitzsimons was up all night generally or not? I have been keeping watch at night several times.
277. Did you find him keeping watch? Yes.
278. Have you had occasion to call him? Yes, several times.
279. Did you find him generally in bed? No, sitting down on the sofa, reading, it may be.
280. Have you found him undressed in bed at any time? No, I never found him undressed.

MONDAY, 16 DECEMBER, 1867.

Present :—

CAPTAIN SMITH IN THE CHAIR.

CAPTAIN FOX, | CAPTAIN WATSON,
CAPTAIN MOODIE.

Present in the Room :—

Captain F. H. Trouton, Manager, A.S.N. Company.
Captain Fitzsimons, late Master of the "Telegraph."

Captain Festing Colson Knight called in and examined :—

- Captain F. C. Knight.
16 Dec., 1867.
281. *Chairman.*] What vessel do you command at present? The "City of Brisbane."
282. How long have you been master of steamers on the coast? Fourteen years.
283. Is it the usual custom of masters to take charge of the vessel the moment they come on deck in the day-time? No, it is not; I do not consider I take charge of the deck till I go on the bridge.

284.

284. When you go on the bridge, is it usual for you to take charge? I consider I am responsible then, and have charge of the vessel; if I go up on the bridge I consider I have charge. Captain
F. C. Knight.

285. Is it usual for you, supposing you were on deck, to tell the officer of the watch you think you are too close in—you ought to keep out? If I thought the vessel too close in, I should undoubtedly go up on the bridge and tell the officer of the watch he was too close in, and to keep her out. 16 Dec., 1867.

286. Then you consider it the duty of the officer who has charge to control the vessel, whether you are on deck or not? Undoubtedly. He has instructions not to approach the points of land within a certain distance.

287. *Captain Fox.*] Did Captain Fitzsimons ever sail with you? No.

288. You know the rock where the "Telegraph" was lost, I presume? I do.

289. Are you in the habit of shaving it close in the "City of Brisbane"? We go a moderate distance off it.

290? What do you call a moderate distance? I dare say we have been within half a mile of it, or less than that perhaps.

291. But, as a general rule, what distance would you go off it? Not outside a mile, if I go inside the Mermaid Reef.

292. You mean the extreme distance off would not exceed a mile—what would be the minimum distance? Half a mile is a safe distance.

293. Then, if I understand you rightly, according to the practice in steamers, and your own practice, when the officer in charge of the ship in the day-time has had his instructions not to keep the ship within a certain distance of the land, you consider that, whether you are on deck or not, he still has charge, and is not warranted in supposing that you have any charge because you come on deck? That is what I mean. He is left solely in charge, with his orders given him, and the mere fact of my coming out of my cabin to look round does not justify him in supposing he has not charge of the deck; I look to him to make sail, or do what is necessary. At the same time, if I saw he was not carrying out my instructions, I should go on the bridge and let him know I did not approve of his conduct.

294. But unless you went on the bridge — ? Unless I went on the bridge, he would have no right to suppose I was on deck.

295. Then, in fact, before he has a right to consider that he is not in charge, he must be relieved by you or some one else? Yes.

296. And the mere fact of your shewing yourself on deck, or on any part of the ship except the bridge, would not warrant him in assuming that you had taken charge? No.

297. *Captain Moodie.*] Did you ever pass Camden Head in daylight, going north? Many times.

298. Were you ever in bed when you passed it? Very likely I may have been; I have often been tired and laid down, I dare say.

299. If you had been up all the previous night, would you anticipate any danger from the chief officer being left in charge? No; it is the last place in the world which I should anticipate a chief officer would run the ship against; I should think it impossible he would go wrong.

300. *Captain Fox.*] Are you in the habit of passing inside the Mermaid Reef? Always in fine weather and smooth water, till recently we have had orders not to do so; in fact, we had orders some years ago telling us not to go inside, but somehow they were set aside.

301. Have those orders been revoked? They were never revoked, but we used to set them on one side; it was customary.

302. It was a matter that was patent that you did so? Yes. I have no hesitation in saying it is a great deal safer to go inside than outside. It is impossible for a man to go wrong, with ordinary care, if he goes inside; but in smooth water and fine weather, when there is no break upon the land, he may not clearly make out the line of the reef if he goes outside. I have myself been very much deceived at times, and when I have considered myself four or five miles off the land I have had to haul out to clear this reef. At high and smooth water the reef breaks very little, and as you approach it in a line with Diamond Head you may take it to be the break on the foot of Diamond Head, instead of which it is the break on this reef. It is very much safer going inside than outside, unless you haul right out into the ocean, which is not usual in a coasting voyage. The channel has been thoroughly surveyed. I see all classes of vessels going inside—sailing-vessels as well as steamers—beating through. and I should say there is available water for a breadth of a mile and a half; whereas, if you go outside and shave it any way close, you are apt to be deceived. Inside there is a mark that nobody can mistake. I have frequently gone inside at night-time, with westerly winds and smooth water. There is a mark, and as long as I see that mark I know I am safe. Still the order has been given against going inside, and we go outside now.

303. Do you consider the "Telegraph" was in greater danger of going on shore where she did by going inside than outside? If she passed Crowdy Head and set a course, she would go right clear out on one course, going inside. I cannot see that going inside had anything to do with it, the distances are so far apart; in fact, if anything, she would have had to haul out for Diamond Head if she had gone far inside the Mermaid Reef. I cannot see that one has anything to do with the other. If she had gone outside the reef, the officer in charge would naturally have been anxious to get in again as soon as he could, and would have hauled in for Diamond Head.

304. *Chairman.*] Have you ever gone inside the reef where the "Telegraph" was lost? No.

305. Have you known vessels that have done so? I cannot say I have.

- Captain F. C. Knight. 306. *Captain Trouton.*] At the time the first order was issued for commanders not to go inside the reef, it had not been surveyed by Captain Sidney, had it? No, I do not think it had.
- 16 Dec., 1867. 307. Since that time it has become a safe passage, and commanders voluntarily disobeyed the order? I believe that was the reason we went inside; but I know there was never any objection, after it was surveyed, that I know of. I have gone inside with Directors on board.
308. In fact, your practical experience told you the Board should have withdrawn the order? Yes.
309. And it fell through, as it were, by your own knowledge of the safety of the passage? I think we had some conversation with the Manager relative to it, and he agreed that, under ordinary circumstances, we might go inside.
310. Do the vessels of all other steam companies go inside? They do; I should think they go through three times to our twice. So do all the small coasting vessels.
311. Have you seen sailing-vessels working through? I have.

Captain Henry Hirst called in and examined:—

- Captain H. Hirst. 312. *Chairman.*] What vessel do you command? The "Saxonia."
- 16 Dec., 1867. 313. How long have you been master of a steamer on the coast? About eleven months.
314. Have you been employed in the northern trade? Yes, as chief officer for many years.
315. What is the practice with you as regards your officers in the day-time—do you leave them in charge of the deck whether you are there or not? I leave them in charge for a certain time, but give them instructions as to the course to steer, and to call me in case of change of weather or meeting any other vessels.
316. Suppose you come up during that time, do you consider you have charge? During the time they are on watch I trust to them, if any change occurs, to give me a call. I am still in command of the ship, but the deck is in charge of the officer.
317. Do you consider you are in charge of the deck when you come on it? Yes.
318. At all times? Yes, at all times I have charge of the ship.
319. You know the reef where the "Telegraph" was lost? Yes, very well indeed.
320. Have you ever gone inside it? Never.
321. What is the general distance you keep from it? I have been within half a mile of it, more or less, but very little less indeed.
322. What vessel were you mate of before you were in command of the "Saxonia"? The "Clarence," in the northern trade, from Brisbane to Rockhampton and Maryborough.
323. Do you issue any general instructions to your officers? Yes, written ones; the same as those which Captain Fitzsimons gave to me when I was chief officer with him, with the exception that we do not carry quarter-masters in the "Saxonia," and the instructions are modified accordingly.
324. Then you would consider that if you were on deck, the mate would have no right to alter the course of the vessel? No; nor should I do so, if I were chief officer, without the captain's permission.
325. *Captain Fox.*] Do I understand that if you had given your chief officer a course, and told him to keep a certain distance off the land, and you had gone away and left him, the mere fact of your coming out of your cabin, without saying a word to him, would constitute your taking charge of the ship? No, that would not be so. Supposing I had left the ship in charge of the chief officer for a certain time, or from one point of land to another, I should not consider I had taken charge again merely because I came on deck out of my cabin; I might have come to answer some question of a passenger, or something of that sort; but if I saw the vessel going wrong I should interfere, of course.
326. The mere fact of your coming out of your cabin would not be sufficient to warrant the chief officer in thinking you had charge? No.
327. Then your coming on deck does not constitute your taking charge? No.
328. What would you do if you intended to take charge? I would go to the chief officer and make known the fact, alter the course, or give some order, or ask some question connected with the way of the vessel.
329. Without communicating with him in some way, you would not consider him justified in supposing you had taken charge? No.
330. You have sailed with Captain Fitzsimons? Yes, I was chief officer with him for about thirteen months.
331. Did you find him a watchful commander? I did indeed. When I joined the ship, he gave me the instructions I have already referred to, for my guidance. I never knew Captain Fitzsimons to turn in to bed when we were on a voyage; he has laid himself down in his clothes, certainly, but never undressed at sea; he would lie down for a time on a sofa. The instructions that I had from him were, that I was not to approach the land within a mile, and to call him if anything happened. We have gone inside the Mermaid Reef, which is by far the best, and I am sorry we are prevented from doing so now; I am afraid there will be some accident through going outside.
332. When you were chief officer with Captain Fitzsimons, and were left in charge of the deck, did you suppose, when he came on deck, you were justified in assuming that he had taken charge? No.
333. Did you consider the orders he had previously given still held good? I did, until he countermanded them.

334. If you saw the ship running into danger, would you consider yourself justified in not altering the course? If I saw the danger in time to warn him of it I should do so; but if not, I certainly would put the ship away from the danger. Captain
H. Hirst.
335. You would not suppose that the mere fact of having seen him on deck just before would warrant your running on, notwithstanding the danger? No, certainly not; I should feel myself still responsible, unless he spoke to me and took the command. 16 Dec., 1867.
336. *Captain Moodie.*] You have been chief officer several times in the northern trade? Yes.
337. Were you ever left in charge of a vessel in the vicinity of Camden Head? After we have passed the Mermaid Reef I have.
338. Have you been in charge of a vessel, as chief officer, while passing Camden Head? Yes, with Captain Knight, Captain O'Reilly, and Captain Fitzsimons.
339. *Captain Fitzsimons.*] Do you think I acted as cautiously as the other masters of vessels you have been with? You acted equally cautiously in every respect; in fact, more so than Captain O'Reilly and Captain Knight, you being at that time a stranger on that coast.
340. I mean as to my general conduct? In leaving the Heads you gave me instructions to steer a certain course, and you never left the deck till we got off Long Reef, and then I was to call you when we made Port Stephens Light. We used to steer an outside course, and we generally passed within from three to four miles of Port Stephens Light; but at every point of land we approached you have given me orders to call you, which I have done.

Mr. John Fraser called in and examined:—

341. *Chairman.*] You were carpenter of the "Telegraph" at the time she was lost? Yes. Mr. J. Fraser.
342. Were you on deck at the time she went on the rock? Yes. 16 Dec., 1867.
343. Did you see the captain at the time? No; I was underneath the bridge, at work at the time.
344. Then you are not aware whether the captain was on deck? I did not see him at the moment the boat ran on the rock, but I saw him in about a minute after; he was on the bridge.
345. Do you know who had charge of the deck at the time? Mr. Rozca, the chief officer.
346. You did not see how close she was to the land, I presume? Not at Camden Head, but at the reef she took her usual course going down; at Diamond Head I consider she was from about three-quarters to a mile off the land.
347. Did you take notice how close she was to the land immediately before she struck? No.
348. Did you hear any remark passed by any one as to her nearness to the land at the time she struck? No, I did not, not at the Head.
349. When did you hear any remark? When we were opposite Diamond Head, I heard the boatswain say she had got a good offing when he gave her in charge to the chief officer, after the breakfast; that was about half an hour before she struck. When I saw her position off Diamond Head you could see Tacking Point, which would give a clear course down the coast, clear of everything.
350. You did not hear any remarks as to her vicinity to the land? No, only what the boatswain said,—that he gave her in charge of the chief officer with a good offing. She came in a very short time that distance.
351. Had you been long in that boat? About four years in the "Telegraph."
352. Was it the general custom to come very close to that reef—the reef she was lost upon? No, she was kept at a good offing of about three-quarters of a mile or thereabouts. You generally keep Tacking Point in view, which would give a good offing off Camden Head.
353. Then you never saw her so close in before? No, never.
354. *Captain Moodie.*] When the boatswain told you he left her with a good offing off the land, was it before she struck or afterwards? Before she struck.
355. Before she struck he said this? Yes.
356. *Captain Trouton.*] What distance was she off the land when the boatswain gave up charge to the chief officer? As far as I can recollect, about three-quarters of a mile—her general course off Diamond Head.
357. Then it was while under the charge of the chief officer she came inshore? Certainly it was.
358. You took notice when the boatswain came down the ladder? Yes.
359. And she was then in a good, safe position? Yes, as far as my judgment would lead me.
360. After that, your attention was taken off the navigation of the ship until she struck? Yes.
361. *Captain Fox.*] Do you recollect what led to your conversation with the boatswain? He did not exactly say it to me; it was a remark he made when he came down.
362. *Chairman.*] When you were at work under the bridge, were you in such a position as to know the vessel was in charge of the mate? I knew it was the mate's watch.
363. Might not the captain have gone on deck and taken charge without your knowledge? No, I could see the chief officer there. I could look up from where my tools lay and see who was on the bridge.
364. *Captain Fox.*] Was anyone standing with the mate? I think there were two or three passengers there, but I could not recollect exactly who they were.
365. Are you able to say whether the captain was amongst them or not? I could not say when she struck, but when I came aft I saw the captain on the bridge.

- Mr. J. Fraser. 366. I mean at the time you speak of? No, I did not see the captain, but I saw the chief officer.
- 16 Dec., 1867. 367. Before she struck? Yes, before she struck; I know he had charge of the deck.
368. *Captain Fitzsimons.*] Have you ever known me to be on deck all night? I have.
369. Always when you were keeping watch I kept watch with you? You did.
370. Do you think, had you been in charge of the ship, that accident would have happened? No, I do not think it; if I had had charge of the boat, she would not have been there.
371. *Captain Fox.*] Do you think if Captain Fitzsimons had been on the bridge she would have gone on shore? No, she would not; that is my belief.
372. *Chairman.*] Supposing Captain Fitzsimons had been on deck, would you have considered him in charge if you had been keeping watch? I consider the chief officer was in charge of the deck.
373. Then if you are the officer of the watch, you do not give up charge to the captain when he comes on deck? I would not think so, if I was chief officer of the ship.

MONDAY, 23 DECEMBER, 1867.

Present:—

E. O. MORIARTY, ESQ., PRESIDENT, IN THE CHAIR.

CAPTAIN FOX,
CAPTAIN WATSON,

CAPTAIN MOODIE,
CAPTAIN SMITH.

Present in the Room:—

Captain Trouton, Manager, A.S.N. Company.
Captain Fitzsimons, late Master of the "Telegraph."

Captain David Walker called in and examined:—

- Captain D. Walker.
23 Dec., 1867.
374. *President.*] You are Captain of the "City of Adelaide"? Yes.
375. And have been many years employed on this coast? Yes.
376. *Captain Fitzsimons.*] I have sailed with you as chief officer for some length of time? Yes.
377. It was not usual for me to consider that I was relieved of all responsibility when I saw you coming on the quarter-deck? No; I always took charge of the ship on the bridge, not from the quarter-deck.
378. *President.*] That is the ordinary practice in steam-boats? In a disciplined ship I should think it ought to be.
379. It is generally recognized as the practice? Yes, on board steamers.
380. That the captain only takes command on the bridge? He takes the ship from the officer on the bridge.
381. And during the first mate's watch, so long as the captain is not on the bridge, the first mate is in charge of the vessel? I consider so.
382. Have you found that, by your experience, to be the ordinary practice on board steam-boats? I have, and I have always adopted it.
383. Captain Fitzsimons sailed with you? Yes, as chief officer.
384. For how long? For several months.
385. Did he conduct himself to your satisfaction? Yes, in every respect.
386. *Captain Fox.*] Supposing you had left the chief officer in charge upon the bridge, and had told him to keep not within a mile of the land, or half a mile, as the case might be, would you consider that, if at any time after that you came on deck and shewed yourself, the mate would thereupon be relieved from responsibility? I should not think so.
387. You would not consider the mate justified in saying—"I saw the captain there, and thought he was looking out"? No; an officer has charge of the ship while on the bridge; that is the usual custom in our service. The officer of the watch is not allowed to leave the bridge on any pretence whatever, night or day, unless relieved by another officer to take charge of the ship. I never take charge of my ship from the quarter-deck, although I may give a casual order, to set a sail or something of the kind; or if we are nearing another vessel, to go on the bridge, and afterwards give up charge to the officer of the watch again.
388. In the event of your coming on deck, and not saying anything to indicate that you had taken charge, the mate would not be justified in supposing you were looking after the ship yourself? No, I should say not.

William Miller called in and examined:—

- Wm. Miller.
23 Dec., 1867.
389. *President.*] You were on board the "Telegraph" when she was lost? Yes.
390. In what capacity? I was quarter-master.
391. Were you at the wheel at the time the vessel struck? Yes.
392. Did you observe, before she struck, that she was dangerously close to the shore? Yes.
393. You thought so? Yes.
394. Did you see the first mate on the bridge? The first mate had charge of the bridge, and was there.

395. Had he been giving you any orders with regard to the steering of the vessel before this? Yes. Wm. Miller.
396. What orders? First he told me to keep her out, and afterwards, as we came abreast of the point, he told me to keep her in again. Just before she struck, he threw his hand to port as hard as he could, for me to steer her out. 23 Dec., 1867.
397. Who gave the order to put the helm hard aport? The chief officer.
398. Where was the captain? The captain was on the bridge plank as she struck, and looked round to me.
399. At that time you had put the helm to port? Yes.
400. You had got the order from the mate to put the helm to port before the captain came on deck. Yes.
401. And you had done so? Yes.
402. Previous to that, had the mate given you any orders to keep the vessel closer to the shore? Yes, he gave me orders to keep in close, then to keep her out again.
403. How long before this did he give you the order to keep the vessel closer in? I think about a minute or two—three or four minutes—I could not say exactly.
404. When he gave you that order, in what direction was the ship's head? About north by east; I could not say exactly, I was steering by the land. If I had kept her as she was going first she would have gone clear of the rock.
405. How did he come to give you the order to keep the vessel closer in? He told me to starboard, then he said "steady," and just as he came to the point he put his hand to keep her hard aport again.
406. How long before he gave you the order to port had he given you the order to starboard? About five minutes.
407. Coming up towards the Head? Yes.
408. When you got that order to put the helm to starboard, did the vessel seem to you to be too close to the shore? Yes, in my opinion she was too close.
409. If you were steering by the land, why did you keep her so close? Because I had the mate's order; I was told to keep to port, and then I was told to starboard again—to keep the land again.
410. Did anybody else hear or observe the mate giving you that order? No, not that I know of.
411. Did you know there was a rock off that point? No, I never was in so close before.
412. For how long before the vessel struck did it appear to you she was too close to the land? For about fifteen minutes.
413. When you found she was too close to the land, why did you not keep her out? It does not do to go against orders; when I put her a little further out the mate gave me orders to put her in again.
414. Did the mate seem to you to be attending to the steering of the vessel? Yes, he looked round to me, and waved his hand to starboard.
415. Are you perfectly convinced he gave you the order to starboard? Yes.
416. Did he give you any order afterwards? He gave the order to keep her steady.
417. Was there any one on the bridge? There were some passengers.
418. Any of the crew? No.
419. Were any of the crew on the quarter-deck? I saw the engineer on the quarter-deck, sitting on a grating talking to the captain.
420. How long before she struck? Just about breakfast time.
421. How long before she struck? About an hour or an hour and a half.
422. Did the vessel seem to you to be then too close to the land? No, she was pretty well off then.
423. Could you see the rock on which the vessel struck? No, the rock was under water.
424. There was no break on it? No.
425. Did it appear to you that you would clear the point when the mate gave you the order to "steady" after "starboard"? Yes, she was just going between the point and the rock as he said "steady"; there was plenty of water right round.
426. What rock do you speak of? The rock she struck on.
427. I understood you to say you could not see it? No, I could not see it; but if she had gone on as she was, she would have cleared it. I had just got her a point or three-quarters of a point to keep her off to port before she struck; what I mean is, that she would have gone clear if she had gone on without porting.
428. *Captain Fox.*] Have you been long in steamers? Yes.
429. In that trade? Not in that trade; in the Melbourne trade mostly. I have not been long in the Northern trade.
430. Had you ever been so close to that point before? No.
431. How long had you been at the wheel when she struck? From 8 o'clock; she struck about a quarter to 10.
432. How far off the shore was she when you took the wheel? About two miles.
433. Had you seen the captain on deck long before she struck? I saw him come out after breakfast, and go on the bridge and come down again; but I did not see him go on the bridge again.
434. Was that long before the ship struck? About an hour or an hour and a quarter.
435. Was he there from that time to the time of her striking? No, he came down again, and I lost sight of him; the last time I saw him was on the bridge plank, just before she struck. I saw him after breakfast talking to the engineer on the port side, and then I lost sight of him till just before she struck.
436. Are you sure he was not on the bridge just before she struck? No, I could swear he was not.

- Wm. Miller. 437. Not ten minutes or five minutes before—are you quite sure of that? I am quite sure, in so far that I did not see him.
- 23 Dec., 1867. 438. Could he have been on the fore part of the bridge without your seeing him? I do not know; I can swear I did not see him.
439. When the mate told you to starboard, did you think the vessel was close enough in without starboarding? I thought she was too close in.
440. Did you think that was very strange? Yes, I was expecting the order to keep her out.
441. It was only your duty to obey, and therefore you obeyed? Yes.
442. When he told you to "steady," was her head pointing nearly to the land? Her head was pointing just round the point.
443. How far was the land on the bow? I think about half a point on the port bow when she steadied.
444. *Captain Smith.*] Did you hear any remark passed, after the vessel struck, that he was going inside between the rock and the point? No.
445. You did not hear the mate say so? No.
446. Nor anybody else? No.
447. *Captain Fitzsimons.*] You recollect seeing me standing with the engineer? Yes, on the port side on the grating, just after breakfast.
448. How long do you think I had been away from that when the vessel struck? About an hour and a half or an hour and a quarter, I could not say exactly.
449. After passing Diamond Head did Mr. Rozea alter the course? Yes, he altered the course to keep her inside after passing Diamond Head.
450. What is your usual course of steering with me, after passing Diamond Head, when you are steering by the land—when you see Tacking Point? You say always—"Keep the land on the paddle-box," which is about a point and a half clear of the land.
451. How often did Mr. Rozea starboard after passing Diamond Head? He starboarded once after passing Diamond Head, then steadied, and within about a mile of the point where she struck he starboarded again.
452. Did you see me on the bridge before she struck, or after? I saw you on the bridge plank just as she struck.
453. Do you think if you had been left to steer the ship her usual course, she would have gone on that rock? No, she would have gone outside altogether; the usual course was about two miles off the land.
454. *President.*] Is it customary to go inside the Mermaid Reef? Sometimes we go inside, in fine weather.
455. When did you begin to perceive that the vessel was too close to the land? Just before we came to Camden Head—about two miles before we came to Camden Head.

MONDAY, 10 FEBRUARY, 1868.

Present:—

E. O. MORIARTY, ESQ., PRESIDENT, IN THE CHAIR.

CAPTAIN FOX, CAPTAIN WATSON,	CAPTAIN MOODIE, CAPTAIN SMITH.
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Present in the Room:—

Captain Trouton, Manager, A.S.N. Company.
Captain Fitzsimons, late Master of the "Telegraph."

Mr. Francis Mitchell Rozea called in and examined:—

- Mr. F. M. Rozea. 456. *President.*] You were Mate of the "Telegraph" when she struck on the rock? I was.
- 10 Feb., 1868. 457. Will you be so good as to describe to us the whole circumstances attending the wreck? I relieved the deck at 8 o'clock; at about half-past 8 the breakfast bell rang; we were then near Mermaid Reef; Captain Fitzsimons told me to go to my breakfast; I offered to stop on deck, but he said there was no occasion for it, as the boatswain knew all about it; when I came up from breakfast the ship was a little past Mermaid Reef; I kept charge of the deck then up to Diamond Head; I think then I gave the charge of the deck to the boatswain while I collected the tickets; after I did that I took charge of the bridge again; when nearing Camden Head Captain Fitzsimons came on the bridge, and after being there a short time he told me to keep her off, which I did; I then thought Captain Fitzsimons was looking out for the vessel, as he gave me that order, and we ran on that course until she struck.
458. Do you remember what period of time elapsed from Captain Fitzsimons coming on deck and giving you that order to keep the vessel off until she struck? To the best of my recollection, I should say five minutes.
459. How much was the ship's course altered after the order to keep her off was given? I should say about a point, as near as I can judge.
460. Now, a ship going at the speed the "Telegraph" was, how much would she have deviated from her former course, in five minutes, if her course had been altered a point—what deviation would that have made from her former course? It could not have made very much.
- 461.

461. A point means how many degrees? About twelve degrees.
462. The "Telegraph" was going at what speed? I should say better than ten miles an hour.
463. She would go nearly a mile within five minutes? Yes.
464. Now what difference would a point make in a mile? I should say about a tenth of a mile.
465. What distance is this rock off the head? I first estimated it, according to my judgment, at a quarter of a mile; but since then I have found it not near that distance.
466. What have you found it to be? I only go by what I have heard other people say; some say it is five hundred yards.
467. You were on board the vessel—What distance did you estimate she was off the head? I reckoned it about a quarter of a mile.
468. The rock is laid down on the chart? It is.
469. If the order had not been given to you to keep the ship's head off, where do you think you would have gone, supposing you had continued steering your former course? She would have gone between the rock and the main land. (*Reference made to the chart.*)
470. It would appear that if you had kept your original course, you would have shaved very close to the point? Yes, if she had gone between the rock and the point, of course she would have been very close to the point.
471. Do you consider, as a general rule, that when the officer of the watch is in charge of the deck, the fact of the commander coming on deck and giving an occasional order, such as to keep her off, relieves the officer of the watch of the whole responsibility? In coursing the ship he does; even if the master comes on the bridge, it does to a certain extent.
472. What is that certain extent? If I was to see the captain of a steam-boat on the bridge, and see the vessel going into danger, if he gave no order I should ask if I should do so and so; but Captain Fitzsimons gave me an order.
473. You had been on deck for some time previously? Yes, I came on deck at 8 o'clock.
474. You knew where you were going? Yes.
475. You knew of the existence of that rock? Yes. If Captain Fitzsimons had not come on deck, I should have kept her right off; but when he kept her off, and made no mention of any other order, I took no more notice of it. He was standing on the fore part of the bridge, where the rail runs across.
476. Do you mean that you would have kept her off whether Captain Fitzsimons had given the order or not? If he had not come on the bridge, I should have kept her off about the same time as he gave me the order, but I would have given her a wider sheer off.
477. Was it your intention to go inside the rock? No.
478. Have you ever known it to be the practice to go inside that rock? No.
479. Then, as a matter of navigation, it is the custom not to go between that rock and the shore? No, it is not.
480. Why did you not keep the ship off, to avoid what you knew to be a danger? Captain Fitzsimons was standing on the bridge, and I thought he was looking after the ship. I did not know but what he had altered his course to clear the rock.
481. The first order he gave you was to keep her off? The first and only order.
482. And previous to this, you had been running a course that would have taken you inside this rock or brought you on Diamond Head? Yes, if she had been kept on. We were running from point to point along the land.
483. Supposing Captain Fitzsimons had not given you that order, and you had continued your course, she would have landed on the head? She would.
484. Should you consider you were safe in taking a ship inside that rock, when there was no occasion for it? No.
485. You consider you were relieved of all responsibility in regard to the "Telegraph," by Captain Fitzsimons coming on the bridge? Yes, as far as coursing the ship was concerned.
486. Had Captain Fitzsimons given you any order previous to that, with regard to the course you were to steer? No, none whatever; we steered from point to point.
487. When you are given an order to steer from point to point, does that mean that you are to shave so close as to come into danger? No, not at all.
488. If you, as master, had an intelligent officer under you, in whom you placed some reliance, would you consider you were giving a sufficient order by saying to him—"Steer from point to point," without specially cautioning him not to run into any particular danger? Yes, if I knew he was well acquainted with the coast.
489. Then, as I understand you, you base your claim to be relieved of all responsibility on the fact of Captain Fitzsimons coming on the bridge? Yes, and giving me the order to keep her off.
490. You would have kept her off yourself? Yes.
491. And the fact of Captain Fitzsimons coming on the bridge was the reason you did not give the same order which he gave? Yes.
492. Supposing Captain Fitzsimons had not come on the bridge, do you not think it was a risky thing to run so close to this point? We always do it; we run from point to point.
493. Why do you do it? To keep out of the current.
494. Have you any particular object in keeping out of the current? To make faster passages, and of course, it is an object to hit the tides and channels in daylight.
495. Have you ever received any orders from the Company not to go so close? I have heard that orders have been issued to commanders, but I never received any myself, although I was a commander in the Company's service.

Mr. F. M.
Rozca.

10 Feb., 1868.

Mr. F. M.
Rozea.

10 Feb., 1868.

496. Did you hear, before the accident to the "Telegraph," that such orders were in existence? About going inside reefs—yes. There was nothing about points, to my knowledge. What I have heard, I have only heard by mere hearsay from others.

497. Do you not think that if the master of a steamer or other vessel hears indirectly that there is an order from his employers to do a certain thing, it is his duty to endeavour to find out about it, and make himself acquainted with those orders, even though they may not have been duly furnished to him? At the time those orders were given, I believe I was chief officer in a vessel.

498. Do you not think it was your duty to make yourself acquainted with the orders of the Company? Exactly so; but as far as this case was concerned, it was not for me—it was for Captain Fitzsimons to do so. If he gave me an order to go from point to point, I was bound to do so.

499. Did he give you orders to go inside the Mermaid Reef? Yes, he called the boatswain on the bridge, and told him particularly, saying he was aware how to take her through.

500. I understood you to say you were aware of the existence of this rock? Yes.

501. When the order was given to keep the ship's head off, did it occur to you that she would be likely to run on the rock? No, not at the time.

502. If it had, would you have considered it right to mention the matter to the captain? Yes. At the time she struck I had the glasses to my eyes, and I was saying to a gentleman near me that we must be very close to the rock, but I supposed it was all right, as the captain did not say anything. Mr. Cousins was the gentleman.

503. Had Captain Fitzsimons done anything directly and positively to relieve you of the responsibility in regard to the "Telegraph"? No more than coming on the bridge and giving me that order.

504. Do you think that if the captain of a steamer comes up, as it were, casually, on the bridge, the officer in charge is immediately relieved of all responsibility in respect to the ship? Not if he comes casually; but if Captain Fitzsimons had not given me the order I should have asked him if I should not keep her out. I would not have done it on my own account when the captain was on the bridge; in fact, I would think it a great piece of impertinence if I did.

505. Is there no rule in regard to these things—no special action required of the captain to relieve the officer of the watch? I have heard of none.

506. Until he gave you the order, you did not consider that Captain Fitzsimons had taken any responsibility? Not until he gave me the order.

507. According to your own evidence, if he had not given you the order, you would have kept the vessel off? Yes, if he had not come on the bridge.

508. And Captain Fitzsimons not having relieved you of any responsibility until he gave you the order, you were still in charge? Yes.

509. Why did you not keep her off before he gave you that order? Because there was no occasion for it.

510. As I understand you, she would have run on the head? Yes, if I had let her run on.

511. Do you not consider you were running rather close to the head? Not more than usual; it is usual to go very close to all the points; in fact, you could pitch a biscuit on shore on almost any of them—that is, when the weather is fine; in bad weather, of course, we keep a good distance off.

512. Did Captain Fitzsimons give you any order how far to keep her off the land? No.

513. Were you not aware of this fact,—that you had been on deck watching the ship's course, whereas Captain Fitzsimons had only just come on the bridge, and, therefore, he was not in a position to know as much about the position of the ship as you? You can take it all in at a glance; in half a second after a person comes on the bridge, he can see at once where the ship is.

514. If captains have mates they have reason to believe they can trust, do you not think they have a right to expect they will not run the ship into danger? If Captain Fitzsimons was going to put so much trust in me, why did he not tell me he would leave everything to me? Afterwards he said he did not interfere with me because I had been longer on the coast. It seems he was trusting to me, and I was trusting to him. When he gave me the order to keep her off, I thought he was looking out for the vessel.

515. Do you remember the words in which the order was given? Something like "Keep her off, Rozea"—something to that effect.

516. Did it seem to you that Captain Fitzsimons spoke as if he was rather excited, or as if he apprehended the vessel was in danger? No, he was not the least excited; he was as cool as he is now; in fact, I never did see him excited.

517. *Captain Fox.*] How came the ship to be so close in, that it was necessary to alter her course so suddenly? It is a sort of turning point where this rock is.

518. Had you not ordered the helmsman shortly before that, to starboard the helm and keep her closer in? No; the man at the wheel kept edging her in, and at one time I shook my head at him not to come in any closer.

519. You did not give him any order to starboard the helm? No.

520. Did the captain give the order to alter the course to you, or to the man at the wheel? To me.

521. Did he give the order to "steady," or did you? I fancy I steadied the vessel; I am not quite sure on that point.

522. After the captain gave you the order to keep her out, you gave the order to the man at the wheel, and then, when you thought she had gone far enough, you gave the order to steady? Yes.

523. Did I not understand you to say that if you had had your own way you would have kept

- kept her further off? Yes; but Captain Fitzsimons being there, I expected him to give a further order, if he did not think she was far enough out.
524. When you steadied her, were you or were you not under the impression that she would have gone outside the rock? I was under the impression that she would have gone clear of the rock. Where I stood I could not see exactly ahead; Captain Fitzsimons and Dr. Macfarlane were standing on the fore part of the bridge, where the rail went across; and I was standing between the engine-room hatch and the paddle-box. I was looking with my glasses past the back of Captain Fitzsimons, to see if I could make out the rock; not seeing it, I thought we must have passed it; I knew we were not far from it. I should have kept further off if Captain Fitzsimons had not been there.
525. For what reason? Because I always do so.
526. Why did you steady the ship without Captain Fitzsimons' order? Because I thought she was flying round very fast, and that he would have given me a further order if he thought it necessary.
527. If you thought Captain Fitzsimons had charge of the ship, would it not have been your duty to have waited until he steadied instead of you? Perhaps it would; but seeing the ship flying off very fast, I held up my finger to the man at the wheel; and if I was wrong, I thought, as the captain was there, he would have put me right.
528. *Captain Watson.*] How do you account for your getting in so close? We were steering from point to point.
529. Were you collecting tickets when she struck? No, that was some time before we came to the head. It took a very short time to collect the tickets—there were not many passengers.
530. Had the vessel continued on her course, she would have gone inside the rock clear? I believe she would.
531. Then altering her course was the cause of her being put on the rock? Of course, because it was not altered far enough.
532. *Captain Fox.*] You had no intention yourself to go inside the rock? No, it is not the usual thing.
533. *Captain Watson.*] You knew there was water between the head and the rock? Yes, plenty of water.
534. *Captain Moodie.*] How do you know that? Because I have been inside; I have been drifted through in a sailing vessel.
535. In what ship? The "Golden Spring," going to Brisbane.
536. Was Captain Fitzsimons on the bridge, or on the gangway plank, when the ship struck? On the bridge; he stood in the same place all the time.
537. How long had he been there? I think about five minutes.
538. Five minutes on the bridge, not on the gangway plank? No, not on the gangway plank.
539. Had you any instructions that morning not to go within a mile of the land? No, on instructions whatever.
540. Did Captain Fitzsimons not say to you, "Rozea, do not go within a mile of the land," and you said "All right, there is no danger within three-quarters of a mile"? No.
541. How long was the ship steady before she struck? Some time.
542. Within a handful of seconds, how long, so near as you can guess? We will say Captain Fitzsimons was a minute on the bridge before he told me to keep her off.
543. How long had she been steadied before she struck? We will say four minutes.
544. Then how far was she to the south of the rock when she was steadied? I should say three-quarters of a mile.
545. And all that time the captain was on deck on the bridge? All the time; he stood there till she struck.
546. *President.*] Seeing that the vessel was three-quarters of a mile to the southward of the rock when the order to steady was given, do you think if that order had not been given she would have cleared the rock? Of course, the further she went off the more she would clear.
547. If the order to steady had not been given by you, would she have gone clear of the rock? Certainly, if the captain had not steadied her.
548. Did the captain steady her? No, I steadied her myself.
549. And if that order to steady had not been given, she would have gone clear of the rock? I do not know. Perhaps the captain might have given an order to bring her in again.
550. Supposing the order to steady the vessel had not been given, would she have gone clear of the rock? If they had let her off far enough, of course.
551. Cannot you say yes or no? She must have cleared the rock if she went off further.
552. *Captain Fitzsimons.*] Was I on deck during the night with you? Yes, I called you, when my watch was over, to go through the Seal Rocks.
553. Did you call me at Port Stephens? Somewhere about there; it was either at Port Stephens or near the rock. When I went down below at 4 o'clock I left you on deck.
554. *President.*] Where were you then? Near the Seal Rocks. I know I left Captain Fitzsimons on deck when we were drawing up towards the Seal Rocks; he left orders that he was to be called at a certain place, and I did so.
555. Was it at Port Stephens? I am not positive.
556. Give us a distinct answer. Was he called at Port Stephens? Very likely he was. Captain Fitzsimons left orders by the second mate that he was to be called at a certain place, and I called him at that place; I do not recollect whether it was Port Stephens.
557. *Captain Fitzsimons.*] Do you recollect my being on deck when we were passing Long Island, and you were speaking about Telegraph lights? I might have been speaking to you; I know I was speaking about lights, but I cannot recollect where.

- Mr. F. M. Rozea. 558. Do you recollect my speaking to you when we were approaching Crowdy Head, at a quarter past 8, making a remark about the reefs off Crowdy Head, and telling you not to approach within a mile? No, you did not say anything of the kind; you said, as near as I can recollect, "There is some broken ground off this head"; and I said, "Yes, there is about three-quarters of a mile of patchy ground where the water breaks."
- 10 Feb., 1868. 559. Did I not tell you not to approach within a mile, and did you not make answer that there was nothing to harm within three-quarters of a mile? The remark you made was, that there was some broken ground off this head, and I said, "Yes, for about three-quarters of a mile it breaks in heavy weather."
560. *President.*] Do you remember whether Captain Fitzsimons ever told you not to approach within a mile? No, I do not recollect anything of the kind.
561. *Captain Fitzsimons.*] Do you recollect that, after the wreck of the "Telegraph," you told me you considered you were three-quarters of a mile to a mile off? No; I said I considered that rock was a quarter of a mile off, when you made some remark about its being 500 yards.
562. *President.*] What distance were you from Crowdy Head when passing? Very close—say half a mile.
563. Do you estimate the distance at half a mile? Yes, about that.
564. Was it daylight? Yes, and the water perfectly smooth.
565. *Captain Fitzsimons.*] What did I say to you when the "Telegraph" struck? You said, "Oh! Rozea," and looked me in the face.
566. Do you recollect my saying, "Oh! Rozea, Rozea, you have done for me"? No, I cannot say I do. I can recollect you saying, "It will do for the pair of us in steam—it will finish our steam career," or something of that kind.
567. Do you recollect making any remark to any person since you came to Sydney, saying you were very sorry for me—that I did not turn round and abuse you, instead of saying what I did? No; I said those two words, "Oh! Rozea," hurt me more than if you had turned round and abused me. A great many, if it had been their case, would have gone on fearful.
568. Have you ever made a remark that the evidence you would give would not go in my favour? No.
569. You dined on board the "City of Melbourne" last Sunday? Yes.
570. You never made any remark of that kind there? No, I never said anything against you.
571. You say I was five minutes on deck? Yes.
572. How long was I on deck before I told you to port? About a minute.
573. And when I told you to port, who told you to steady? Nobody.
574. In half a minute's time how many points would the ship alter her course? I suppose she would go half round the compass, if she answered her helm quick.
575. How long was the helm ported when you steadied? I do not think very long. It would take little or no time to answer her helm. The "Telegraph" was a good vessel to answer her helm, from what I saw of her in the few hours I was on board. It is impossible for me to put the time in seconds, especially as I was not thinking of an accident or anything of the kind.
576. Was not the helm to port in the ship when she struck? I could not say; I do not think it; she seemed to be going steady along. If he ported the helm, it was after she struck, or I should have seen her head going off.
577. You do not recollect what I said to you at first about porting? The words you said to me were "Keep her off, Rozea," as near as I can recollect.
578. Do you recollect my saying, "Good God! Rozea, you are too close in; keep her out"? I did not hear you say so.
579. Did you not immediately turn to the man at the wheel, and port when I told you? Yes, when you said "Keep her off" I held up my hand to the man at the wheel to keep her off.
580. *Captain Trouton.*] When you were off Diamond Head was the ship in perfect safety? Yes.
581. And you had uncontrolled watch and guard of the ship, on the bridge, up to the time Captain Fitzsimons came on deck? Yes, except during the time I was gathering the tickets. I think I gathered them between Diamond Head and Camden Head.
582. Five minutes after Captain Fitzsimons came on deck, you say, the ship struck? Yes, about five minutes, as near as I can recollect.
583. When he went on the bridge, did he go on the small platform crossing from the poop-rail to the bridge; or right on the bridge? There was a false bridge; he went there, and stood there with Dr. Macfarlane talking.
584. When he told you to keep her off, he did not say it excitedly, as if he thought there was danger? No.
585. You stated to the Board, that the fact of the captain coming on deck relieved you of responsibility? After he gave me that order he did.
586. If you were so punctilious in your respect to the captain, how was it that when the captain stood, as you have described, on the fore part of the bridge, you, behind his back, counteracted the order he had given to port the helm, by telling the steersman to steady? Because I thought the man had let her fly too far off; and I thought at the same time that, if she was not far enough off, the Captain would have given a further order.
587. Was not the captain there, to see whether she was flying too far off or not? He was.
588. As Dr. Macfarlane and Captain Fitzsimons stood on the fore part of the bridge, did you stand between the crank hatchway and the paddle-box? Yes.
589. Consequently you were abaft the captain? Yes.

590. The captain was looking ahead? Yes.
591. You were so punctilious that you would not give an order when he was present, yet you countermanded his order that would have saved the ship? I countermanded it thus far, that I thought she was flying too far off; but I thought the captain would have given a further order if he thought it necessary.
592. *President.*] Which side did she strike on? She struck right fair on the rock, I believe.
593. *Captain Trouton.*] You said you never received any of these orders issued to commanders? No.
594. Did you ever see them posted in the Marine Superintendent's room, among other orders? I cannot say I have; I never noticed them. I remember Mr. Clark, when he gave me command of the "Williams," asked if I had the instructions about the reefs not to go inside. I said I had not, and he then called Mr. Barker and told him to issue fresh notices to the commanders, but I never received any.
595. If, had you been left to yourself, you would have kept the vessel further off, how did you come to steady her without an order from the captain? Because I considered that if I steadied her too soon, Captain Fitzsimons would have given me a further order.
596. You deny that the instant Captain Fitzsimons went on deck he said, "Good God! Rozea, you are too close; keep her off"? He might have said it, but I did not hear it.
597. You drifted through between that rock and the land, in the "Golden Spring"—what year was that? I could not tell you; I was a good many years in her.
598. *Captain Moodie.*] Did Captain Fitzsimons, when he came on deck, order the ship to be kept off? Yes, a short time after he was on the bridge he ordered her to be kept off.
599. And she was kept off? Yes.
600. How long was she kept off before she struck? About four minutes.
601. *President.*] Have you a certificate from the Board of Trade? Yes, a second-class master's certificate, 1849. [*Evidence of Captain Trouton and Appendix read to witness.*]
602. May I ask if you were ever furnished with copies of the circulars appended to Captain Trouton's evidence? No.
603. Have you ever heard of them? I have heard of their having been issued.
604. Have you ever heard them read before? No. [*Evidence of Captain Fitzsimons and Appendix read to witness.*]

Mr. F. M.
Rozea.

10 Feb., 1868.

Captain Fitzsimons further examined :—

605. *Mr. Rozea.*] Captain Fitzsimons says in his statement, that as soon as he came on deck he said "Good God! Rozea, you are too close in; keep her off"; I would ask how it was he came to be on the fore part of the bridge when he gave the order? I walked there.
606. You gave me the order from the fore part of the bridge to keep her off? No.
607. *President.*] Did you give Mr. Rozea the order from the fore part of the bridge? No, I was not at the fore part of the bridge when I gave the order.
- [*Mr. Rozea, in reply to the President, stated that he did not wish to question any of the other witnesses.*]

Captain
Fitzsimons.

10 Feb., 1868.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROGRESS REPORT FROM THE SELECT COMMITTEE

ON

SHIPWRECKS AND LOSS OF LIFE
ON THE COAST;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE.

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
18 December, 1867.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, 1s. 10d.]

194--a

1867.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES, No. 37. TUESDAY, 3 SEPTEMBER, 1867.

13. Shipwrecks and Loss of Life on the Coast :—Mr. R. Stewart moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon Shipwrecks and Loss of Life on the Coast.
- (2.) That such Committee consist of the following Members, viz. :—Mr. Eagar, Dr. Lang, Mr. Thornton, Mr. Neale, Mr. Tighe, Mr. Robertson, Mr. Egan, Mr. Tunks, Mr. Sutherland, and the Mover.
- Question put and passed.

VOTES, No. 97. WEDNESDAY, 18 DECEMBER, 1867.

4. Shipwrecks and Loss of Life on the Coast :—Mr. R. Stewart, as Chairman, brought up a Progress Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this subject was referred on 3rd September, 1867 ; together with Appendix. Ordered to be printed.

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1867.

 SHIPWRECKS AND LOSS OF LIFE ON THE COAST.

 PROGRESS REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 3rd September last, "*to inquire into and report upon Shipwrecks and Loss of Life on the Coast—with power to send for persons and papers*"—have agreed to the following Progress Report :—

That it is desirable that the Government should take the necessary steps for the adoption in this Colony of a portion of the Imperial Merchant Shipping Act of 1854, and establish a Court of Inquiry on cases of shipwreck, accident, or loss of life, with a view of suspending, if necessary, the Certificate of the Master, or other Officer in charge, for misconduct or negligence.

The advantage of placing a light at the entrance to Broken Bay is considered of so much importance that it should be no longer delayed. The importance of erecting a Light-house on Seal Rock Point is strongly urged by some of the witnesses examined: they consider it would prevent, to some extent, the shipwreck and loss of life supposed to occur on or near the Seal Rocks, as vessels have frequently been reported as seen for the last time near that danger. This, also, the Committee strongly recommend to the consideration of the Government.

The evidence of the Engineer Surveyor (Mr. D. C. Dalgleish), induce your Committee to recommend that the official appointment should give equal power over the hull of Iron Steamers, as he appears to consider there is some doubt whether that portion of the duty may not be questioned, on the ground of it being within the province of the Shipwright Surveyor. This doubt your Committee recommend should be removed, by the official recognition of the Engineer's authority.

Your Committee are further of opinion that the Pilot Regulations should be modified, to prevent the imposition of Pilotage, Harbour, and Tonnage Dues, on any vessel entering a Port from stress of weather, which according to the law at present are strictly enforced.

Your Committee recommend that this subject should be again taken up in a future Session of Parliament.

No. 2 Committee Room,
Sydney, 13 December, 1867.

ROBT. STEWART,
Chairman.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 17 SEPTEMBER, 1867.

MEMBERS PRESENT :—

Mr. Neale,	|	Mr. R. Stewart,
	Mr. Sutherland.	

Mr. R. Stewart called to the Chair.

Entry in Votes appointing the Committee,—*read*.

Committee deliberated as to their course of proceedings.

Ordered,—That Capt. Hixson, R.N., Superintendent of Harbours, &c., and E. O. Moriarty, Esq., Chairman of Steam Navigation Board, be summoned to give evidence at next meeting.

[Adjourned to Thursday next, at 11 o'clock.]

THURSDAY, 19 SEPTEMBER, 1867.

MEMBERS PRESENT :—

Mr. R. Stewart in the Chair.

Mr. Tunks,	|	Dr. Lang,
Mr. Neale,		Mr. Sutherland.

Capt. Hixson, R.N., called in and examined.

Witness produced "Abstract of Wrecks and Casualties on and near the Coasts of the United Kingdom"; also, three "Wreck Charts of the British Isles," for 1862-3-4.

Certain returns, &c., to be supplied by witness, to form portion of Appendix.

(*Vide Appendix A.*)

Witness withdrew.

E. O. Moriarty, Esq., called in and examined.

Witness withdrew.

Committee deliberated, and—

Ordered,—That Capt. Smith and Capt. Fox, Members of the Steam Navigation Board, be summoned to give evidence at the next meeting.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY, 25 SEPTEMBER, 1867.

MEMBERS PRESENT :—

Mr. R. Stewart in the Chair.

Dr. Lang,	|	Mr. Tunks,
Mr. Egan,		Mr. Sutherland.

Committee deliberated.

Mr. William Dalton called in and examined.

Witness withdrew.

Captain C. Smith called in and examined.

Witness withdrew.

Captain H. T. Fox called in and examined.

Witness withdrew.

Committee deliberated, and—

Ordered,—That Capt. T. Watson and Capt. R. T. Moodie be summoned to give evidence at next meeting.

[Adjourned to this day week, at 11 o'clock.]

WEDNESDAY, 2 OCTOBER, 1867.

MEMBERS PRESENT :—

Mr. Neale.

In the absence of a Quorum, the meeting called for this day lapsed.

TUESDAY,

TUESDAY, 8 OCTOBER, 1867.

MEMBERS PRESENT :—

Mr. R. Stewart in the Chair.

Mr. Neale,	|	Mr. Tighe,
Dr. Lang,	|	Mr. Sutherland.

Captain R. T. Moodie called in and examined.

Witness withdrew.

Captain T. Watson called in and examined.

Witness withdrew.

Alfred Hinton, Esq., *Secretary to Steam Navigation Board*, called in and examined.

Witness requested to furnish a return of all inquiries into causes of wrecks on the coast. (*Vide Addendum to Evidence.*)

Witness withdrew.

Ordered,—That the following witnesses be summoned to give evidence at next meeting, viz. :—

Mr. J. Crook,
Mr. J. Donald, and
Mr. D. C. Dalglish.

[Adjourned to Tuesday next, at 11 o'clock.]

TUESDAY, 15 OCTOBER, 1867.

MEMBERS PRESENT :—

Mr. R. Stewart in the Chair.

Mr. Tunks,		Dr. Lang.
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Captain James Donald called in and examined.

Witness withdrew.

John Crook, Esq., called in and examined.

Witness withdrew.

D. C. Dalglish, Esq., called in and examined.

Witness handed in certain documents, which were ordered to be appended. (*Vide Appendix B 1 to B 14.*)

Committee deliberated, and—

Ordered,—That Mr. Dalglish and Mr. William Dalton be summoned to give evidence at next meeting.

[Adjourned to Tuesday next, at 11 o'clock.]

TUESDAY, 22 OCTOBER, 1867.

In consequence of the adjournment of the House from the 18th to the 23rd instant, the meeting called for this day lapsed.

FRIDAY, 6 DECEMBER, 1867.

MEMBERS PRESENT :—

Mr. R. Stewart in the Chair.

Dr. Lang,		Mr. Tighe.
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Chairman stated that Mr. Dalglish, a witness called for to-day, was unable to attend, and had sent an apology for his absence.

Mr. William Dalton called in and examined.

Witness withdrew.

[Adjourned to Tuesday next, at 11 o'clock.]

TUESDAY, 10 DECEMBER, 1867.

MEMBERS PRESENT :—

Mr. R. Stewart in the Chair.

Dr. Lang,		Mr. Tighe.
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D. C. Dalglish, Esq., called in and again examined.

Witness withdrew.

Committee deliberated, and—

[Adjourned to Friday next, at 11 o'clock.]

FRIDAY, 13 DECEMBER, 1867.

MEMBERS PRESENT:—

Mr. R. Stewart in the Chair.

Dr. Lang, | Mr. Tighe.

Chairman brought up Progress Report, which was read 1°.

Same read 2°, paragraph by paragraph.

Paragraphs 1 and 2 read, amended, and agreed to.

Paragraph 3 read and agreed to.

Paragraphs 4 and 5 read, amended, and agreed to.

Motion made (*Dr. Lang*), and *Question*,—That the Progress Report, as amended,
be the Progress Report of this Committee,—*agreed to*.

Chairman to report.

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1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

SHIPWRECKS ON THE COAST.

THURSDAY, 19 SEPTEMBER, 1867.

Present :—

MR. R. STEWART,	DR. LANG,
MR. TUNKS,	MR. NEALE,
MR. SUTHERLAND.	

ROBERT STEWART, Esq., IN THE CHAIR.

Francis Hixson, Esq., R.N., called in and examined :—

1. *Chairman.*] What is your official position? I am Superintendent of Pilots, Harbours, and Light-houses. F. Hixson,
Esq., R.N.
2. This Committee is appointed to inquire into shipwrecks and loss of life upon the coast. That subject comes particularly under your notice in your official capacity? It does. 19 Sept., 1867.
3. Do you gather the general statements of losses that occur? Yes, it is done through my office.
4. Has it occurred to you that any plan could be adopted to prevent casualties on the coast to any extent? I think there is one particular in which we are at a disadvantage as compared with the mother country. It is compulsory there that all masters of vessels above a certain size shall hold certificates of competency, and that provision of the law has a very good effect in this way,—if a master loses his vessel, he has to deliver up his certificate to a Board, who investigates the circumstances; and if any blame is attributable to the master, his certificate is suspended, or perhaps cancelled altogether. We have no such check here, and therefore men are not bound to be so careful as they are at home.
5. We have, in fact, no inquiry upon the subject of wrecks? No.
6. But in England there is an inquiry in all such cases? In all cases of vessels above a certain size.
7. Does it occur to you that a similar course could be adopted here with advantage? I should think so. In the mother country they demand a high qualification, but I do not think that would be necessary here; I think servitude should qualify a man to hold a certificate. I certainly would advocate nearly all masters holding certificates, with a view to delivering them up in the event of wreck, to abide the decision of a Board of Inquiry.
8. Is that required in the case of small coasting vessels in England? I am not in a position to say exactly where the limit is drawn. It is not applicable, I know, to very small vessels.
9. Would you apply it to our smaller class of coasters? No, I should recommend a good margin.
10. In reference to the saving of life at time of wreck, does anything occur to you by which life could be saved? At our principal ports here, such as Sydney and Newcastle, we have the same provision for that purpose as is usual at home—we have lifeboats, Manby's apparatus, and so on; and at all bar harbour stations the pilots are provided with good boats. Our coast is so sparsely populated, that I scarcely think we are in a position to do more than we do in this respect.

F. Hixson,
Esq., R.N.
19 Sept., 1867.

11. Do you think that, in the case of loss of life that occurred lately at Sydney Heads, and also some time ago at Newcastle, no ordinary precaution could have saved more lives? To a great extent both those losses were the result of accident. The great loss of life at the Heads here might have been prevented had the pilots at first known the extent of the accident. One pilot was swamped, and the butcher's boat put out to his assistance, and there were other two pilots who started in their own boats. Possibly had they gone to the lifeboat more lives might have been saved; but the reason of their not going to the lifeboat was, that being down in the low bay, which was well sheltered, they really did not think the weather was so bad between the Heads as it was, and they thought their small boats would answer all the purpose. I have thought the matter over well—and I was on the spot as soon after I heard of the accident as I could manage it—and I have come to the conclusion that, if it had been summer-time, most of these men would have been saved by the lifeboat. The lifeboat was out very promptly under the circumstances, but I am afraid the men became so benumbed by the coldness of the water that they could not hold on long enough to give the boat time to reach them. Three of the men who had a narrow escape of their lives were very cold indeed, and there was great difficulty in restoring animation. I think the cold hastened the death of those who were lost; and I believe, as I said before, that had the temperature of the water been higher, the lifeboat would have been in time to save some of them.

12. How soon after the accident was the lifeboat at sea? I could not tell you exactly how soon the lifeboat was at sea; but considering that all the pilots were off the station, and that the only men left available were the light-house keepers, fishermen, and men of that sort, I formed the impression that they did wonderfully well, there being no head to direct them. I could not tell you the exact time, but it might probably have been half an hour after the accident—between half an hour and an hour—before the lifeboat arrived at the scene of the accident. It is difficult to judge of time under circumstances of such excitement.

13. Were you informed of the occurrence immediately? Yes. The only intelligence I had was that an accident had happened between the Heads—that some boats were seen to upset, and that others were seen to get across the Heads.

14. You think no ordinary precaution could have met a case like that in any better way than it was met? As I said before, I think had the pilots who started to assist known the real state of the weather between the Heads, they would have taken the precaution to have taken out the lifeboat instead of their own boats, and in that case the loss of life would probably not have been so great.

15. Is not a lifeboat more generally called into requisition in shallow water? As a rule it is; and therefore I do not consider the lifeboat at Sydney of equal importance to the lifeboat at Newcastle, where the dangerous Oyster Bank exists, as you know.

16. There is a heavier sea in shallow water? Yes.

17. In fact, a lifeboat is helpless near a bold shore? Yes, if the weather was so bad that the crew had not strength to make way against it, a lifeboat would be in as much danger in such a position as any other craft.

18. Is it not a fact that, as a rule, whaleboats are found to live in a sea equal to that which was running between the Heads at the time of the late accident? I could not speak positively as to the state of the sea at the time of the accident. When I went across the Heads, perhaps an hour and a half after the accident, there was no sea then to hurt a whaleboat; but I understood that the short chopping sea which swamped the boats was due to a fresh from the port and the strong ebb tide which was making out, while the heavy south-easterly gale was blowing in. Had the boats been two or three miles outside the Heads, they would have perhaps lived safely through it, as the sea would have been more regular.

19. In cases where whaleboats are swamped, do we not generally find that the crews are saved? Yes.

20. But in this case the men did not appear to hold to their boat? The men did hold to their boat, but they were washed off several times. As I said before, I believe they would have been able to have held on longer, but that they were benumbed with the cold. The innkeeper at Manly Beach, who behaved in a very humane manner to the men who were saved, used bottles of boiling water to induce circulation, and some of them were so benumbed that there was great difficulty in restoring animation.

21. You could not suggest any precaution that would meet a case like that—you think it was purely accidental? I could not hold the pilots or people on the spot to blame, under the circumstances. When I went down, I spoke about the life-boat, and they answered me—“The fact is, our boats will go three feet to the lifeboat's one, and we did not expect to find the weather so bad.” They were in Watson's Bay, and the wind being to the southward of east, they were comparatively sheltered, and did not realize the danger there was between the Heads.

22. Was the second boat swamped from overcrowding? I think it was.

23. That, of course, would not have occurred with the larger boat? It would not, nor would it probably if the men had had presence of mind to cling to her gunwale instead of getting wholly into the boat; but I am not surprised that, in a case of life and death like that, they all clambered in.

24. In the case of the loss of the “Cawarra,” about twelve months ago, at Newcastle, do you think any ordinary provision would have saved more lives on that occasion? I think had the lifeboat been out in as prompt a manner as she should have been, lives would have been saved.

25. You think there was some unnecessary delay? There was a fatal and unfortunate delay, arising from a variety of causes.

26. Have you made such arrangements as will in future meet more promptly any demand for the services of the lifeboat? I have. Newcastle is now provided with a second lifeboat; and the Government have behaved in a very liberal manner, in the way of holding out inducements to the seafaring people there to man the boats in case of necessity. They have also placed the lifeboats under the entire control of a local committee; and altogether, the means of saving life in case of wreck at Newcastle are very much improved upon what they were at the time of the loss of the "Cawarra."

F. Hixson,
Esq., R.N.

19 Sept., 1867.

27. Are you acquainted with the method adopted in the lifeboat service in England? To a certain extent I am.

28. Are they provided by Government at all? Not at all; the service is provided for altogether by private subscriptions. They have what is called the Royal National Lifeboat Institution, which is kept up entirely by private subscription.

29. Under whose direction are the lifeboats placed locally? A committee is appointed, in a similar manner to that we have adopted at Newcastle, by the directors at the head office.

30. How are the boats manned? By purely volunteer crews, who receive a certain amount of payment each time they go afloat in the lifeboat; for instance, a small fee for exercising the boat in fine weather, a double fee for exercising the boat in rough weather, a larger fee for going afloat to save life in the day-time, and a still larger fee for going afloat to save life in the night-time.

31. *Mr. Tunks.*] Is anything given for salvage? They look upon saving life as the first principle; but after that has been done, they do not object to the lifeboat being used in saving property, and then the salvage is given them, under certain regulations.

32. Have you been enabled to make any comparison as to the rate of casualties in this Colony and that in England? Yes. My opinion is, that we compare favourably as regards both wrecks and losses of life. I have brought with me, and can leave for the use of the Committee, the Annual Wreck Charts of the British Islands for three years—1862, 1863, and 1864. (*Produced.*) I have also the Register of Wrecks on the coast of this Colony for 1866 (*produced*), which, compared with the Annual Register of Wrecks on the coast of Great Britain, gives a favourable character to the coast here.

33. Would 1866 be a favourable or unfavourable year in this Colony? 1866, with us, was a very unfavourable year.

34. Have you any records of wrecks in 1866, and a few years preceding it, in this Colony? Not previous to 1863. The origin of our Wreck Register was a motion of the honorable gentleman now in the Chair, made in the Legislative Assembly, in 1863. Previously to that, no record whatever was kept. From 1863 we have them yearly.

35. Could we be furnished with the returns from 1863? Yes, I could furnish the returns from 1863 to 1866 in a day or two. (*Vide Appendix A 1 and A 2.*)

36. Is it your opinion that 1866 was a fair criterion—an average year? I think 1866 would be against the character of our coast; it was a very bad year for us in respect to wrecks. I may explain, with reference to our Wreck Register, that Mr. Stewart's motion was to the effect that all wrecks and loss of life on the coast should be recorded, and also all wrecks and loss of life in the case of colonial registered vessels lost elsewhere. But although that was at first carried out, latterly I have confined myself to recording the losses of vessels on our own coast; because the Board of Trade invites the whole of the Colonies to report their wrecks and loss of life, and if I had returned colonial registered vessels lost in New Zealand, for instance, and the authorities in New Zealand had returned the same vessels to the Board of Trade, we should have returned two wrecks where there was in reality only one.

37. Have we any means of ascertaining the course and rate of travelling of the storms that do damage on our coast? I am afraid we have no very reliable means here at present. In the case of storms coming from the south, intelligence of their approach is telegraphed here from Wollongong; from here again it is telegraphed on to Newcastle; so that, as regards southerly squalls, we have probably very good grounds for giving notice; but as far as storms coming from the eastward are concerned, I am afraid we have not any means which would be available.

38. Are you aware over what extent of country we have established stations for collecting information with regard to storms? I am aware that the country is pretty well cut up in that respect now; but I speak more with reference to storms dangerous to shipping; westerly storms I do not look upon as being dangerous, because they blow off the shore. Occasionally vessels are blown off, but it is very seldom that happens; it is the easterly gales which are dangerous to shipping, and we have little or no means of prognosticating their approach.

39. Are there any recent maps of the coast available for the use of shipping? I was myself engaged for some time on the survey of the coast, and it is being carried on by Captain Sidney at the present time. The maps have been out, from Seal Rock northwards, for some months.

40. What is the date of the last survey of Broken Bay? The last date was about 1849, when it was surveyed by Captain Stokes. Within the last few months Captain Sidney has surveyed it, but I do not know whether his chart is published. I am aware that it is mapped.

41. Has anything come before you, in your official capacity, to shew whether the entrances to the bar harbours are shoaling up? The entrances to bar harbours frequently shoal up and shift under different circumstances of weather.

42. It is nearly twenty years since any authorized survey was made of Broken Bay? Yes; and I am justified in stating that very great change has taken place there. The soundings of Captain Sidney are very different to those shewn on Captain Stokes' chart.

F. Hixson,
Esq., R.N.

19 Sept., 1867.

43. How are the expenses paid for the survey under Captain Sidney? The Home Government bears half the expense, and the Colonial Government the other half.
44. *Chairman.*] The charts are issued under the Admiralty? The charts are issued by the Admiralty, but there have been local plans made here; for instance, a plan of Newcastle has been issued in the Colony some months, but it has not yet come out from home.
45. *Mr. Tunks.*] Have you had any experience in the construction and form of whaleboats? Not professionally. I was for many years surveying in the Navy, and I generally used a whaleboat. I know a good seaboat when I see her.
46. Are the boats used by the pilots at the Heads the ordinary class of whaleboats? I should give them a good character as whaleboats.
47. For speed or safety? For safety.
48. Has the practice of boat-racing within the harbour any influence in altering the character of these boats, by way of diminishing their safety and increasing their speed? The boats the pilots use are *bonâ fide* whaleboats.
49. These men receive pay in some competitive way, do they not? Yes.
50. And they sometimes race? It is understood that the regulations are competitive, but the carrying of them out is more combination, I think.
51. Would it or would it not follow that the most active men and the best boats would receive the most money? If they chose to compete it would be so. The Government system is to pay the pilots for exactly the work they do, but I have noticed very little competition amongst them.
52. Then the system is not really competitive in its character? It is not competitive in the carrying out.
53. Then, when we say it is competitive, it means nothing? It means nothing as between the pilots themselves, so far as I am able to judge of their proceedings; but a fresh pilot has been taken on lately, and I hear there is a little competition springing up now; hitherto it has certainly been combination.
54. In the case of the boat accident at the Heads, would it not have been better to have taken the rescued men to the Quarantine Station? I inquired into that particularly. I at first thought it would have been handier and better; but when I came to realize the bad state the men were in, and the difficulty there was in bringing some of them to, I came to the conclusion that the best was done that could have been done under the circumstances.
55. But as regards those that were still adrift? No doubt the boat would have been back quicker again.
56. The "Harmony" is an hospital ship, is she not, and has the usual appliances, medicines, and so on? She is a quarantine ship, but at present there is nobody living on board of her.
57. She is in charge of the Quarantine Superintendent? Yes.
58. He has a boat's crew, and the necessary appliances for accommodating a large number of people? Yes.
59. There is a good jetty there? Yes.
60. Plenty of firewood on the beach? Yes.
61. And sheltered places on the beach? Yes.
62. Part of his stock would be medical comforts? The Superintendent has them on shore; I do not think they are on board the ship.
63. How far is his residence from the water—how long would it take a man to run up to it? Five or six minutes perhaps; it is some distance up on the hill above the jetty.
64. From the jetty, at the Quarantine Station, to the pier at Manly, how far is it? It must be a mile.
65. The mere landing of the men, in the state they were reported to be in, would have been an excitement in itself, would it not, as to restoring animation amongst these cold men—the fact of their getting on shore? There was more than one of them that remembers nothing from the time that they were between the Heads till they recovered in the Manly Beach Hotel, so that some of them were incapable of being excited.
66. Would the extension of the Electric Telegraph along the coast be any advantage? It would be of great benefit, for communicating arrivals, wrecks, and so on.
67. And the approach of storms? Yes.
68. *Mr. Sutherland.*] You have stated that the men do not realize the state of the weather by living in the bay—Do you think, if the competitive system was carried out, the men would not know the state of the weather better, as they would be on the watch for vessels coming in? I believe they would know more about it than they do under the present system.
69. Is the bay the proper place for the pilots to be in—would they not be in a better position near the new light-house? No, I think the best position is at the South Head Look-out Station. The system is to keep a watch there, and to telegraph or send the news to the pilots down in the bay.
70. Who keeps that look-out? Mr. Graham is the Government Station-master.
71. Does he keep the look-out and send word to the pilots? No, he keeps a look-out, and telegraphs all arrivals to Sydney. With the present system among the pilots, their look-out is left entirely to themselves.
72. *Mr. Tunks.*] In this case did they see the ship coming in? They did. Two pilots had left before the accident was reported, and probably these two knew more about the state of the weather than the remaining pilots, who did not anticipate being called out.
73. They take their turns by rotation? I believe they do, with the exception of the gentleman recently appointed.
74. Is it not the fact that the crews of these boats are deteriorated as seamen by taking it by rotation? Probably, if the competitive system were carried out, each pilot would provide himself

himself with the best crew he could get, but under the present system he might be satisfied with a cheap and less efficient crew.

F. Hixson,
Esq., R.N.

75. Under whose charge are the regulations affecting the competition system? Under my charge.

19 Sept., 1867.

76. Is it not in your power to make it really competitive? What I have been telling you is what I know to be the fact. I know nothing officially except that the system is under competitive rules. The combination I have spoken of is amongst the pilots themselves, for their own convenience. Every care is taken by the regulations that they shall do their work properly. When vessels are boarded outside certain limits, the pilots get full pilotage; inside another line, they get only half; inside another limit, they get nothing; and if they allow vessels to come within certain limits, they all get fined; so that the boundary regulations are a guarantee that the service shall be efficiently carried on.

77. The combination is entered into between the pilots themselves? Yes; but sometimes one pilot has twice or three times as much to receive as another. All I know is, that certain pilots bring in certain ships safely, that they board them at certain distances off the land, and that the captain is satisfied with their services.

78. And they are paid accordingly? Yes.

79. *Dr. Lang.*] What do you think should be the lowest size of a coasting vessel for which it should be imperative upon the captain to have a certificate of competency from the Board? I should say somewhere about 80 tons; it should range between 50 and 100 tons. These certificates would guarantee that no master of a vessel would wreck another man's property recklessly. I have known cases where a captain has lost a vessel, and the owner, instead of getting satisfaction from him, has only got impertinence. If we had a system of certificates, the Board would investigate each case, and, in the event of the captain behaving recklessly, they would deprive him of his certificate, and consequently ruin him in his vocation.

80. You think such a system is necessary for the port? I do not look upon it as a positive necessity, but I think it would be an improvement. On this point, I may make a remark that we have no power to deal with captains of large ships. In the year 1862 the Home Government passed an Act empowering the different Colonies to organize Boards, and, if they saw fit, to deprive masters of the certificates they hold from the Board of Trade; but we have never done anything here to carry out the suggestion of the Home Government.

81. *Chairman.*] They have some machinery of the kind at Melbourne? Yes, and at New Zealand also. The captain of the "Kaikoura" was deprived of his certificate the other day at Wellington.

82. *Dr. Lang.*] Could that not have been done here? It could not have been done, but we have not really had any great necessity for it here. Our foreign ships arrive safely, as a rule. The system is carried out to a great extent all over the Indian ports, where the navigation is dangerous, and masters of vessels are frequently deprived of their certificates for any misconduct.

83. You have mentioned that the proportion of wrecks is very favourable for this Colony, as compared with those on the coasts of the mother country generally? That is my impression.

84. Does not that arise from the milder climate and general safety of the coast? No doubt. And I think, to a certain extent, our vessels here are superior, on the whole, to the vessels in use on the coasts at home—I mean the old colliers, and vessels of that description. I think the average quality of the vessels here is better than at home.

85. You mention that the bar harbours generally along the coast are silting up? I say they silt up and clear their channels periodically.

86. Is not the entrance to Port Jackson filling up also? It is, to a modified extent.

87. What is necessary to keep it clear, independently of the means we have? There are several things that would mitigate it to a certain extent. It is proved that a great deal of filling up has taken place in consequence of the natural brushwood being cleared away, and immense quantities of *débris* have come down from the streets; the sewers also empty themselves into the harbour, and there are many abuses as to the silting up of Port Jackson.

88. Do you think it proper that the sewers should empty themselves into the harbour? I think it improper; but I must own that there are difficulties in the way of sending them elsewhere.

89. What do you consider the general cause of the wrecks of steamboats that have taken place along the coast within the last few years? Mismanagement on the part of the captains of the vessels.

90. Does it not arise, in frequent cases, from overloading the vessels, or from improper lading? There was one case—that of the "Pluto," which went to sea and was never heard of—in which public opinion certainly decided that she was overladen; and I remember, in the case of the "Cawarra," public opinion, to a great extent, taxed her with being overladen, but I do not think it was borne out on the inquiry. There was an inquiry held, and the loss of the ship was not attributed to her being dangerously overladen.

91. Was it attributable in any way, do you think, to the height of the bulwarks preventing the escape of the water which came on board? I think it was, to a certain extent; I believe, had the "Cawarra" had no bulwarks whatever, she would not have been lost.

92. Do you think there ought to be a different provision from what there is for the escape of water in such cases? There should be a very large provision in the shape of ports and scuppers, and so on. There are some steamers that actually have two complete doors; they open the doors, and give plenty of escape for the water.

93. Even though a vessel were not overladen, do you think she could possibly rise to the sea, in the event of a vast quantity of water coming suddenly on board, with the high bulwarks that there are on some steamboats? I consider nothing so dangerous as a vessel having very high bulwarks, and no means for the water to escape. There is a system
springing

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- springing up among steamers which I do not like to see—very high poops and high fore-castles, and a complete well in the centre of the vessel, which I think very dangerous.
94. In reference to telegraphic communication along the coast, what places would you recommend for telegraph stations? I should like to see this port connected with Cape Howe. The light-house at Cape Howe is at present under the superintendence of the Victorian Government; we bear half the expense, but the arrangements are left to Victoria. I should also be very glad to see telegraph stations at Jervis Bay, and on the coast at the Clarence, and likewise at Port Macquarie and Port Stephens.
95. Would it be necessary, in the event of its being carried to the Clarence, that it should be continued to the Richmond also? It would be a great benefit. It would be very important to have it at the Richmond, from the fact of vessels being bar-bound there for weeks at a time, and great anxiety being felt respecting them, in the absence of any means of communication.
96. *Chairman.*] You have a pilot establishment at Twofold Bay? Yes.
97. What advantage is that to shipping—what opportunities have they for boarding a ship? It is no very great advantage just now to shipping, any more than that they have a light-house there, and the pilot's crew are the light-keepers. A year or two ago, when there was a large traffic with cattle at Twofold Bay, the pilot was very busy, but he is not so now.
98. Supposing a vessel to run in there, is she subject to pilotage? Not if she is exempt, or does not break bulk. She would have to pay the dues, 4d. a ton, once during the year.
99. Supposing she runs in from stress of weather? We do not exact it from windbound vessels, at least not with my sanction.
100. I believe, as a rule, the charges have been exacted? When they come in windbound?
101. Yes? I think it improper. I am afraid the law would render them liable; but as a rule they are not disturbed, or should not be, under the circumstances of anchoring a few hours for shelter in such a place as Twofold Bay.
102. Would you not think it desirable to have that amended, so that the rates could not be enforced in such cases? I think it very desirable.
103. Do you not think the exaction of charges in this way would have a tendency to keep a vessel at sea, when it might be desirable she should make the port, for shelter? I know the high tonnage dues at Newcastle prevent them often from going in there.
104. Are they subject to those dues if they run in from stress of weather? Yes.
105. You think that objectionable? Highly objectionable.
106. Is there any reliable chart for vessels running into Broken Bay or Botany? The chart I spoke of just now will be available shortly for Broken Bay.
107. Could a vessel run in now with safety by Captain Stokes' chart, either of Botany or Broken Bay? It would scarcely be safe.
108. Do you not think it very desirable that these two fine harbours, north and south of the port of Sydney, should be so laid down that a vessel might, in case of emergency, run in with safety? I think it very desirable.
109. *Mr. Tunks.*] Have we the means of manning the lifeboat at the Heads, on the plan carried out in England? That is the plan we work under at present; we have no paid boat's crew at all—it is left entirely to volunteers among the pilots' crews, fishermen, and light-house keepers.
110. Can we be provided with a copy of the Pilot Regulations? Certainly. (*Vide Appendix A 1.*)
111. Have inconsiderate insurance operations anything to do with the wrecks of vessels? There is no check against roguery in that respect. There is so much competition among the insurance people, that I believe they take risks on vessels they are certainly not justified in doing. Vessels are very often insured for more than they are worth, and it leaves great room for roguery of the very worst description.
112. And in suspected cases, there are no means of depriving captains of their certificates, as under the English law? None whatever.
113. Have you brought this officially under the notice of the Government? I do not know that I have brought it under the notice of the present Government; but frequently in my reports and minutes to the Government I have referred to it.
114. Some questions were asked as to the silting up of Port Jackson.—Did your observations apply merely to the bay, or to the Heads, or both? Our means for determining the silting up of Port Jackson were not very reliable, from the fact of the old surveys not having their soundings very critical, and also from the fact of there never before having been a regularly established tidemark. We could see, for instance, that there were 21 feet of water on the Sow and Pigs flat, and a rise and fall of 6 feet or so of tide, but we had no established mark for a positive tide level; and therefore, as I said before, our means were not very reliable; but we came to the conclusion that there were some inches less water on the Sow and Pigs flat than formerly existed there.
115. It is your opinion that large quantities of silt, and other material calculated to fill up the harbour, are discharged into the different bays, and have afterwards to be dredged up? Yes.
116. Would discharging this silt at the Heads be a desirable operation? Not unless it was taken some distance outside the Heads.
117. What distance would you say would be safe? Two or three miles outside would be quite sufficient, I should think.
118. We have no evidence of the water receding from the land, or the land emerging from the water, in any appreciable degree? I have heard of theories on that subject, but the Commission on which I sat, in reference to the silting up of the Harbour, did not feel satisfied in recording any positive uprising of the land.

119. *Chairman.*] How many pilots are there now at the Heads, and how long have they served? Six. Mr. Gibson is the oldest pilot in the service, and has been there upwards of twenty years; Mr. Jenkins has been there ten or twelve years. The others are Pilots Fullerton, Shanks, Cork, and Cootes.

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Edward Orpen Moriarty, Esq., called in and examined :—

120. *Chairman.*] What is your official position? I am Engineer-in-Chief for Harbours and Rivers, and Chairman of the Steam Navigation Board.

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121. Do matters connected with the command of vessels on the coast come under your Board? Only to the extent of seeing that the steam-vessels are properly provided, and in a proper state for going to sea, under the Steam Navigation Act.

122. Your duties have no reference to the qualifications of shipmasters? No, none whatever.

123. Is there any official Board or party authorized to examine into their qualifications? I think there is a Board—the Pilot Board. I know, some time ago, they examined captains and gave them certificates. It is not part of the duty of the Steam Navigation Board—our functions are merely to carry out the Steam Navigation Act.

124. Have you, in cases of loss of steamers on the coast, made any inquiry as to their efficiency, or the cause of loss? We have. I may remark, with regard to your former question, and a question I heard you ask Captain Hixson, as to power to deal with captains in this Colony :—Some time ago, some regulations were sent out from the Board of Trade, and we found we had no power to deal with certain matters, such as the efficiency of captains. The Governor and Executive Council have power, in all Colonies where there is not a local Legislature, to promulgate regulations constituting a Board to deal with matters of the kind; but in Colonies where there is a local Legislature, the home regulations are inoperative—it has been left for the Legislatures of the Colonies, where there are such, to determine these things for themselves.

125. Have you brought that under the notice of the Government? Yes. We have suggested considerable amendment in the Steam Navigation Act, which is very defective.

126. Have you reason to believe that any losses of steamers on the coast have occurred from any defect which could have been corrected under the Board? No, I cannot recall any instance. I think most of the losses on the coast have arisen from captains of vessels keeping too close in, in order to avoid the current which sets along this coast. It is a curious thing that most of these losses have taken place with vessels going to the north or coming northwards; for instance, the "City of Sydney," the "Prince of Wales." The "Coonanbarra" was not lost, but very nearly so—she struck on a rock; the "Mimosa" struck on a rock and was lost, not a quarter of a mile off the coast.

127. Have you any mode of inquiry in these cases? We do inquire in cases where life has been lost, but our inquiry simply amounts to nothing. If we find a man guilty of any misconduct we can do nothing—we have no power to suspend his certificate or interfere in any shape.

128. Would the regulations established in England, if carried into effect here, give power to you or some other authorized Board, to deal with such matters? Yes, they would give ample power.

129. Do you not think these cases should be inquired into, and any dereliction of duty marked with the displeasure of the authorities? Yes, I think so, most decidedly.

130. Life was lost in the case of the "Mimosa"? Yes.

131. The wreck did not happen from stress of weather? Not at all; it was beautifully fine weather.

132. Was she supplied with the ordinary water-tight bulkheads? I think she must have been, but I cannot say, as a matter of fact.

133. That, in some cases of striking on a rock, has proved sufficient to save the vessel? It may have been so in some few instances. I confess I am not much a believer in it. In the case of the "Mimosa," the report of the diver who went down to examine her was, that she was ripped right along from bow to stern.

134. The "City of Sydney" was wrecked at night? Yes, run right ashore. It was attributed to the compasses being wrong, but I think it was owing to their keeping too near the shore.

135. Was there any inquiry in that case? No, I do not think so.

136. Do you think it was a proper case for inquiry? I think in every case of loss, investigation should be made. There is something in the Act to the effect that, in every case of reported loss of life, inquiry may be held by the Board; but in that case there was no loss of life, and the Board had no power to deal with it.

137. In the case of the "Prince of Wales," also, there was no loss of life? No.

138. Then you think it very desirable to have the Act of the British Legislature extended, and brought into operation in the Colony? Yes, and to have the present Steam Navigation Act amended in many respects.

139. Would not that properly come from the Board? The Board have brought the matter under the notice of the Government.

140. The Board consists principally of nautical men? Yes; I am the only non-nautical man on it.

141. Suggestions coming from them would be of a practical character, and likely to be effective? Yes. I fancy the matter has stood over principally in consequence of the Government not having had time thoroughly to consider it. I know some proposed amendments were submitted.

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142. In a form that could have been used? I think so. It has been constant matter of observation to the Board, how defective the Act was, and how necessary it was to amend it.

143. All steamships are under your control? In so far as seeing that the provisions of the Act are carried out.

144. You could stop them from leaving, if they were not? I presume we should have that power; but the operation is this:—Vessels come for survey once in six months, and if reported by the Surveyors to the Board to be in good serviceable condition, and that the various conditions of the Steam Navigation Act have been complied with, we grant the vessel a certificate. If, after receiving that certificate, it is reported to the Board that she has received any damage, or anything has occurred to render it advisable that the certificate should be withdrawn, or it turns out that it has been falsely or improperly obtained, then the Board have power to withdraw it. If a vessel leaves the port, carrying deck cargo, which is prohibited by the Act, the Act then makes provision for the captain and owners being prosecuted, and a certain specific fine is inflicted in each case; but I do not think it authorizes the withdrawal of the certificate.

145. There are no means of dealing with captains for any misconduct beyond the port? No, I do not think there are.

146. Do you not think that, in these cases, it is most desirable that inquiry should be instituted, before a man should be authorized to take charge of a ship again? Yes, I think it ought to be so,—that every captain should be properly and duly licensed. A great deal of valuable property and life are entrusted to his charge, and I think it is a case where the State may properly step in and see that he is competent.

147. *Mr. Tunks.*] Have you paid attention to the theory of the storms that devastate our coast in winter? A little; but I do not think I have gone into the matter in such a way as to justify me in giving an opinion upon it. Our storms generally come from the southward and south-east, and work up the coast.

148. Is it a fact that they recur at regular seasons, in some degree? Yes, I should think they do. The worst gales happen generally in winter.

149. Have you any means of saying whether they are more intense immediately about the land, or some distance off—say fifty miles? No, I have no means of knowing. I should rather infer that they would be severer near the land, in consequence of the disturbing influences that would be in existence. The various currents of air, and the electric state of the atmosphere, would be more affected in the neighbourhood of the land than they would be on the water.

150. Many of our coasting vessels have to make passages in a very short time, in the ordinary course? Yes, the great bulk of our traders with Newcastle have to do so.

151. From point to point? Yes.

152. So that any defect in the compasses at night would necessarily lead to danger? Yes, but it is a very safe coast generally.

153. Have we any authorized or reliable surveys of the coast? There are surveys just completed—I do not know whether they are published yet—by Captain Sidney; but when they are published, I have no doubt they will be very valuable.

154. How old are the surveys that we are acting upon at present? I can scarcely give the date, but they are very old.

155. Say twenty years? Fully that.

156. Have you noticed the shifting of the sandbanks and other alterations in the depth of water in the harbour? I was one of the Commission who examined into that matter, and we were clearly of opinion that there was a perceptible shoaling in this harbour.

157. And in our harbours generally? We had nothing to do with others.

158. Have you examined Broken Bay? No; and I believe there is no record by which we could form an opinion as to it.

159. Is there any intention to place a light there? I hear there is an intention to do so, but I do not know it officially.

160. As an engineering operation, I thought it would be in your department? Hitherto the light-houses have been built by the Colonial Architect. Indeed, I do not know that any light-houses have been built since my department was formed, speaking from memory, except perhaps the one at Jervis Bay.

161. Have you any reliable information that some vessels, making the journeys to which we have recently alluded, have been out of the storms that have been very severe on the coast, though not themselves very far away? I have heard that, and I have seen reports of vessels coming from the northward having almost fine weather until they came down to a certain point, where they met the gale. That, I believe, is a well-authenticated fact.

162. Then it would be an advantage to have information conveyed by telegraph along the coast, to the effect that storms might be expected at certain points? Yes, I believe it would be very useful to shipping to have telegraphs at certain well-marked points along the coast. It has been found of great use in England.

163. Considerable attention has been paid, of late years, to the law of storms, in Europe? Yes; but I do not think they have quite determined on it yet. Some very valuable theories have been propounded by Colonel Reid and others; but I do not think they are considered conclusive. It is laid down that storms generally travel in cyclones, and that as you approach the centre the storm becomes more intense, and as you recede from it you get out of its greatest force. In that way it has been attempted to be shewn that, by steering a certain course in a storm, it may be run out of altogether.

164. *Dr. Lang.*] What size do you think should be the lowest for vessels in which it should be imperative on the captain to have a certificate of competency from the Board? I should say somewhere about 100 tons. I do not know that there is any occasion for a certificate to a man commanding a small ketch, or vessels of that class.

165. To what cause would you ascribe the wrecks of steam-boats that have taken place within the last few years along this coast? I attribute them to improper conduct on the part of the captains, in keeping too near the coast.

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166. What is the distance to which the current along this coast extends, or how far from the coast is it felt? That depends upon the locality. In deep bays the effect of the current is further off; in shallow bays it is close in. The current seems to travel from one leading headland to another, setting down the coast. It is, I believe, the result of the tidal wave flowing in on the coast of New Holland. If you look at the map of New Holland, you will see that Cape Byron, the easternmost point, is about the position where the tidal wave strikes this coast; and from Cape Byron it falls away to the southward in one direction, and to the northward in the other, one current setting to the north and the other to the south, the result of the tidal wave following the moon. That is felt outside the principle headlands; and inside, again, we have an eddy current setting in the opposite direction, and the distance it is felt off the coast depends upon the depth of the bays.

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167. Is the direction of the current southerly throughout the year? I believe it is; but it varies in intensity at different periods.

168. Have you ascertained at what rate the southerly winds, that rise so suddenly here, travel along this coast? On two or three occasions I have observed that they came up at the rate of about forty miles an hour. It has been said that hurricanes travel at the rate of sixty miles an hour, strong heavy gales at forty miles, and light gales twenty miles. There was an elaborate investigation of the subject by Mr. Smeaton, and that was the result of his inquiries.

169. *Chairman.*] Who are the members of the Steam Navigation Board? Captain Smith, Captain Watson, Captain Fox, Captain Moodie, and myself.

WEDNESDAY, 25 SEPTEMBER, 1867.

Present:--

MR. TUNKS.
DR. LANG,

MR. SUTHERLAND,
MR. EGAN.

ROBERT STEWART, ESQ., IN THE CHAIR.

Mr. William Dalton called in and examined:--

170. *Chairman.*] You have been many years engaged in connection with coasting vessels, either as ship owner or agent? Yes, for the last thirty years.

Mr. W. Dalton.

171. During that time, you have devoted a considerable amount of your attention to matters connected with the shipping and coasting trade generally? Yes, I have been a great deal on the coast, and a close observer of the coast generally.

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172. You have known many cases of vessels being wrecked, and loss of life having occurred? Yes.

173. Have some of your own vessels been wrecked? Yes, several; nine or ten, I think.

174. Has it occurred to you that any means could be adopted to relieve, to any extent, the risk of shipwreck? At Trial Bay there could be a breakwater formed, from what they call Lagger's Point, going in a north-west direction, so as to break the sea off there and allow a ship to lie there in any weather.

175. Supposing that to be done, that would make a safe anchorage on that part of the coast? Yes. I remember about three years since there were three vessels lost in that bay—they drove ashore from their anchors; but had there been a breakwater there, they would have ridden out the gale with perfect safety. There were four or five lives lost from them.

176. On other parts of the coast, particularly to the south, does anything occur to you that could be done to save vessels in bad weather? No, I do not know of anything; only that the coast is very deficient of lights, particularly on Seal Rock Point.

177. Do you think losses have occurred, on some occasions, from want of a light in that particular locality? I believe so; I believe on three or four occasions vessels have been lost for want of a light there.

178. Seal Rock Point is a turning point of the coast, is it not? Yes, going to the northward. After you get past Seal Rock Point, you come in more to the westward.

179. Is that considered a place where vessels are subject to risk at night? Yes.

180. Is it necessary, on that particular part of the coast, for ordinary coasters to hold the land as closely as possible, on account of the current? In winter-time, vessels will hold the coast as close as they can, owing to the prevalence of westerly winds, but in summer they keep off.

181. The Seal Rocks lie off the land some distance? Yes; there are two rocks—one above, and the other under water.

182. Would you suggest that a light should be placed on the outer rock? No, on the mainland. The outer rock is a very short distance from the mainland, but in fine weather vessels go in between the mainland and the rock.

183. You think a light here would tend to the safety of vessels very much? Yes.

184. I understand that you think, in some cases, it might have saved the loss of vessels? Yes, I could mention three that might have been saved, had there been a light there.

185. Is it the belief of nautical men and persons engaged in the coasting trade, that vessels have struck there and nothing further been heard of them? Yes, many persons think so.

186. That is your impression? Yes.

- Mr. W. Dalton.
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187. Have you been to Broken Bay at all? Yes.
188. Is that a safe place to run to, in case of a vessel not being able to make Sydney Heads? At times it might be done; but in very heavy weather, and dark nights, it is unsafe, for want of a light.
189. As a place of shelter it is perfectly safe? Yes, after you get round Barrenjuey.
190. The risk is in the want of a light as a guide? Yes, you cannot see the entrance on a dark night.
191. I suppose it would not require an expensive light? No.
192. Would that harbour be frequently used by coasting vessels if a light were there? I think it would be used more than it is.
193. You are aware that a steamer was lost there some five or six years ago, and one or more lives lost? Yes, through mistaking the beach for the entrance.
194. If there had been a light, that would not have occurred? No.
195. You have not had much experience of the coast south of Sydney? No, my business has led me to go north. I have occasionally been down to the south.
196. Does anything further occur to you as desirable to save vessels from wreck? No, I do not think there is anything else. I think a light on Seal Rock Point, and one at Smoky Cape, would be very valuable. Smoky Cape is the entrance to Trial Bay; but a light there would not be so valuable as a light at Seal Rock Point.
197. A light at Seal Rock Point would be a guide to all vessels going north? Yes; so it would at Smoky Cape. Trial Bay is the only shelter at present, after leaving Port Stephens, till you get to Moreton Bay.
198. There is a light at Port Stephens? Yes.
199. Is that a good guide for vessels making the port in distress? Yes, it is a very good light.
200. Could you suggest anything that might be adopted to save life, in cases of shipwreck, beyond the present means? No; I think the vessels, if they will only keep to the regulations, are very well provided, so far as that goes; they have life-buoys, boats, and so on.
201. The great point is to save the ship from wreck? Yes.
202. There are not many hidden dangers along the coast that a vessel is subject to be wrecked upon? The Solitary Islands are rather dangerous, but I have been so far north as that but very little—the extent of my knowledge is from Sydney to Trial Bay.
203. You have run up and down yourself in your own vessels? Frequently; for seven years I was constantly going up and down.
204. Is it not objectionable to charge pilotage and harbour dues at Newcastle and other places where vessels may run in from stress of weather? It is a very heavy tax, and I think it ought to be taken off. A vessel going in from stress of weather is, in fact, charged for going in to save life. They are charged pilotage, harbour dues, and tonnage dues, at Newcastle.
205. These heavy charges would tend to keep vessels at sea when prudence would lead them to run for the port? Yes.
206. Is the charge for pilotage made in all cases? Yes, unless the captain is exempt, and then the ship is still subject to the harbour and tonnage dues.
207. *Mr. Tunks.*] Is there a larger number of accidents on this coast than on the neighbouring coast of Victoria, and other places, where much coasting trade is carried on—is the number of wrecks larger in proportion to the number of vessels employed? I cannot say; but I think many of the accidents which occur might be prevented if the coast was properly lighted, and if there was a harbour of refuge for them to go into in case of heavy weather. The only place to the northward that I know of that could be made into a harbour is Trial Bay.
208. Have you any idea what would be the cost of making a breakwater there? I think the cost would be very heavy. Still, I have my own idea what the Government might do in the matter, and the cost would not come so heavy to them. They might employ prison labour to do it.
209. Are coasting vessels always provided with proper charts and soundings of the different ports to which they trade? They generally are.
210. Are your vessels? Formerly they were not.
211. Are yours now? I have no vessels of my own now—I am only agent for vessels.
212. Is it within your knowledge that these vessels are all provided with the best information they can get? I think, generally speaking, they are; some may not be.
213. What was the date of the last surveys that you furnished to the people under your charge? The last was a vessel that I sent to Moreton Bay, and unfortunately, coming back she went into Trial Bay, and got lost there. She had charts and everything on board.
214. What was the date of those charts? I do not remember the dates of them. It is about three years since the vessel was lost.
215. *Chairman.*] They would have been the latest charts, I suppose? Yes, the best that could be got, no doubt.
216. *Mr. Tunks.*] Are the persons that command these vessels competent navigators as well as practical seamen? Generally they are, but some I should say are not. It does not require a first-rate navigator to run along the coast; it requires a man who knows the coast well, so that if he happens to be blown off, he knows where he is when he makes the coast again.
217. Are there not many of these people who know nothing of navigation? Many of them.
218. Have they any certificates? They have to pass a Board at the Harbour Master's Office.

219. And they get a certificate there? Yes, to exempt them from pilotage. They have to pay £5 or £5 5s. for it.

220. Have you ever been into Broken Bay? Yes, many times.

221. Do not some of the points run out very considerably to the eastward, on the southern side of Broken Bay? Yes; on this side Barrenjuey runs out a good bit to the eastward.

222. Does that act as a breakwater to the entrance, in your opinion? Yes, I should say so.

223. Is the channel laid down correctly, with proper soundings, in any chart, to your knowledge, about the entrance to Broken Bay? I am not aware, but I have no doubt there are such charts. A vessel going into Broken Bay can keep the land very close on board.

224. Do you know anything from meteorological experience that would indicate a coming storm? I have myself generally gone by my own experience of the movements of the clouds. At times you will see the clouds rise to the eastward, and some would suppose the wind would be coming from that quarter; but instead of that, it comes from the opposite quarter. Again, you may see them rise to the north, and think we were going to have a hard blow from the northward, but it comes from the southward.

225. Have you ever noticed the rise and fall of the mercury? Yes. I am not sufficiently acquainted with nautical matters of that sort to give an opinion upon them myself.

226. Are coasting vessels furnished with barometers? Generally they are.

227. Of the best description? I hear some of them frequently speak of their glasses, praising one against another. They vary, I suppose.

228. *Dr. Lang.*] You ascribe the shipwrecks that have taken place along the coast, in the first place, to want of light-houses? Yes.

229. What are the places in which you would recommend light-houses to be erected northward of Sydney—what is the first place? Broken Bay or Barrenjuey.

230. The next? The next would be Seal Rock Point. We have lights at Newcastle and Port Stephens.

231. What is the next place to the northward? Smoky Cape, at the entrance to Trial Bay. Further than that I cannot speak of.

232. Do you think shipwrecks on that part of the coast have resulted, in many instances, from mismanagement on the part of the nautical men in charge? I think it is possible some may have occurred through mismanagement, but in other cases no mortal man could have saved them.

233. *Chairman.*] Have you seen the plan that was suggested by the Government for a breakwater at Trial Bay? No.

234. Do you think, if it was practicable to place a breakwater there within any reasonable expense, it would be a great public advantage? Very great, for all vessels going to the northward, and in fact to vessels coming from New Zealand and the South Sea Islands.

235. To any vessel, in fact, making the land to the northward of Port Stephens? Yes. Any vessel that could not make Port Stephens could make Trial Bay.

236. Port Stephens is a safe port to run for? Yes; but in bad weather Trial Bay would be better than Port Stephens, if it could be made a harbour.

237. *Dr. Lang.*] Being easier of entrance? Yes, that is what I mean. After you get into Port Stephens you are land-locked, but in Trial Bay you would not be land-locked. Round Port Stephens it is a very mountainous country, and the wind rushes down sometimes in such a way as to take a vessel aback all at once.

238. Is there a natural reef of rocks at Trial Bay, in the direction in which it is proposed to carry the breakwater? Yes, there is a reef which runs out in a north-west direction from Lagger's Point, and if it was continued on, it would close the bay in altogether.

239. There is a solid foundation for any structure that may be run along that reef? Yes.

240. *Chairman.*] The whole of our northern coasting trade has to pass close by there? Yes.

241. Does anything else occur to you as an improvement, beyond what you have pointed out? In the event of the Government declining to carry out a breakwater, I think if there were strong heavy moorings laid down in Trial Bay, it would be a great benefit.

242. That could be done without delay, I presume? Yes.

243. Would you think that desirable, even in the event of the breakwater being decided upon, while the work was in progress? Yes; but if ever the breakwater was carried out, it would do away with the necessity for moorings. Trial Bay could be made a far better harbour than Wollongong, I am certain.

244. Would Trial Bay be sufficiently capacious, with a breakwater there, for the accommodation of the ordinary number of coasting vessels seeking shelter there? Yes, I suppose from Lagger's Point over to the rocks on the other side it is quite two miles.

245. That would afford shelter to an immense number of vessels? Yes.

246. Would it not be of great benefit to the coasting trade, irrespective of its use as a harbour of refuge, to enable them to take safe anchorage in Trial Bay during a continuance of unfavourable winds? Yes.

247. Is it not a fact that vessels are sometimes driven back as far as Newcastle and Port Stephens, with ordinary weather? Yes, I have known vessels to be driven back to Sydney Heads.

Mr.
W. Dalton.

25 Sept., 1867.

Charles Smith, Esq., called in and examined:—

- Chas. Smith, Esq. 248. *Chairman.*] You are a member of the Steam Navigation Board? Yes.
249. And also a shipowner? Yes.
250. You are also connected with an Insurance Office? Yes, I am a Director of the Australian General Assurance Company.
251. You have given the subject of shipwreck some consideration, I presume? Yes; having been a sailor the greater part of my life, of course it has come a good deal under my notice, both as being at sea myself and as a shipowner.
252. Could you offer the Committee any suggestions which you think would be desirable to carry out, to prevent shipwrecks on our coast? There are several things that might be done. At the same time, I do not think the loss by shipwreck here is more than in other parts of the world.
253. Irrespective of comparison, is there any suggestion you could give us, as to the possibility of reducing the amount of shipwreck? I consider it would be of service if we had the Shipping Act of 1854, and also the Amendment to that Act of 1862, in force here. It is in force in all the other Australian Colonies. Under it there would be a Board for granting certificates of competency to shipmasters, with power to cancel them if necessary.
254. There is some method of issuing certificates here now, is there not? No, none whatever, only as pilots for the different harbours they go to. There is no certificate as to the qualifications of shipmasters in this Colony, but in all the other Australian Colonies I think it has been so for years. The English regulations may want a little adaptation to our wants here; but generally speaking, the law is as complete as it is possible to make it. It would require some very slight alterations indeed to adapt it to our case.
255. The law is made to be applied to the Colonies when they think fit to take it up? Yes, it is made to apply, only that there must be an acquiescence by the Legislatures of the Colonies having separate Legislatures, before it can come into operation. That acquiescence has never been given here, though it has been in all the other Colonies.
256. Is an inquiry made in cases of shipwreck under that law? Yes, invariably.
257. That is a thing you think very desirable? Yes. No such inquiry can be made here—that is, it cannot be made in the same form. The Government may call an inquiry into anything they choose, but it cannot take effect as it does under the Shipping Act of 1854, where they have the power to cancel or suspend a master's certificate, if they find he has been neglectful or to blame in any way.
258. Has it occurred to you that any additional light-houses would be an advantage? As the trade increases, no doubt more light-houses will be necessary; but this is a coast, generally speaking, that is very free from shipwreck. The current off the coast runs at such an angle, in relation to the land, that, with common prudence, shipwrecks should not occur. In a great many instances they have occurred through inadvertence or neglect—for instance, most of the wrecks of our steamers.
259. With the exception of the "Cawarra," they were generally in fine weather? Yes, and from the evidence in that case, she was making very good weather at sea. How far a person is justified in taking a bar harbour when he is all right outside can only be known to those in charge.
260. Those able to give that information were unfortunately lost? Yes.
261. Has your attention been called to the loss of life that lately took place at the Heads? Yes.
262. Do you think any better provision could have been made against such an occurrence? I do not think anything would prevent occurrences of that sort, because they proceed, in a great measure, from the want of judgment of the parties present on the spot. For instance, when the mishap occurred to the first boat, it was a clear want of judgment to overload the small boat as they did, by all getting into her, instead of hanging on to her gunwale until they could be rescued. Any one at all acquainted with boats must have known what was certain to occur. Even a whaleboat, which we consider the safest boat at sea, no one would consider safe with a double crew in her at sea in bad weather; and a waterman's boat, like Green's, would of course be so much the worse. The first boat was capsized through a little mismanagement, perhaps, which is apt to occur with the best crew at times like that, and then the overloading of the other boat converted an accident into a catastrophe.
263. Is it not a frequent occurrence at sea that whaleboats are swamped? It is very often so, but then the crew are content to stop in their own boat in the water, or hang on to the second boat, until others have time to come to their assistance.
264. Do you think there is anything due to a deficiency in practical experience of whaleboats? To some extent perhaps there is, but I cannot well describe to you what I would wish to say in that respect—it is a want of general knowledge of being in such situations. I have seen as many as four or five whaleboats' crews in the water all at once, but I never saw them endanger another boat by two or three crews getting into one; they would stop there till other boats could come to them, hanging on in the meantime to the boat, or to the oars laid across the boat, and so they would eventually all be taken off in safety.
265. Is it not a fact that a whaleboat not properly managed is more dangerous than an ordinary boat? In some respects they are, but not generally so; they are very lively if not hove across the sea. To manage a whaleboat requires of course a little practical experience, and there is a good deal in having a crew accustomed to the boat—a crew not accustomed to the boat is not so handy as in a boat that does not require the nice handling that a whaleboat does.
266. A whaleboat requires generally practised hands? Yes.
267. In case of heavy weather, such as prevailed that morning, is it not at all times attended with great risk for a boat to board a ship between the Heads? It is always attended with more or less risk, no doubt.

268. Could the captain of a ship run her into smooth water before the pilot boarded her? *Chas. Smith, Esq.*
A captain well acquainted with the port could do so, but not a stranger. With an easterly wind he could do it, but if he comes in with a southerly wind, as is generally the case, to run into smooth water he must either go into the Quarantine Ground or come round so sharp that none but a man well acquainted with the port would do it. *25 Sept., 1867.*
269. Is it not attended with great risk to lay a ship to for a pilot? It is when between the Heads, but three or four miles off there would be no danger whatever.
270. If there is sufficient sea room? Yes.
271. In this case the vessel was between the Heads? She was running up between the Heads. It would have been sufficient if the pilot had taken a tow-rope from the vessel; she would not have have to for him in such a position and in such weather. In that case the master was well acquainted with the port, and could venture in when a stranger would not.
272. Was the wind southerly on that occasion? I do not exactly recollect. I have thought sometimes it would be advisable to have a steam-tug down there, which perhaps would be very handy at times to hook on to a vessel and assist her when in danger. It could also take out the pilots. But of course it would be a considerable expense to the Government to keep it.
273. Is there not occasionally weather in which it would be more advisable for a vessel to keep to sea than to make the Heads? Decidedly.
274. Take that particular occasion—Do you not think it would have been more prudent to have kept off? I think not, when the captain was well acquainted with the port.
275. When it involved danger to the pilots endeavouring to board the ship between the Heads? No, for this reason,—that the master had been frequently here, and knew the harbour as well as the pilots, therefore he was able to take his own vessel in, as it were. There is no doubt that, in this instance, his attention being drawn away by the boats getting swamped, he got into a somewhat difficult position; but if he had been left to himself, with nothing to distract his attention, he would have got up all right.
276. Then it would have been more to the advantage of the ship that the pilot should not have attempted to board? Yes, in that particular instance.
277. Have you ever had experience northward along the coast? Yes, I have been all along the coast.
278. Have you ever anchored in Trial Bay? No, I have never been much close in shore.
279. It does not occur to you that anything could be done along the coast that would be of great value in preventing shipwreck? I have heard it suggested that there should be a breakwater at Trial Bay; but I doubt whether our trade is of sufficient importance to warrant a very heavy expense for such a purpose.
280. It could only be made available for a small class of vessels? Yes; and we seldom hear of a vessel being blown ashore on this coast. Now and again a little vessel gets into a tight and gets lost, but we seldom hear of a vessel of any size ever being lost by being blown on shore.
281. Are you aware that in the gale in which the "Cawarra" was lost several vessels were wrecked? Yes, but they were embayed. There was a vessel lost near Kiama, but she was too close in to the beach—closer than she had any right to be, in fact.
282. Six or seven vessels were lost? Trial Bay would not have been of any service to these vessels—they were all running down the coast.
283. *Mr. Tunks.*] With reference to the accident at the Heads—Are you able to say that the boats used there in the Pilot service are the ordinary sized whaleboat? They are a little larger than an ordinary sized whaleboat.
284. What is the number of hands required to work a whaleboat of that size? The usual number of hands is five, in a whaleboat.
285. Were that number employed in these boats? I believe they go out generally with four.
286. Including the pilot? No, four without the pilot.
287. Are you aware whether the men employed in this service are competent men for that kind of service? I am not sufficiently acquainted with the boats' crews to say whether they are or not.
288. Have the pilots engaged in this service any experience of our coast? I should think they have.
289. Are you aware how long Pilot Reeder was in the Colony altogether? I am not—I do not think he was so very long in the Colony.
290. Is it your opinion that sufficient care is taken in insuring vessels trading upon the coast? I think generally so.
291. There is no extraordinary inducement to run them ashore? No, I think there is very little if anything of that sort; if there is, it must be in very isolated cases.
292. *Chairman.*] No case of suspicion has come under notice in the office you are connected with? None that I am aware of.
293. *Mr. Tunks.*] On the whole, our coast is more than usually safe? I think so, from my experience of it.
294. And we have not a disproportionate number of accidents? No.
295. *Mr. Sutherland.*] Do the pilots here work under the competitive system, do you know? I believe they do not compete, that is, I believe they take it in turns.
296. Do you think that the best system for shipowners? No, I do not; I should certainly prefer the competitive system. That system, when it was in force here, gave more satisfaction than any system that has been in force hitherto.
297. And more security to vessels? Decidedly so.

Chas. Smith, 298. Do the pilots undergo any examination by any Board before they are appointed to the situation? Yes, they are examined and passed by a Board appointed by the Government for the purpose.

Esq.
25 Sept., 1867. 299. Do the boats' crews pass any examination as seamen, or are they entirely under the control of the pilots themselves? I believe they are entirely under the control of the pilots themselves—they choose their own men and pay them.

300. Under the present system of rotation, it is their interest to get the cheapest men they can? I should think it is, but at the same time they must have men who are capable of handling a boat, or they could not do their work.

301. If they were under the competitive system, and they were going out to a distance to sea in bad weather, do you not think they would be more particular in selecting men who have been in such situations before? No doubt, because it would be their interest to do so—it would depend upon their boats' crew whether they boarded the ship first or not, and therefore they would employ better crews.

302. By employing better crews, there would be more safety for vessels, as well as for the crews of the boats themselves? No doubt of it.

303. Could you suggest anything to make the system a really competitive one? To make it competitive, each pilot should be paid for each vessel he piloted in. The pilotage would require to be taken away from the general Revenue. It would be better, in my opinion, that it should be done under a Board than under the Government; and let the Board examine the pilots, and make as many as they consider necessary. In fact, let it, like every other occupation, find its own level. By that means we should have vessels better cared for, have better crews, and be freer from accidents.

304. Then you would grant certificates as pilots to as many qualified men as applied for them, and let them make it pay as well as they could? Yes, let them take their own way. One might station himself at Botany Heads, another perhaps at Jervis Bay, so that a vessel would have a chance of being boarded at sea in fine weather, whereas she might reach Sydney in a gale of wind. The foundation of all this is the Merchant Seamen's Act, by the establishment of a Board, who would have this under their control along with other things.

305. Have you ever been along the north coast of Scotland? Only as a boy.

306. Are you aware that the system you have just explained is in force there, or has been in force there, and has been found to act well? Yes, for many years—ever since I can recollect, at all events.

307. *Dr. Lang.*] What are the changes that you think would be necessary in the legislation of the Colony, to ensure greater safety of vessels on this coast? Simply to adopt the Imperial Act of 1854, with a little variation, so as to adapt it to our requirements. I believe the Act itself is as complete as it can be made in every respect, when taken in conjunction with the Amendment of it passed in 1862, which it would be very desirable to carry along with it.

308. Do these Acts provide for the appointment of a Board to give certificates of competency to shipmasters? Yes, and also for Local Boards of Management with regard to Harbours, made up of different persons, some put in by the Government, some by the shipowners, and some by the general community, so that all interests are represented.

309. The adoption of these Acts by the Legislature is all that is required? Yes. There is also a Customs Act, under which an open Court is held to deal with certain matters affecting Customs, which would be very good for this Colony.

310. Do you not think the coast of this country is much safer than that of the United Kingdom generally? Very much safer.

311. Do you not think the weather generally along this coast is much milder than in Great Britain? No doubt it is.

312. Do you not think, then, that the proportion of shipwrecks should be much smaller than at home? No doubt it ought to be.

313. To what would you ascribe the frequent shipwrecks we have had along this coast—would you attribute them to the want of lights? No, I do not; I attribute them as much to the neglect of those in command as to anything. The weather is usually so fine, and the coast so clear, that people do not give it the attention that they do in other parts, from the fact of its being such a good coast, and so easy to get off it.

314. You are aware that coast lights are very near on the English coast? Very near—they are continuous, in fact.

315. And here we have very great spaces of coast without any light at all? Yes, I am aware; but taking all that into consideration, I do not think we require any more lights than we have at the present time; that is, I do not consider the intercourse is so great as to require any more lights. It may be desirable to place another light between here and Moreton Bay; and, if it were considered of sufficient importance, we might put a light on every place a vessel goes to, but I doubt whether the time has arrived for that at present—I do not see the necessity for it myself.

316. Supposing vessels to make Sydney Heads in very bad weather, such as that in which the "Dunbar" was lost, would it not be desirable to have Broken Bay and Botany sufficiently laid down on a chart for shipmasters to be able to run for either of those places? I do not think, with all due deference to the subject, that there are many gales of wind (if any) on this coast in which a ship such as the "Dunbar" would not find her way off it if it was desired.

317. You think she was not driven on shore in consequence of the weather, but in consequence of mistaking the entrance? Decidedly.

318. With reference to the pilots' crews—Do you think it would be any advantage if efficient men were engaged under the Government in manning the boats? No; as a rule, the Government *employés* are the worst we have in any department.

319. You think they are better left to the pilots themselves? Yes.
320. *Mr. Tunks.*] Are you aware whether the attention of the Government has been called to the advisability of adopting the Imperial Act you have spoken of? I have myself called the attention of some Members of former Governments to it; and the late Mr. Robert Johnson either had a Bill on the subject before the Legislative Council or was about introducing one there. I know there was a Bill relating to it in print some years ago.
321. Has it ever been brought formally and officially under the notice of the Government, by the Board with which you are connected? I am not quite certain whether it was by the Board or not, but I am certain the defects in our law were brought under the notice of some Members of a former Government, and that some Bill was in print with respect to it. I am speaking of three or four years back.
322. What are the official duties supposed to devolve upon the Steam Navigation Board? Simply to carry out the Steam Navigation Act. Steamers cannot ply without certificates from the Board.
323. Does your power extend to the loss of vessels at sea? It extends to the loss of all steam-ships. We have power to deal with all steam-ships, but we have not power to deal with the master or anyone who has caused the loss.
324. You have merely to inquire into the facts? We inquire into the facts and report to the Treasurer, who has no more power to deal with the master than we have. If there is loss of life, we are required imperatively to do it; but where there has not been loss of life, it rests with the Board whether they consider it necessary or not.
325. *Mr. Sutherland.*] If your notice is called to it? The owner of a steamer is bound to give the Board notice of a loss.
326. *Chairman.*] You have no power, in any case, to deal with the person who may be considered blameable? No.

Chas. Smith,
Esq.

25 Sept., 1867.

Henry Thomas Fox, Esq., called in and examined:—

327. *Chairman.*] You are a member of the Steam Navigation Board? I am.
328. And connected with one of the Insurance Offices? Yes, I am Manager of the Australian General Assurance Company.
329. You passed some years of your life in nautical pursuits? Yes, I was at sea for twenty-one years.
330. Has your attention been called to cases of shipwreck and loss of life along this coast? I have thought a good deal about it from time to time, as a general subject with which I am and have formerly been connected.
331. Has it occurred to you that any legislative means could be adopted to prevent, to any extent, the losses that take place? I think the Legislature might step in, in two or three ways. Masters of vessels might be made to undergo some examination similar to that in England; and the consequence would be, that we would not only get a better class of men, or men better fitted for it, but the fear of losing their certificates would be always held *in terrorem* over them; and the fear of losing employment by its suspension would tend to keep them to their duties better than would otherwise be the case. It has that effect at home, where certificates are granted.
332. Do you think some of these losses of vessels may have arisen from want of judgment? I think some few of them may. Another great cause of loss on this coast, among coasters especially, is their being badly found, and being loaded too deeply; and another cause is possibly the want of sufficient harbours.
333. Could you offer any suggestion as to the improvement of places for vessels to run into—what do you think of Broken Bay, for instance? I have never been in Broken Bay; but from my judgment of charts of the coast, and from all I have heard of it from nautical men, from its position—being between Sydney and Newcastle, to which the principal part of our coasting trade is directed—I think if a light were established, or any means which nautical experience could suggest were adopted to make Broken Bay more available, it would be of the highest benefit. Then, on the long range from Port Stephens down to Moreton Bay there is no harbour at all that you can take in bad weather. Trial Bay has been suggested, and no doubt if it were improved it would be very useful.
334. Your experience has been more south than north of Sydney? Yes, I speak of the north more from what I have heard from others, and from my general experience of nautical matters and examination of charts.
335. Have you ever been at Trial Bay? No.
336. Have you seen the plan proposed to be adopted for a breakwater there? No. (*Plan placed before the witness.*) Of course, if that could be carried out, it would make a splendid harbour of refuge, no question about that.
337. It would be merely a matter of expense? Purely a matter of expense, which, of course, I can scarcely judge of. If the Government could employ the prison population upon it, it might reduce the expense very considerably, as was done at home at Portland. Portland Bay was as open as Trial Bay is now, but I am informed that now fleets can ride there, and that ships going up and down the Channel take it in stormy weather constantly.
338. You are aware that more than a million of money has been spent there? I know the cost has been very large.
339. You think, if anything could be done at Trial Bay, it would be of very great service? Yes, of very great service. Our shipwrecks have been nearly always during easterly gales—they come on frequently with little warning, are so violent, and generally so directly on the coast, that vessels cannot get off on one tack or the other, and unless they get into a harbour there is no safety for them.

H. T. Fox,
Esq.

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- H. T. Fox, Esq.
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340. Is there anything that occurs to your mind that is desirable to be done to the southward? We are pretty well off for harbours to the southward. No place strikes me where it would be desirable to go to expense now. There is not such a long line of coast as to the north. There is Botany Bay, Port Hacking, and Jervis Bay—one of the best harbours in the world. The range between there and Twofold Bay is rather a long distance, but I do not think it would be necessary to go to any expense, because the trade is so little.
341. Has the light established at Jervis Bay proved of value? It has proved of some value, as any light would in any place, but no doubt it was put on the wrong spot.
342. What is the deficiency? It is on no projecting headland, but as it were in a light of the coast. In coming up from the southward you do not see the light at all unless you are well out to sea.
343. Its principal use is as a land-fall? Yes; it is not of half the value that it would have been, at the same cost, if placed in a proper position. My own opinion always was, as I explained in evidence before a Committee of the Legislative Assembly of this Colony on the subject, that it should have been placed on Crocodile Head, the northern headland of Jervis Bay.
344. In that case it would have answered as a guide for ships making that place for shelter? Yes, a ship would only have had to round it and go in; and besides that, it would have shewn the entrances to Shoalhaven, Kiama, and Wollongong. Being placed so far to the south, it is of no more use as a mark to enter Jervis Bay than the old South Head light was to enter Sydney Heads. As you are aware, before the inner light was put on South Head, ships had to guess their distance, and they have to do the same now with regard to this light at Jervis Bay, without the advantage of opening up any mark within the harbour like the lightship at Sydney Heads; whereas if it had been placed on the North Head of Jervis Bay, it would have answered both purposes.
345. In point of fact, it is next to valueless? It is, of course, of much greater advantage than no light would be.
346. It does not occur to you that it is necessary to extend the number of lights to the southward? At present I do not see any necessity for it; I think the southern coast is quite sufficiently lighted for the requirements of the trade.
347. It has been suggested that the Navigation Regulations of England, of 1854, could be adopted here with advantage? They could be adopted without the slightest difficulty. We are behind some of the other Colonies, in not adopting them. The Merchant Shipping Act of 1854, 17 and 18 Victoria, clause 242, paragraph 5, amongst other things, empowers the Board of Trade "to suspend or cancel the certificate (whether of competency or service) of any master or mate, if, upon any investigation made by any Court or Tribunal, authorized or hereafter to be authorized by the legislative authority in any British Possession to make inquiry into charges of incompetency or misconduct on the part of masters or mates of ships, or as to shipwrecks or other casualties affecting ships, a report is made by such Court or Tribunal to the effect that he has been guilty of any gross act of misconduct, drunkenness, or tyranny, or that the loss or abandonment of, or serious damage to any ship, or loss of life, has been caused by his wrongful act or default, and such report is confirmed by the Governor, or person administering the Government of such Possession." And the Merchant Shipping Act Amendment Act of 1862, clause 23, paragraph 1, enacts that "the power of cancelling or suspending the certificate of a master or mate, by the 242nd section of the principal Act conferred on the Board of Trade, shall (except in the case provided for by the fourth paragraph) vest in the Court or Tribunal by which the case is investigated or tried, and shall not in future vest in or be exercised by the Board of Trade." All that it would be necessary to do, would be for the Parliament to pass a declaratory Act that a certain Court or Tribunal should try these cases, and the thing is done. The Act points out that Naval Courts shall be held on the high seas, or in British Colonies. It does not point out that any Court shall be established in any British Colony; it says—"any investigation made by any Court or Tribunal authorized or hereafter to be authorized by legislative authority in any British Possession," but it defines Naval Courts, and how they shall be constituted in every other case. It would be only necessary for this Parliament, I imagine, to authorize any Court or Tribunal to try these cases, and that Court has power to cancel or suspend a certificate.
348. You think it very desirable this should be done? Yes, very desirable. A despatch came from the Duke of Newcastle to the Government, when this Amendment Act was passed, and that despatch was sent to the Steam Navigation Board. We recommended that the opinion of the then Solicitor General (I think the late Mr. Justice Wise) should be taken, and he advised that nothing could be done without legislative enactment. We then referred the matter back to the Government, but no steps were taken, and the matter remains entirely in abeyance. If this were not a British Colony, the Merchant Shipping Act would give power to the Consul to call a Naval Court, which Court could, after inquiry, dismiss a master, withdraw his certificate, or do anything else that would be within their power under the Act; but in a Colony, the Act says, any Court authorized by the local Legislature shall have that power. It is only necessary that Parliament should appoint a Court, and they have the power under the English Act. I have always thought it extremely desirable that our Legislature should take action in the matter, otherwise, because we happen to be in a Colony having a Legislature, we are in a worse position than another place which has no Legislature.
349. Was your attention called to the recent loss of life at Sydney Heads, when the pilot-boats were swamped? Yes.
350. Does it occur to you that any means could be adopted to prevent similar occurrences in future? If the present system of having open boats is continued, the Government should insist that the boats should be properly fitted, found, and manned. I think the Government

Government have it in their power to insist on that. The boats should be fitted with some life-preserving apparatus, and should have cork all round under the thwarts, so that if they should be swamped, they would not founder.

H. T. Fox,
Esq.

351. Ordinary whaleboats are supposed never to founder with their crews, even when swamped? They will generally keep their crews up, but if they had the addition of cork under the thwarts, the men would have a better chance.

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352. Do you think it would have been better if these unfortunate men had kept to their boat? It is difficult to say. Poor Green stuck to his boat, but he was not saved. It was presumed the boat went on shore, for he was seen very close to the North Head.

353. Do you think it desirable that the pilots should board ships between the Heads? I think they should board outside the Heads. I have always been of opinion that the schooners were of great value for that purpose.

354. Could a schooner have put a pilot on board in such weather as that which prevailed when this loss of life occurred? Yes, in almost all weathers they are put on board in the English Channel. The mode is this:—The pilot schooner rounds to under the lee of the big vessel, and puts out a small dingy in the smooth water that she makes. If they do not do that, the pilot schooner can run in ahead of the ship and pilot her in in safety.

355. *Dr. Lang.*] Are not the pilots sometimes put on board from their own boats, in heavy weather, by having a rope round their waist, throwing themselves into the sea, and being hauled on board the ship? Yes; where they have not been able to get on board in a small dingy, that is frequently done.

356. *Chairman.*] Under the system adopted here, a ship is not in pilot's water until she has run in too far to be able to get out again, if it should be desirable? In some instances, if the wind is from the eastward, it is almost impossible to get off to sea again.

357. *Mr. Tunks.*] Would there be any possibility of dividing the pilot station into two parties, with equal facilities of getting out to board vessels, and equal facilities of getting information? I have never thought of that. How would you suggest it should be done?

358. So as to insist that it should be a competitive service, by breaking up their combination among themselves? I imagine no party could have the same facilities for information of ships arriving as the one stationed at present in Watson's Bay. If we have boats to go out, we could not have them in a better position than they are now, with easy communication with the Flagstaff.

359. At the same time, they have easy communication with each other? So would the members of each party if you divided them.

360. Then you think it would not be desirable to divide them into two parties? I do not know where you could put the second party.

361. If you could? If you could it might, because to that extent you could keep the two parties separate, though not the individuals of each party.

362. Do you think the competitive system the best system for the protection of life and property? Yes, if properly carried out I think it is the best, but I have my own doubts whether it is carried out as a competitive system at the Heads; I think they have some sort of arrangement amongst themselves; they seem to take ships with extraordinary regularity, one after another.

363. Is it not well known they take it by rotation? I do not know that it is officially known, but I have heard it rumoured so.

TUESDAY, 8 OCTOBER, 1867.

Present:—

MR. TICHE,
MR. NEALE,

DR. LANG,
MR. SUTHERLAND.

ROBERT STEWART, Esq., IN THE CHAIR.

Robert Troupe Moodie, Esq., called in and examined:—

364. *Chairman.*] You are a member of the Steam Navigation Board? Yes.

365. You have been brought up to the sea? Yes, since I was thirteen years of age.

366. And have been a shipmaster for several years? Yes, since 1847.

367. Do the cases of shipwreck on our coast come under your notice, in your official capacity as member of the Steam Navigation Board? We have made inquiry into the loss of steamers on one or two occasions. The case of the "Cawarra" is the only one that I remember since I have been a member of the Board.

368. Your duties do not extend to sailing vessels? No.

369. Do you take any action in the case of the wreck of steam-ships? Yes, in case of loss of life we make inquiry into the circumstances. In the special case of the "Cawarra" we were moved by the Government to hold an inquiry; and the collision between the "Kembla" and "Hunter" was also inquired into by the Board, as loss of life took place; but that was previous to my being a member of the Board.

370. In the case of the "Corio," which was supposed to have been lost in the same gale as the "Cawarra," was there any inquiry? No; we had no data to go upon, only that she was never heard of after she left the port.

371. Are you aware how many were lost in her? I do not recollect.

R. T. Moodie,
Esq.

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- R. T. Moodie, Esq.
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372. Or how many in the "Cawarra"? There were a great many lost in the "Cawarra"—they were all drowned but one.
373. Has it occurred to you that any precautions could be adopted that would lessen the risk of shipwreck? There have been very good results at home from the appointment of a Board to examine masters and chief officers as to their qualifications, and I think it ought to have an equally beneficial effect here. If such a Board were appointed, no doubt we should have a better class of men.
374. Do you attribute many wrecks to deficiencies on the part of shipmasters? No, I am not aware that I can do that; but the examination by such a Board gives you a better class of men—a better educated class of men, and the possibility of the suspension of their certificates is something held *in terrorem* over them—they know that if they make any *faux pas*, by getting drunk or anything of the kind, their certificate is taken from them, and they lose their means of gaining a living. I know very beneficial results have followed the institution of the Board at home; they are a great deal better class of men than they used to be.
375. Has it occurred to you that the deficiency of light-houses, or want of harbours of refuge, has caused any loss that might have been prevented? Before a former Committee sitting here I was examined about light-houses, and I recommended one at Broken Bay, on Barrenjuey, which would I think be of great service for vessels between here and Newcastle; and one was also recommended off the Clarence on one of the Solitaries—the south I think.
376. You have been principally running on the coast to the south, have you not? Yes, very little to the north.
377. You quite concur with the recommendation that a light should be placed on one of the Solitaries? Yes, on the south Solitary.
378. Has your attention been called to any particular danger at the Seal Rocks? No, it is a nasty little place, but the dangers lie close in.
379. It has never occurred to you that anything was necessary there? No, I think not. It might be desirable to have a light there, as it is a turning point.
380. There are a number of coasters going in that direction towards the Manning and other rivers in that neighbourhood? Yes, a good many.
381. And necessarily these vessels have to keep close to the land? Yes. A light would be of great service to them there.
382. It would not be of so much importance to larger sea-going vessels? No, because they keep further off—ten or twelve miles from the land—but coasters hug the land there.
383. Did you give any attention to the late disaster at the Heads, where life was lost? Yes.
384. Could you suggest any method to prevent such occurrences in future? I am of opinion that a screw steamer of 30 or 40 horse power, schooner rigged, should be employed at the Heads to put the pilots on board vessels as soon as they are sighted, doing away with the whale-boats altogether. As soon as a ship is reported, let the steamer run out and put a pilot on board.
385. You think that would save the risk of the present method? Yes. When it is blowing fresh the boats cannot board a ship three miles off, and I think it is always advisable to have a pilot on board six or eight miles off, so as to give him time to get his ship under control before he makes the entrance.
386. Would that be possible in very heavy weather? Yes, I think so, with a steamer such as I suggest.
387. What trade were you principally engaged in before you arrived in this Colony? In the Baltic trade and the coal trade.
388. In what way were pilots taken on board there—were they put on board from small vessels? Yes, they often came off in fishing vessels; but often we have gone in over Shields bar when we could get no pilot, and we were obliged to do the best we could.
389. Would not that be the case here if a vessel attempted to come in in one of our heavy easterly gales? I think a steamer of about 120 tons, and 30 or 40 horse power, could go out in almost any weather; at all events, she would be better than any whaleboats could be, just in proportion as steam must be better than mere muscular arms.
390. Nothing better has suggested itself to your mind? No, I think that would be the most effective means that could be adopted.
391. *Dr. Lang.*] You think the light-house you propose should be placed on the south Solitary? Yes, from what I remember of the northern one, I should prefer the south Solitary.
392. Rather than any part of the mainland? Yes.
393. Supposing there were to be a light-house at the Seal Rocks, where would you place it? On the point—not on the rock.
394. You think that a light-house on Barrenjuey, at the mouth of the Hawkesbury, would be very serviceable for small vessels? Yes, especially for vessels in the coal trade. A large and well-appointed ship would prefer going to sea in bad weather; but these little craft are not, as a rule, so well found, and they would prefer getting into shelter.
395. Supposing there were a Board, of the kind you have indicated, established here, for granting certificates for masters and first officers of vessels, to what amount of tonnage would you extend the operation of these certificates—what should be the minimum limit of tonnage to escape the action of the Board altogether? I should make every one in command of a steamer, however small, that went outside the Heads and carried passengers, get a certificate, and I think from eighty to a hundred tons should be the limit in other cases; but the masters of all vessels that professed to carry passengers should hold certificates of competency. Old captains who had been many years at sea might have certificates of service given them, which should, as at home, be equal to certificates of competency.

396. *Mr. Tighe.*] Is there not a Board already that examines masters of vessels? No, not *R. T. Moodie, Esq.*
397. What Board is it that gives some vessels exemption certificates? That is the Pilot Board, for examining the captains of vessels, to see whether, from their knowledge, they are competent to come into Port Jackson or Newcastle without taking a pilot. That is only an exemption certificate to free them from pilotage. 8 Oct., 1867.
398. *Chairman.*] Have you visited many of the rivers or ports to the north? I have been at Newcastle, Brisbane, Rockhampton. I have not been into any of the bar harbours.
399. You have been principally in command of steamers in the Melbourne trade? Yes.
400. Have you ever been in Trial Bay? No. I have not been into many places on the coast, only coasting along going to Brisbane.
401. The light you speak of on the south Solitary would be very desirable for the Queensland trade, independently of the coast trade? Yes, very desirable. It is the southern limit of the dangers extending between the two islands and the mainland.
402. It would also have the advantage of affording a guide to our own coasters going northward? Yes, vessels going to the Bellinger River would know by the bearings of the light whether they were clear of the dangers that exist between the land and the Solitaries, so that it would be a good coast light also.
403. Have you at all considered the case of the "Cawarra"—whether any better method could have been adopted to save life, or whether any could be provided to meet future cases? It was one of those unfortunate cases that you find happening every now and then, and that have happened from time immemorial. It was an unfortunate sea that caught her on the quarter and broached her to, and she was smothered.
404. No arrangement would meet such a case? No. She had iron bulwarks, and when the sea came on board it just smothered her altogether. I have been in conversation with the captains of the Company's boats, with Captain Adams especially, who was once in the "Cawarra," and he said it was a very common thing for steamers to be turned right round by a sea.
405. *Dr. Lang.*] Do you not think it was a great disadvantage in the case of the "Cawarra," that she had bulwarks so high and so close, providing no escape for the water? It would have been much better if she had had two or three more ports; but when a heavy lump of a sea curls on board a vessel like that, she just becomes unmanageable, and another sea coming before she recovered from the first proved too much for her.
406. *Mr. Tighe.*] Might not some of the passengers have been saved in that case if the life-boat had been there earlier? I am hardly in a position to say. Since then I hear there have been some better regulations at Newcastle about the manning of the life-boat, but I am not conversant with what they are.
407. *Chairman.*] Would you recommend, in the case of a vessel like the "Cawarra," that she should keep to sea in heavy weather, in preference to attempting to enter such a harbour as Newcastle? No doubt it is better to keep at sea with a good ship, than attempt a bad harbour.
408. If she had come further south to Broken Bay, it would have been better? Yes, she could have got in there more easily.
409. *Mr. Tighe.*] You are aware that a small brig came in safely, at the very time the "Cawarra" was being wrecked? Yes, things of that kind will sometimes happen. I have seen as many as twenty-seven vessels piled up on the top of one another, about Shields Bar, whilst others who took the bar more northerly got in all right.

Thomas Watson, Esq., called in and examined:—

410. *Chairman.*] You are a member of the Steam Navigation Board? Yes.
411. In that capacity, matters connected with the steam-vessels belonging to this harbour come under your notice? Yes.
412. Has it occurred to you that any method could be adopted that would lessen the risk of loss in the case of our steam-vessels? I do not know of anything beyond what we have at present, except common precaution and competent masters.
413. You have been many years engaged in nautical matters? I have.
414. And you were yourself a shipmaster for many years out of this port? Yes.
415. Has it occurred to you, in reference to sailing-vessels, that any method could be adopted to lessen the number of wrecks that take place on our coast? I think a Marine Board should be established, to inquire into the competency of masters of vessels; and none but qualified men should be granted certificates.
416. Do you think want of competency on the part of the masters is one of the causes of loss? Yes, in many instances.
417. Do you think anything could be done in the way of coast guides—light-houses, or harbours of refuge? It is very necessary there should be places of the kind; for instance, Trial Bay has been recommended to be made a harbour of refuge, and that, I think, should be carried out.
418. Is there any other place that could be improved for the same purpose? I think Broken Bay might be made useful. One objection to a light being there is its being so close to the South Head light; and if one is put there, it must be a light quite different to any other light on the coast; or else these lights, being so close together, might be mistaken by a ship approaching, because, in thick weather, a light, whatever colour it may be, and whether a revolving light or a coloured light, cannot be exactly distinguished. The only remedy would be to have it a very low light, the South Head light being a very high one, and make the one at Broken Bay a fixed light, as the South Head light is a revolving one.

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419. I suppose you do not think the danger of having a second light, so near to the one at South Head, is so great as to counterbalance the advantage of having a light there to guide vessels to a place of shelter in bad weather, when running in during the night? I do not know as to that. We know that vessels coming from New Zealand have run ashore just to the northward of Broken Bay. Some years ago a ship ran high and dry, by mistaking a light on the beach for the South Head light.

420. Do you think a solitary instance like that is a sufficient objection to a light being established where it is required? No, I think not, if precaution is taken such as I have described.

421. You are aware that on the coast of England lights are very near together? Yes. It is only 16 miles from Sydney Heads to Broken Bay.

422. Is it not the case that, on the English coast, the lights are not more than 12 miles apart in some portions of it? But they are not subject to such bad weather as we have here; we have it very foggy occasionally on this coast.

423. But taking it altogether, you think a light at Broken Bay, sufficiently clear to be distinguishable, would be an advantage? Yes, it is very necessary, I should say.

424. Has it occurred to you that there should be one further down the coast to the north—on one of the Solitaries, for instance? Yes, I recommended that some years ago.

425. You have not run down the coast very much of late years? No. I have been through Torres Straits, and that way.

426. Is there any want of lights to the southward which is a disadvantage? The only light that would have been of much benefit to the southward was that on Cape St. George, but they made a mistake and put the light on the wrong place, where it is not of much use.

427. It is of very little use except as a land-fall? That is all. It is very little use as far as guiding vessels clear of Wreck Bay.

428. You think no inconvenience is felt to the southward in consequence of want of lights? No.

429. In reference to the loss of life that lately occurred in our own harbour at the Heads—has it occurred to you that any method could be adopted to board ships more safely than at present? I think, on the 9th May, 1861, I was examined before a Committee of the other House, and my evidence was ordered to be printed. I recommended a steamer to carry out the pilots, and to be manned by them; and I still think it is very necessary.

430. To be under the control of the pilots? Under the control of the Superintendent of Pilots.

431. Could they put a pilot on board a ship in all weathers from such a vessel? In all weathers.

432. Even in such weather as that in which the "Dunbar" was lost? Yes, no doubt of it, by the ship rounding to in time they could do it.

433. In the day-time? In the day-time or at night. I have gone on board a ship in the bight of a rope when I could not get alongside—jumped into the water with the bight of the rope round me, and been hauled on board, in a gale of wind.

434. Is it not the fact that on the coast of England there is weather occasionally when a pilot could not be put on board a ship? Occasionally, but very seldom. If a boat can keep to sea, a pilot can be put on board. On this coast I have seen it impossible for a boat to keep to sea.

435. In that case you would recommend the master of a ship to stand off? Yes, unless he was thoroughly acquainted with the harbour.

436. In the case of the loss of life I alluded to, do you think the weather then was so heavy that a prudent captain might have kept to sea a little longer? I think he might.

437. Do you think it would have been safer for him to have kept to sea until he could have got a pilot? Yes, unless he was thoroughly acquainted with the harbour. On that occasion, the way the wind was, he might almost have fetched up to Sydney. The greatest difficulty and danger is in attempting to pick up a pilot between the Heads. After rounding to, a ship gets on a lee shore before she can be got under control again. A ship ought to be boarded down to the southward before she can come up, and then the pilot has the opportunity of getting the ship under proper canvas, getting the ground tackle in order, and making every necessary arrangement to take the harbour.

438. You were here at the time the "Dunbar" was lost? Yes.

439. Do you think on that occasion it would have been more desirable for a ship able to keep the sea to have done so, rather than run for the harbour? Yes, unless she had a pilot on board.

440. You are aware that steam-vessels, under old experienced masters, kept to sea? Yes, because they could not distinguish the land.

441. That would confirm the view that it would be safer to keep the sea? Yes.

442. *Dr. Lang.*] You suggest a mode of distinguishing a light to be placed at the entrance of the Hawkesbury from the South Head light—Do you recollect the expedient employed at the Lizard Point, in England, to distinguish the light there from others on the coast? Yes, I recollect there was a double light.

443. Two towers? Yes. A similar light at Broken Bay would answer every purpose.

444. I think you stated that the weather on this coast is frequently worse than it is in England? It has a longer fetch. The wind from the eastward, or south-east, or south, has a tremendous fetch, and gets up a heavier sea. I have known seas come right over the poop of ships even in ballast—large ships of a thousand tons. There is also a current setting in the opposite direction to the wind, which causes a tremendous sea.

445. Have we not much less foggy weather round this coast than in England? I think so, but we have it sometimes very thick. I have been outside the Heads when you could not see the South Head light.

446. Would you recommend the extension of the Act regulating the navigation of vessels in England to this Colony? I should. T. Watson, Esq.
447. What size of vessels would be the lowest, of which you would subject the masters to examination by the Board? Nothing under 100 tons. I should say that would be about the limit, unless they were bound away off the coast. 8 Oct., 1867.
448. I think you stated that you have recommended a light-house on the south Solitary—Is that the proper place? Yes, I think so.

Mr. Alfred Hinton called in and examined:—

449. *Chairman.*] What is your official position? I am Secretary to the Steam Navigation Board, Secretary to the Pilot Board, and Chief Clerk and Accountant to the Superintendent of Pilots. Mr. A. Hinton. 8 Oct., 1867.
450. In your official capacity, do matters having reference to steam-vessels in our harbour come under your notice? Yes; any accident that happens to a steamer should be reported to the Steam Navigation Board, through me.
451. Do you mean any accident to the vessel or to life? To the vessel. Then I lay it before the Board at their first meeting.
452. You do have such reports made? Yes.
453. Who are the officers connected with your department who make reports? We have the Engineer Surveyor, Mr. Dalgleish, who is also the Inspector, and the Shipwright Surveyor, Captain Donald.
454. The reports from these officers come under your notice? Yes, to be laid before the Board.
455. You have to submit these before a ship can receive a certificate to qualify her to sail, in some cases? All ships not having certificates, or whose certificates have expired, have to apply to the Board for a survey, and send notice to the Engineer Surveyor and Shipwright Surveyor to go on board at certain times. These notices are sent to the Surveyors, and they send in a declaration, each of them, solemnly declaring that the provisions of the Act have been complied with. On receipt of these declarations, I call a Board meeting, draw out the certificate and submit it to the Board, which, if approved of, they sign, and the certificate is issued accordingly, for three months or six months, sometimes only one month, according to the state of the machinery on board the steamer.
456. Is it necessary to call the Board specially in each case, or have they regular meetings? We have no regular meetings. If I have these declarations (say) on Monday, and I see the certificate does not expire till Wednesday, I should not call the Board till Wednesday, unless the steamer was going away on Monday, and she must then take away her fresh certificate. She is under a penalty for going without a fresh certificate, if the previous one has expired.
457. Have they a fee to pay for these certificates? Steamers under 100 tons pay £1, between 100 and 300 tons £2, and above 300 tons £3.
458. Have you known any cases where steamers have been detained when they have not complied with the requirements of the Act, or have they invariably complied with the Act? I know of no instance in which they have not complied with the regulations of the Steam Navigation Act, as far as I am aware; otherwise the Surveyors would not give their declarations in, and if we did not give the certificate, the Custom House would not clear them; they must have our certificate, or else the Custom House Officer clears them at his own risk.
459. Have you been in your present position some time? I have been in the office for about ten years—Secretary about three years.
460. During that time have there been investigations as to loss of life at sea? Yes. The principal case was that of the "Cawarra." I believe that is the only one we have had an investigation in, in my time. She was lost in 1866.
461. During how long? Three years. Several vessels have been wrecked during the same time.
462. But there was no loss of life? There was no investigation that I remember. In 1864, the "Mynora," "New Moon," and "Rainbow" were lost.
463. Was there not loss of life in the "Mynora"? I do not remember.
464. Would that necessarily have caused an inquiry, if there was? There would have been an inquiry if there had been loss of life. I think that was before I was Secretary to the Board. In 1865 the "Star of Australia" was wrecked, going to Rockhampton, with two punts in tow. One punt was saved, with three or four men, the other was never heard of, nor was the steamer herself; but I do not think there was any investigation.
465. Will you be able to furnish the Committee with the names of all steamers that have been reported wrecked, distinguishing those cases in which loss of life has taken place, and those in which inquiries have been held? Yes. (*Vide Addendum to Evidence.*)
466. Of whom does the Pilot Board consist? The Pilot Board consists of Captain Hixson, the Superintendent, the Harbour Master, Captain Myhill, and the two Assistant Harbour Masters, Captain Harrold and Captain Bell.
467. Is it their duty to examine masters desiring to be exempt from pilot dues? Yes, for any ports on the coast. Previous to being granted a certificate, they are examined before the Board, to know whether they are competent to take a ship into or out of those ports. For the certificate they pay £5. If they apply for a certificate for (say) Sydney and Newcastle, and they are not competent to pass for Newcastle, they may get a certificate for Sydney; and

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and at any subsequent time, if they apply to have Newcastle in addition on their certificate, they undergo another examination, and get Newcastle inserted without paying anything more. They only pay one fee of £5.

468. That is necessary for all masters desiring to be exempt from pilot charges? It does not exempt them altogether, because they have to pay an annual rate of 4d. a ton at every port they go into, although they hold that certificate.

469. *Mr. Tighe.*] If they go in once they pay the 4d. a ton, but if they go in a hundred times in the same year they do not pay it again? No, but they have to pay once in the year at every port they go into.

470. *Chairman.*] If they go into a port for shelter in bad weather, do they pay these dues—Suppose a vessel runs into Newcastle, for instance, for shelter, is she subject to pilot dues? Only if she takes a pilot; but she would be subject to the annual rate of 4d. a ton.

471. By going into the port, whatever the reason, she is subject to tonnage dues? Yes, the 4d. a ton.

472. *Mr. Tighe.*] Does the Government, in the case of a vessel merely going in for shelter, ever refund the money? I think not. If they come into port under stress of weather, and have to pay pilotage, they only pay half pilotage—2d. a ton.

473. We are speaking of a case where the captain has an exemption certificate—He goes in without using the services of a pilot, but has to pay this rate of 4d. a ton—In such a case do you not think it is very hard? Yes, if he did not want to go in there; but he might want to do so during the twelve months, and then he would not have to pay it again.

474. On the recommendation of the Pilot Board, has the Government power to refund the money? The Pilot Board have nothing at all to do with that—they have nothing at all to do with pilotage—they are formed as a Board to grant certificates to masters who are competent to take vessels into the ports they ask for, but anything else would be referred to the Superintendent of Pilots—Captain Hixson. The Board merely issue the certificates of exemption, and after they are once issued they have not even power to cancel them. If a captain loses his ship next day, they have no power to say you have no right to have that certificate.

475. Have you known cases where captains have been refused certificates of competency? Yes, repeatedly. When examined, some of them do not know—I was going to say north and south—but they do not know the depth of water at high or low water in the port they apply for; they are turned back, and perhaps in two or three weeks they come before the Board again, and if competent they get a certificate—not without.

476. This examination has only reference to ports where there is a pilot? Yes.

477. The Board have no right to interfere, except in cases where vessels would be subject to pilotage? No.

478. That is the only function of the Pilot Board—to examine masters as to their competency for certificates of exemption? Yes, for the ports where the masters trade to.

479. These, of course, are ports on our own coast? Yes.

480. Under the present system, any person can be engaged as captain of a vessel, if the owner thinks fit, even though the party has no skill at all in seamanship? Yes, I might go myself and take a vessel out, if the owner thought fit to trust me.

481. Do the Insurance Companies take no means to provide that there should be some care used in the selection of masters? I have no knowledge of that.

482. *Dr. Lang.*] Would you recommend the extension of the English Act regulating the navigation of vessels generally to this Colony? It would be very satisfactory to have a sort of Marine Board, I think, to investigate into the capacity of the captains of sailing vessels, and prevent them going to sea if they were not fit to take a ship.

483. Would you extend that arrangement to small coasting vessels? I think it is a great hardship, at the present time, that the master of a woodboat, going to Broken Bay, say of 6 tons, has to come to our office and pay £5 for a certificate of exemption. I think there ought to be a limit, say 50 tons. If a man owns a boat of 3 tons, and goes to Broken Bay for a load of wood, if he has not a certificate of competency he has to go to the Custom House and pay £5 for pilotage.

484. *Chairman.*] For coming between the Heads? Yes, and having no occasion for the services of a pilot. I have known many boats of 6 tons come and get a certificate and pay £5 for it, because the law says they should. There is no exemption, except that when only coming in from stress of weather, they pay half pilotage.

485. *Dr. Lang.*] You think there should be a change of the law in these respects? Yes, I think it is a great hardship.

486. *Chairman.*] What is the number of steamers holding certificates from the Steam Navigation Board? The number of river-going steamers is forty-four; that includes six steamers plying on the Murray River. At the present time it is in contemplation that a local Board should be appointed on the Murray River, to look after the Murray River steamers, under the Sydney Board. We have only had six certificates issued at the present time, but there are about thirty steamers plying on the Murray, which is considered to be within the waters of New South Wales, so they must come under our Board. The number of sea-going steamers is about seventy; thirty-five of them are employed in what we call the coasting trade, and thirty-five in the intercolonial trade. We have surveyors, and also engineer surveyors, at several of the out-ports—Newcastle, Grafton, Macleay, Shoalhaven, and Murray River—we have shipwright surveyors at these places to inspect steamers.

487. By what means are they paid? Shipwright Surveyors are paid £1 10s., and Engineer Surveyors £2 2s. for each survey.

488. *Mr. Tighe.*] Are they shipwrights by trade? Yes, we are generally obliged to get shipwrights by trade, because we cannot get any one else on these rivers.

489. *Chairman.*] In what way are their services called into requisition? The steamers on the rivers, as well as all others, must be surveyed twice a year, and as that cannot be done by the surveyors in Sydney, we appoint local surveyors. Every steamer within the Colony ought to come under the supervision of the Sydney Board, and those on the rivers are examined by the local shipwright and engineer surveyors. In 1864, nineteen new steamers came under the Board; in 1865, eighteen; in 1866, eleven.

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490. These are included in the seventy-five and forty-four you have previously mentioned? Yes.

491. *Dr. Lang.*] I think you did not allude to the loss of the "Pluto"? I do not think there was any investigation in that case. When a vessel is never heard of in that way, no investigation is made. In the same way the "Corio" was missing, and we never heard of her since.

492. Do you not think there ought to be an investigation as to whether the vessel was properly found and fitted? Unless a vessel carries passengers, she does not come under the provisions of the Steam Navigation Act.

493. That was not the case with the "Pluto"? No, and the "Corio" also had no certificate, because she was a coal steamer. The Act is also so worded that a vessel going to any port within the Colony is not allowed to carry any deck cargo; but if she is going to Brisbane, for instance, she can take anything she likes, because she is not engaged on the coast.

494. *Chairman.*] Then a vessel going beyond our own ports is not directly under the control of your Inspectors? Not so far as carrying deck cargo is concerned. We tried that in the case of the "Cawarra"—the Board was going to take action against the owners for carrying deck cargo, but it was found she was not a coaster—she was an intercolonial vessel.

ADDENDUM.

In 1864 the "Mynora" was lost.	No lives lost.
the "New Moon" was lost.	11 do. do.
the "Rainbow" was lost.	7 do. do.
" 1865 the "Star of Australia" was lost.	17 do. do.
" 1866 the "Cawarra" was lost.	59 do. do.
" " the "Urara" was lost.	No lives lost.
" 1863 the "T. S. Mort" was lost.	26 do. do.
" 1866 the "Corio" was lost.	10 do. do.

I am not aware of any investigation having been taken before the Steam Navigation Board in the above cases.

A Commission was appointed to inquire into the cause of the loss of the "Cawarra," to which the Members of the Board were appointed as Commissioners.

A. HINTON, Secretary.

17/10/67.

TUESDAY, 15 OCTOBER, 1867.

Present:—

MR. TUNKS, | DR. LANG.

ROBERT STEWART, Esq., IN THE CHAIR.

James Donald, Esq., called in and examined:—

495. *Chairman.*] You are in an official position connected with the Steam Navigation Board? Yes, I am Shipwright Surveyor to the Board.

J. Donald, Esq.

496. What are your duties in that capacity? The duties are various. In the first place, I have to see that the hull and equipments of all steam-vessels are in good order—sails, boats, signals, and all that sort of thing.

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497. You have to see that the ship generally is fit for sea? Fit for sea, and in good order.

498. Have you, since you have been in office, met with any cases in which it was necessary to interfere with ships going to sea? I have not.

499. In general they attend to your instructions? They do.

500. You have not been many years in the Colony? Not many. I have been trading to the Colonies for twenty-five years, but I have not been many years settled here.

501. This Committee has been appointed to inquire into shipwrecks and loss of life on the coast—Does anything occur to you, that could be adopted by the Legislature, to stay the occurrence of shipwrecks? There might be improvements made, I think.

502. Could you suggest in what direction you think that might be done? I am not quite aware whether there is any Board of examination here for shipmasters and officers, but I should suggest, if there is not, that there should be a Board to inquire as to the competency and character of the masters and mates of vessels.

503. Have you traded much along the coast, north or south? Not much; I have been in command of large ships only, just coming to the coast.

504. Then you are scarcely aware what is required for the improvement of the navigation of the coast? I am not very well acquainted with the coast. I have only been at the principal ports in the Colonies—Hobart Town, Launceston, Melbourne, and Sydney.

505.

- J. Donald, Esq.
15 Oct., 1867.
505. Does any other suggestion occur to you besides that respecting the appointment of a Board to grant certificates? I think there should be very strict inquiry into the efficiency of ships in general, both sailing and steam ships.
506. Your power at present only extends to steam-ships? Only to steam-ships.
507. Then sailing-ships can go to sea in any condition? Generally speaking they can, provided the Insurance Offices will take them.
508. There is no official inquiry into their condition? There is no official inquiry. Each Insurance Office has a surveyor of its own, and when he passes a vessel, she is insured, and thought to be seaworthy.
509. Would it not be desirable to have an inquiry into the equipment and seaworthiness of sailing-vessels? I think so.
510. That would secure the safety of the ship, as far as regards her seaworthiness at the time of her departure? Yes; but it should be under the Government—not to be dependent upon any private Insurance Office. If a man is independent in his business, as a matter of course he is more likely to do his duty.
511. *Mr. Tunks.*] Are you enabled to say, from your experience, that the accidents from shipwreck are greater here than they ought to be, in proportion to the trade and commerce of the place? I think if coasting vessels were better equipped, and better altogether, some of the casualties might be avoided.
512. Is the proportion great? I have never taken that into consideration.
513. Accidents cannot wholly be avoided, of course? It is impossible to wholly avoid accidents; but the number might be diminished a good deal if men of good character were in command. I should not look for men of a very high standard of education, but men of good practical experience and good character, because men brought up to a sea life of course go to sea young, and have not the opportunity of being first-rate scholars. It does not require a great amount of education to conduct a ship and navigate her to any part of the world. The character of the men should be looked to, more than anything else.
514. Is it your opinion that proper care is taken, in insuring these vessels—that they are properly fitted, and in a seaworthy condition? I am not prepared to say.
515. Has it come within your experience that suspicious circumstances have arisen, with a view to procure the losing of ships for the sake of the amount of insurance? That I could hardly say. There is often suspicion when an old vessel is lost.
516. Is there much competition amongst Insurance Companies, as to this particular kind of trade? I believe there is a good deal. I have not been very long amongst them yet—I have only been two years here.
517. I did not catch exactly what you said as to your particular duties? I survey all steam-vessels, to see that they are properly equipped—the hull of the vessel, rigging, and sails.
518. And the machinery? Not the machinery, but all the other equipments—steering gear, boats, compasses, and all that sort of thing.
519. Do you see that vessels have the necessary number of hands? No, I do not think that comes under my department; I have no instructions as to that.
520. Is it necessary to have a certain number of hands on board a ship of a certain tonnage? I should say so.
521. Whose duty is it, in the port of Sydney, to see that the necessary number of competent hands are on board, in proportion to tonnage? That, of course, could be seen to by the shipping officers, that a sufficient number of men were at all times shipped for vessels of a certain size. Records are kept at the Shipping Office of all the men shipped.
522. Would it be the duty of the Shipping Master to see that the vessels are provided with the necessary number? I do not know whether it would come under his department, but he can tell whether there is a sufficient number.
523. *Chairman.*] There is no one whose duty it is to see if they have the specified number? Not to my knowledge.
524. *Mr. Tunks.*] That would come under the notice of the Insurance Office? Yes, if a vessel was undermined, that would vitiate the insurance.
525. If a vessel is not insured, she can go out with any number of men they like? There is always supposed to be a sufficient number, but there is no standard for that number. There should be a certain number according to tonnage, but there is no one to see that that number is on board.
526. *Chairman.*] Under the English Navigation Laws, it is necessary there should be some fixed number? I think it is rather vague.
527. Is it evaded? It is not evaded exactly, but I do not think there is any one to see to it, except in emigrant vessels.
528. *Mr. Tunks.*] How long is it since you left the active command of ships? About two years.
529. What was the date of the most recent maps of this coast available at that time? I could hardly say now. I do not remember any corrections since between the years 1840 and 1850—somewhere about 1845.
530. Have we discovered any reefs or dangerous places since that time? It appears there are dangerous places discovered every day—vessels are going on shore or rocks that have not been known before, as far as we hear.
531. Have you made yourself acquainted in any way with the accident that took place at the Heads some time ago, when the “Strathdon” was coming in? Yes, I was there shortly after the “Strathdon” came in.
532. Do you attribute that accident to any particular cause? I think the small boats pushed out too far in the heavy seaway, which was certainly not safe.
533. By small boats you mean whaleboats? Yes, and those other boats that were swamped.

534. Are whaleboats considered efficient boats for that kind of service? It depends upon the weather. In very stormy weather I should not think a whaleboat sufficient. J. Donald, Esq.
535. What would you suggest? I should suggest that, to have the thing efficiently carried out, there should be a small, strong steamer to board vessels in stormy weather, or, if the vessel could not be boarded, she could run alongside and give directions how to steer or steam in before her. 15 Oct., 1867.
536. Have you any idea what would be the cost of keeping such a vessel in an efficient condition day and night? I have not.
537. Or of the power of her? You would require to get a good, efficient vessel, of good power, to be available in all weathers.
538. Have you stated your opinion as to the cause of the accidents on our coast—With regard to the wrecks that have taken place within the last few years, do you attribute them to any particular cause? No, I cannot say I do. As a matter of course, we only hear these things from report, and sometimes reports are not very correct.
539. If we had the Board you suggest, it would be their duty to make an official inquiry? Yes, I should think so. The proper thing is to have a Board of investigation.
540. *Dr. Lang.*] I suppose your duty refers only to the shell of the ship—not to the lading? No, not to the lading.
541. You have no authority to interfere to see that the ship is not overladen? No. It would take several superintendents to attend to all the places where ships are being laden.
542. Do you think the weather along this coast is worse than it is along the coasts of the mother country—Great Britain and Ireland? No, I think it is much better here than it is on the coast of Great Britain and Ireland.
543. Do you not think the amount of shipwreck ought to be much less here? It should be much less.
544. You would recommend that the Mercantile Marine Act, regulating the navigation of ships at home should be extended to this Colony, I presume? Yes.
545. You are aware it is in force in Victoria? I have heard so recently.
546. You think a Board of competent persons should be appointed here, to certify to the character and efficiency of all shipmasters? I think so, particularly as to character.
547. How low would you go in reference to tonnage, in regard to colonial vessels? I should say it would hardly be worth while to look after anything under 50 tons.
548. All above 50 tons should come under the cognizance of the Board? I think so. Small vessels of 40 or 50 tons are generally navigated by two or three men, who are often part owners, and therefore more likely to take better care of them.
549. *Chairman.*] In visiting this port, have you ever found the weather too heavy to expect to get a pilot on board? I have frequently come here when the weather was very stormy, and have had to lay off all night.
550. You think that prudent? I thought it more prudent to keep off than to come in and run the risk of missing the pilot.
551. Supposing in heavy weather, you could run into safe anchorage, would you, in making these Heads, feel justified in running in without heaving to for a pilot? In daylight I would.
552. Do you not think that would be better than for the pilot to attempt to board between the Heads? Much better. Between the Heads is a very bad place to board a ship—a ship of 1,000 tons is not very manageable in such a narrow place.
553. It would be safer for the ship to run further up? Yes.
554. If that had been done in this case, none of these lives would have been lost? No. The boats went to the most dangerous place between our Heads.
555. *Mr. Tunks.*] With regard to overloading, is it practicable to mark vessels by authority, as to displacement, so that overloading could be seen at a glance? I think so. In Lloyd's rules, for their own Society, they allow about three inches to the foot of depth of hold for the deck to be above water. Now that could easily be marked, so that the deck should be three inches above water for every foot depth of hold. They do not consider the ship overladen if that is the case.
556. That is founded on experience of large transactions for many years? I believe so.

John Crook, Esq., called in and examined:—

557. *Chairman.*] You were in the Pilot Service for many years? Close upon twenty-eight J. Crook, Esq. years.
558. And for many years past you were Harbour Master? Seven years. 15 Oct., 1867.
559. Has any plan occurred to you that might be adopted to lessen the number of shipwrecks that take place on our coast? I think there might be a small distinguishing light at Barrenjucy, at the entrance to Broken Bay—a place where it has long been needed. I have seen, in my own experience, that a light has been much wanted there.
560. Beyond that, on the coast, is there anything you think would be useful? I think there ought to be another light at the Seal Rock—not on the rock, but on the mainland, because there would be some trouble to get provisions and other supplies to the rock. A light would be a great convenience there. I have been in all the harbours of the coast. Formerly there was a light on Tacking Point, a wood-fire. At one time I commanded the steamer "William the Fourth," trading along the coast in that direction.
561. Your experience leads you to the conclusion that Seal Rock Point would be an eligible point for a light? I think so. I believe it would be the saving of a great many vessels. I believe many of our coasters have been lost there that have not been heard of.

- J. Crook, Esq. 562. You are aware that many vessels have been seen about there, but never seen afterwards? Yes. I have myself reported many vessels there, when I had the "William the Fourth." The only survey of the coast has been a running survey, made by a man-of-war going along four or five miles off the land, but knowing nothing of the dangers inside within half a mile or a mile. But lately, I have understood that Captain Sidney has been going away to the north, and doing a great deal.
- 15 Oct., 1867. 563. It is of more importance to have a turning point like Seal Rock Point lighted? Yes, because there is a large, deep bay inside Cape Hawke till you come to the other side of the Manning River, at the Mermaid Reef. If there was a light on the mainland, small vessels could go inside the Seal Rocks with ease.
564. Has it occurred to you that there should be any system of examination as to the condition of the hull and equipments of vessels, to ensure their being in a seaworthy state? No, I think we have a very good class of vessels along the coast. I do not think we could have a better. Formerly we had a bad class, mostly old vessels, but now they seem to have a very good class of vessels along the coast in all parts.
565. Do you think the coasting vessels generally are capable of standing heavy weather? Generally they are very good, with the exception perhaps of a few old vessels going to Newcastle. I think some of them are not seaworthy.
566. In weather such as the wreck of the "Dunbar" occurred in, would Broken Bay be a safe port for a vessel making the coast to run to? Yes.
567. She could go in with safety? With perfect safety. I may tell you my experience in reference to the "Dunbar." I was Harbour Master at the time, and made a great deal of inquiry into it. I believe the captain of the "Dunbar" never saw the light, nor ever saw the land. He supposed himself to be about fifteen miles off the coast, and that being so, he would think himself perfectly safe till daylight with the wind at south-east. He would stand off under three close-reefed topsails and staysail, which would not make a ship like that go three knots. But instead of being fifteen miles off the coast when the wind came in from the north-east during the night, about 12 o'clock, he would go in shore about north-west, the vessel making about two knots, but the sea took him in perhaps four. When he found himself in that position, no doubt he attempted to wear the ship, and in wearing she struck, going round on the other tack. We were for two years, and could not find out where the ship was lost; but one day, a man, standing on the rocks at the south of the Gap, looked down and saw the iron which formed part of the ship's lading lying along the ground at the bottom. They sent me a telegram, and I went down, and took the man Johnson, who was saved, with me. I asked him if he thought that was the position where the vessel was lost. He could not tell; he did not know the rock he was under, or anything. I hooked on to the iron, and brought some of it up; and, from the position in which it lay, the ship must have struck when she was in the act of turning round. She was never intending to come into port, because the captain told me himself, the previous voyage, he never would come into Sydney Harbour at night.
568. Was he not aware of his position at the time the steamer passed him off Botany, at 7 o'clock? I think the captain of the steamer ought to have been brought to account. He had come out of Wollongong that afternoon, and knew exactly where he was, and it was evident the captain of the "Dunbar" did not know, or he never would have taken that position. The place where the ship struck is upwards of two miles from the entrance, and he knew the harbour better than to mistake the Gap for the opening between the Heads.
569. On such a night as that, a vessel could run for Broken Bay if disabled, or in such a position as not to be able to keep to sea? He could run for Sydney if he saw the light clearly—he could have run for the Quarantine Ground.
570. Do you think it would be an advantage to have a survey of Broken Bay, or is there an accurate survey? There is a very good survey of Broken Bay, on a large scale.
571. Are ships generally supplied with that? Yes; all the Admiralty coast line charts have Broken Bay on them.
572. Do you think our steamers are all likely to have that? I should think so. I know a light on Barrenjucy would be very useful, from personal experience; for, on one occasion, when I was coming up in a steamer from Newcastle, we would have gone into Broken Bay if we could have made Barrenjucy, but we could not see it, and had to come on to Sydney. The captain would not go back to Newcastle, knowing it was a bad harbour to take in bad weather, but if he could have got into Broken Bay he would have been glad of the chance. I think many of our coasters have been lost running into Broken Bay; they could not see where they were going, and have gone on the island. I remember some years ago we found a portion of a cedar vessel belonging to Mr. Lloyd, I think, on the island at the entrance.
573. Are there any other places besides these two on which you would place lights? I think to the northward, at Tacking Point, there ought to be a light.
574. Where the wood-fire was formerly? Yes. It is a position where vessels will haul in to see the land, especially if coming from the northward or from the islands.
575. How near is that to the entrance of Port Macquarie? I think about four or five miles to the south-east. It is very rocky all along the coast from that to the Mermaid Reef, and I believe the Mermaid Reef extends into Crowdy Head.
576. The steamer "Telegraph" was lost, the other day, inside the Mermaid Reef? I think she must have been close in on the land.
577. You have never been in there? No, it was only a running survey, and we would never go inside in my time.
578. Have you heard from coasters, or ever witnessed, a break on rocks that were not known to exist, so far as the charts were concerned? It was not reported officially, but I have

- have seen many of them who have said so; for instance, between Port Stephens and the ^{J. Crook, Esq.} bight there is a large range of rocks that we have no survey of.
579. Nothing but local knowledge would lead a master to keep clear of such places in bad weather? Nothing. An old coaster will never go dragging about these bights, because they know very well they have never been surveyed.
580. *Mr. Tunks.*] Are you able to state the date of these charts you speak of as being Admiralty charts and good? Captain Sidney's survey is the latest, and Captain Denham's.
581. Can you name the year? I could not tell exactly. I know we have them, and I have seen them. They are all very good charts we have now for the harbours, but there is only a running coast survey. It has not been surveyed like Captain Sidney is doing now—he is surveying from Port Stephens downwards, that is, towards the north.
582. Is it within your knowledge that the accidents that have been disastrous lately to our steamers have been principally in the day-time? Yes, in consequence of the masters going so close in shore, which they have no right to do.
583. Lights on these places would be of no use, if they will go on the rocks in the middle of the day? You light for the night—not for the day. If they are reckless, and go ashore, and lose life and property in the day-time, the men ought to be brought up for it.
584. Is there any means of bringing a man up? There is a means of a man losing his certificate.
585. Under what process? I presume, under the Steam Navigation or Pilot Board.
586. Have they got any power to deal with these matters? I do not think they have power to cancel them unless the Government gives them power; but I think in cases like these a man's certificate ought to be cancelled. On one occasion I was coming along the coast from Kiama and Wollongong to Sydney, in the "Illawarra"; it was just coming on night, and the captain kept so close in that I went up and told him that if anything happened to the vessel, every soul on board would be lost. He said he knew the coast, and there was no danger. I walked from there to the windlass forward to see the anchors, and we could not have let go the anchors under 20 minutes if we had wanted; for there were pigs, hives, fowls, butter firkins, and things of various kinds, all about them. I walked back on to the bridge to him, and said, "If you do not haul off, the minute I get to Sydney I will report the whole of the circumstances"; and I think that saved the steamer from being lost.
587. If there is no power to deal with this according to law, your opinion is that we ought to adopt the English law applicable to these cases? Yes.
588. Have you noticed any alteration from silting going on in these channels discharging large quantities of water in flood time? Yes.
589. Has the channel altered in Broken Bay, within your experience? Not in Broken Bay, to my knowledge.
590. Have you taken soundings there? No, I have not taken soundings there since I went there in a steam-boat in about 1836, and laid there a week.
591. Is it not the fact that all the harbours on this coast are more or less bar harbours? The whole of them. I was in Port Macquarie for fifteen days in 1836, with a vessel drawing only 14* feet of water, but I have known 21 feet to be there. When a fresh comes, you cannot tell where a bar harbour will break out.
592. Would there be any way of indicating the channels in these places by buoys? Not in the break—you cannot keep a buoy there. Some years ago, when I was Harbour Master, I wanted the Pilot Board to put up an iron beacon like that at the "Sow and Pigs," on the rock at the south side going into Port Macquarie. I wrote about it, but I do not know what became of it. I also recommended the leading lights going into Newcastle, many years ago, when I was Harbour Master.
593. Are you able to inform the Committee what is the use of Steam Navigation and Pilot Boards? The Pilot Board is only in reference to granting certificates to competent men capable of taking their own vessels in and out of the various ports as pilots.
594. What is the mode of doing that? We examine and test them, and find out if they have any knowledge of the place they want a certificate for.
595. In the event of one of them losing his ship, what would you do? Then I would cancel his certificate, after an investigation.
596. Would that disqualify him? Yes.
597. Is that the law? It is the law of England.
598. That is not applicable here? No, because it is not brought into force. It ought to be brought into force.
599. The Insurance Offices would not insure a ship which was under the charge of a man who had lost his certificate? They would not, I should suppose.
600. Are you not aware that there is great competition in insurances in this port? Yes.
601. Would that lead to inconsiderate insurances? I think not, because the Insurance Offices would save by it.
602. Is the inconsiderate insuring of vessels now a temptation to people to run their vessels ashore? I saw a report of a case in England, not long ago, where a vessel was lost on account of large insurances being on her; but I do not think it would do here, because they do not insure for so large a capital.
603. Have you made any inquiry into the accident that recently took place at the Heads? No, I am not called on the Board. Mr. Hixson never calls the Pilot Board together—he examines into everything on his own account. It is only when men are examined for competency to be their own pilots in the harbours on the coast—

* NOTE (on revision) :—Seven.

J. Crook, Esq. 604. About which he knows nothing? He knows very little about that, I should say. I had purposed communicating with the Government, to learn the proper functions of the Board, but I was dissuaded from doing it.

15 Oct., 1867. 605. This Board, then, seems to be a delusion? They examine for competency as their own pilots every Thursday. I am never communicated with. If I like to go I go, if not I stop away.

606. *Chairman.*] Do they meet regularly every Thursday? Yes, to examine coasting masters.

607. Who are at present members of the Board? Mr. Hixson is Chairman; Mr. Myhill, Captain Harrold, and Mr. Bell (the three harbour pilots), and myself.

608. In all, five? Yes, but they are all connected with the Pilot Department, except myself.

609. You are the only non-official member? The only non-official.

610. *Mr. Tunks.*] What provision is made by the law? There is an Act.

611. What is the Act to which you allude? The Pilot Board Act, passed in about 1849 or 1850.

612. Is it customary for masters of small steam-vessels to proffer their advice to gentlemen commanding ships of a thousand or fifteen hundred tons? I should say, if a man saw a vessel coming on the coast in very bad weather, and knew by experience that the captain could not know the position he was in, if he was a man of any mind or charity, he would go immediately and tell him he was in a wrong position; because that man was supposed to know the position he was in within a mile or two, having left Wollongong that afternoon.*

613. Can you inform the Committee how long Captain Sidney has been surveying this part of the coast? I think about five years.

614. What is the name of his vessel? She is the new Pilot Schooner No. 2.

615. You have nothing to do with that branch now? No.

616. How long is it since you ceased to be connected with it? Three years. I am on a pension.

617. You are unable to give us any idea what portion of Captain Sidney's time is spent in the Harbour of Port Jackson? I could not tell you. I know there is not so much water at the "Sow and Pigs" as there used to be. While I was Harbour Master I used to sound it every month, and take correct soundings of the passage between the "Sow" and the mainland; and where the 16-foot patch is now, I have taken a vessel drawing 21 feet, at low water.

618. It is silting up, then? Very fast.

619. Would it be prudent, then, to throw large quantities of silt three or four miles outside the Heads? I do not think there is any occasion to do it, when there are so many small bays that we might fill in and make useful.

620. Would it be dangerous? It would if put close in between the Heads, as it used to be. When Captain Moriarty was here, it used to be put down in Neutral Bay. Going from Long Nose Point to Ball's Head there is a shoal of only 19 feet; formerly there was six fathoms. At Ball's Head there is a hole 15 or 16 fathoms deep; and when they cleared Mort's Dry Dock out, Captain Moriarty gave them permission to put it down off Ball's Head, thinking it would go down and fill up that hole; but the eddy tide took it up and deposited it in other places. There is always some reason for these deep places being made by nature, and the tide working among the rocks is the cause of this hole being kept clear. Off Goat Island there is only a little patch of 18 feet where we used to go right up. I have taken the "General Hewitt," drawing 19 feet, within 15 feet of that wall on the Battery Point, going round.

621. Is it within your knowledge that silt, ashes, and rubbish, are discharged, by apparent authority, in Johnson's Bay? No, never to my knowledge. I have been at the Company's Wharf, when I was Harbour Master, and they have come and reported to me that they were putting it into that little bay on the other side, where their slip is, and I have watched day and night trying to see if I could get them, but I never could.

622. *Dr. Long.*] Do you approve of emptying the sewerage of the city into the harbour? No, not at all. When they were making these sewers down through the city, I took the then Governor, Sir William Denison, and showed him a sewer at Campbell's Wharf, which has been, to my knowledge, more than 30 years in use. It has a square cesspool that the drays go over in going and coming from the wharf. At one side the water and silt come in over the top, and on the top on the other side the water runs out, and the silt goes to the bottom. It is emptied periodically once in six or twelve months, but there is not 2 inches less water where that sewer has been than there was thirty years ago. I took the Governor down and showed him what a shame it was to bring the main sewer down where it is. In my opinion, in a few years the whole cove will be blocked up. If there were cesspits in different parts of the city, they would catch all the silt. I have heard that in Scotland they sell the right to clean them out at so much a year.

623. Would you not think the south Seal Rock would be a better position for a light-house than the mainland? I think the mainland quite as good, because in bad weather you could not get to the rock with provisions, but with a light on the main you can always get communication, and small vessels knowing their position could go inside the Seal Rock; larger vessels of course would keep out.

624. Would you recommend the placing of a light towards the mouth of the Richmond River? Yes, one is wanted there very badly. I think all along our coast, where there is a good position, there ought to be a light. The English Channel is now lit up so beautifully that it is impossible, except in very bad weather, for vessels to be lost.

Daniel

* Note (on revision):—Perhaps left his port but a few hours.

Daniel Cameron Dalgleish, Esq., called in and examined :—

625. *Chairman.*] You are in an official position? I am.
626. What is the character of your office? I am Engineer Surveyor and Inspector for the Steam Navigation Board.
627. What are your duties in that capacity? As Engineer Surveyor I have to survey the machinery, consisting of the engines and boilers, of the different vessels, under the Steam Navigation Act, 16 Victoria, No. 46, section 7.
628. You have to survey each steamer? Every steamer that arrives or departs with passengers.
629. Each time of departure? No, they have to be surveyed every six months, or such shorter time as it may be deemed safe to give declarations of the efficiency of the ships.
630. Do you find it necessary, in your examination officially, to prevent vessels receiving their certificates, till they have made alterations to meet your approval? In very many instances I have had to do so.
631. In what particulars are you generally required to have these alterations made? As Inspector, I consider it to be my duty to point out any inefficiency that I may discover to exist in any steam-vessel whatever. As Engineer Surveyor, my more especial duty is to point out deficiencies, and have them remedied, if any exist, in the machinery.
632. Are both offices provided for under the Act you allude to? Both are provided for in the Act, but not in the same section. The 36th section is where the provision for the Inspector is made.
633. Is it part of your duty, also, to see that these vessels do not go to sea in an improper condition as to deck cargo? It has been held by the Steam Navigation Board that they have no power, under the Act, to interfere with any vessel that is going beyond the limit of the Colony.
634. Then, in point of fact, your power ceases when a vessel is clearing out for any place beyond the Colony? Yes, as far as deck loading or improper loading is concerned. That is what I have been given to understand.
635. Then a vessel may go to sea with an amount of loading that you consider dangerous, and you have no power to interfere, if she is going beyond the Colony? No power whatever.
636. Do you not think it desirable, for the safety of life and property, that the Inspector should have this power? I do. I think when this Act was first brought into force, it was intended to apply to all the colonial possessions. Victoria and Queensland were at that time, of course, part of the Colony.
637. In point of fact, at that time, steamers were running principally within the Colony? Yes.
638. That may account for the omission, without any reason to suppose it was intentional? I do not believe it was intentional; I believe the intention was to make the Act general—to apply it to all vessels going from this port.
639. Do you think it desirable to make it general now? The Steam Navigation Act altogether requires amendment more than any of our statutes, not only in that respect, but in many others. The 20th section of the Act is the section that refers to deck loading.
640. *Mr. Tunks.*] Will you point out to the Committee the particular portions of the Act that need alteration, in your opinion? The 20th section is the clause which is held to limit the power of the Inspector, in reference to deck loading. It says :—“No horses cattle sheep or pigs shall be carried on the upper deck of any steam-vessel engaged in the coasting trade,”—and so on. And it has been held that the coasting trade does not extend beyond the limits of our own coast. If a vessel proceeds from here to Melbourne, her voyage becomes an intercolonial voyage—not a coasting voyage. I do not know, however, whether the opinion of the Crown Law Officers has been obtained upon the point or not. One of the defects of the Act relates to the inspection of the hulls and equipments of iron vessels. In the first instance, the 7th clause of the Act limits the power of the Engineer Surveyor expressly to the sufficiency and good condition of the machinery of such steamers, while the Shipwright Surveyor is possessed with the whole power to declare whether the hull, the boats, and other equipments, are in good order. Now, the equipments, and especially the hull of an iron steamer, which most of our steamers are now, are matters on which shipwrights, as a rule, are profoundly ignorant, either as to their construction or where to look for faults; but yet the law puts the declaration of the shipwright, in this respect, before that of the engineer. In fact, the shipwright is the only person who can make such a declaration.
641. *Chairman.*] You think the Engineer Surveyor would be more capable of judging of such matters? The Board would appear to think so, because they give two forms to be declared by the engineer, whilst they only give one to the shipwright; and the engineer's declaration is quite as extensive, as to the condition of the hull and equipments, as the shipwright's is. It appears to be an anomaly, that the engineer should have to make a declaration, and that his declaration, when made, is considered of no moment. I produce a form of the Engineer Surveyor's declaration with respect to the machinery and boilers only. (*Handed in. Vide Appendix B 1.*) This form alludes entirely to the condition of the machinery, and provides for a testing power to the boilers beyond that which is the usual pressure carried by the boilers. I produce also a form of the Engineer Surveyor's declaration with respect to the hull, machinery, and equipments of iron steam-vessels. (*Handed in. Vide Appendix B 2.*)
642. If you have no power over the hull, you think it altogether unnecessary to have that form put into your hand? I have already signified to the Board by letter, that, in my opinion, it is extremely desirable that the matter should be left to the Engineer Surveyor.

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I think the engineer is, above all others, the proper person to give in a statement as to the condition of the hull of an iron steam-ship, because the shipwright has no knowledge of the subject, and does not know how to examine the ship to know where the wear and tear is going on. The third declaration is the declaration of the Shipwright Surveyor, wherein he also has to declare that he has surveyed the hull and equipments of the steam-vessel (*Handed in. Vide Appendix B 3.*) The 25th section of the Steam Navigation Act relates entirely to the division of steam-vessels by iron water-tight bulk-heads or partitions; but the Shipwright Surveyor's declaration makes no especial mention of that in any way whatever. There is especial mention of water-tight partitions in the Act of a very imperative character, to this effect:—"The owner of every steam-vessel built of iron of one hundred tons burthen or upwards the building of which shall have been commenced since the twenty-fourth day of July in the year of our Lord one thousand eight hundred and forty-seven and the owner of every steam-vessel built of iron of less burthen than one hundred tons the building of which shall have commenced after the passing of this Act except vessels used solely as steam-tugs shall cause the same to be divided by transverse water-tight partitions so that the fore part of the vessel shall be separated from the engine-room by one of such partitions and so that the after part of such vessel shall be separated from the engine-room by another of such partitions and if any steamer hereinbefore required to be so divided proceeds to sea without being so divided the owner shall be liable to a penalty not exceeding one hundred pounds." But in the shipwright's form of declaration, there is no mention whatever made of these transverse water-tight partitions.

643. Then, in point of fact, there is some confusion in carrying out these duties—they do not properly come under the officer it is assumed should look to them? I have found it to be my duty—in fact, I did so very shortly after coming into office—where these partitions were entirely decayed, and other portions which were in such a state as to be dangerous. There is at present a matter in dispute with regard to the water-tight partitions of one of the vessels that come to this port, that I have reported to be dangerous, from the fact of their not being carried out as the Act requires. The first vessel I had to report upon was the "Vesta," a small vessel employed partly as a tug boat and partly as a passenger boat. In the first instance, I wrote to the Board, on the 5th March, 1866, reporting that the "Vesta" had burnt her boilers, causing damage of such a nature as to bring the crown, or that portion of the boiler on which the flame immediately acts, upon the furnace—one of the most frequent causes of explosion; and that this damage had been done to her and had been repaired without any report being sent to the Steam Navigation Board. I tried to inspect this vessel on many occasions, by direction of the Board, but I could not obtain any footing on board of her. Appointments were made that I should go to inspect her at different times, but she was not at the place appointed, being perhaps employed in towing outside the harbour. On the 9th March, in answer to my letter of the 5th, the Board instructed me to survey and report. On the 14th I reported my inability to get on board the vessel, but enclosed a sketch of the damage done, and recommended the certificate to be withdrawn till the law was complied with. I took the sketch from the damaged plate that had been cut out of the boiler. On the 16th, the Board wrote to me to say they had ordered the "Vesta" to be at the Circular Quay at a certain date. On the 19th, I wrote to say she was not there at the time appointed. The same day I received a memo. that she would be at Macnamara's Wharf at 2 o'clock next day—the 20th. On the 20th I went and surveyed her cold, and the same day made a survey under steam, and found the defect had been repaired in a proper manner; but at the same time I found that the bulkheads were totally decayed. I reported that fact, and recommended that her certificate should be still revoked until the bulkheads were replaced. On the 22nd I received instructions to revoke the certificate, and on the 3rd April I received a letter to survey damage done to the hull of the "Vesta" by a ship's boat having run into her. I reported, and I then found that, without any notice having been given to me, her certificate had been restored to her, though her bulkheads had not been replaced, but were in the same condition as before. If it had been anything but a ship's boat—if it had been a boat of any size whatever—the "Vesta" would have sunk like a stone.

644. She was weak in the first compartment? Yes, before the engine-room.

645. It is necessary for the safety of the ship that these bulkheads required by law should be secure? Yes. Bulkheads were afterwards put into this vessel. It appears that a correspondence took place as to whether I was the proper officer to report it, and it was held that the Shipwright Surveyor was the proper officer. It was referred to him, and afterwards to the Attorney General, and the result was the bulkheads were fitted up in that ship. But it was determined that I was not the proper officer to inspect or report on these matters.

646. *Mr. Tunks.*] Then that clause of the Act is altogether inoperative, as far as you are concerned—it does not place the duty in your hands—at least they have so construed the Act? Just so. I also reported the "Brcadalbane" and the "Phantom," both vessels which carry a large number of passengers within the harbour, as dangerous—the one from the decayed condition of her hull, and the other both from the decayed condition of part of her hull, and from the fact that her bulkheads had been taken down and never replaced, excepting as coal bunkers; that is, as watertight bulkheads they were altogether defective, and of no value. They were repaired on my report. I reported the "Wonga Wonga," and her certificate was revoked until her hull was repaired. Her hull was so bad in some places that the iron was absolutely worn entirely through, and the handle of a hammer could be knocked through the bottom of the boat. I only mention this to shew that the survey of the Shipwright Surveyor had been made, and these faults had not been detected.

647. In some cases the Board acted on your recommendation? They did in most cases; in fact, in every case except the case of the "City of Hobart."

648. In that case did they fall back on its being the duty of the Shipwright Surveyor? The first time I surveyed the "City of Hobart" I reported her deficient state, in reference to the 25th section of the Act; and I requested the Board to take the opinion of the Crown Law Officers upon the matter. The first time I made the survey, when I sent in the declaration, I accompanied it with a report stating the difficulty I had in the matter, as the Shipwright Surveyor considered the ship to be perfect; and I requested the Board to take the opinion of the Crown Law Officers. To that letter I never received any answer, and the ship got her certificate.

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649. What was the date of that? 13th June, 1866. On the 19th November I wrote another letter to the Board, recommending that the handrail of the "City of Hobart," which is used by her in place of bulwarks, should be increased in height, my attention having been directed to it as Inspector—an appointment I had received an official intimation of from the Board. This is the letter I received from the Board, appointing me to the position of Inspector for the purpose of carrying into effect the provisions of the Steam Navigation Act. (*Handed in. Vide Appendix B 4.*)

650. Did you conceive it your duty to make this report? As a permanent officer of the Board, I considered it to be my duty to point out any defect in vessels which carried the Board's certificate, if I knew these defects were contrary to the Act, and having regard to the public safety, the Shipwright Surveyor only being on duty when specially called to make an inspection for the purpose of declaring the ship to be in conformity with the provisions of the Act, on the particular occasion of the six-monthly or other survey. In accordance with what I considered to be my duty, in the case of the "City of Hobart," I recommended that her rail should be raised, as it was dangerously low, being only 2 feet 9 inches in height from the deck—just the right height to throw a man off his balance and overboard. My attention was particularly called to it from the fact that I saw in the morning paper that she had lost a man overboard, and I considered it my duty to go and see how it was the man had been lost. I found the rail to be only 2 feet 9 inches high, and very dangerous, and that I could very easily fall overboard myself. This is the note of the occurrence that I took from the chief officer of the ship, when I was on board:—On the 17th November, as the "City of Hobart" was eighty miles north of Cape Barron, a passenger, who was acting as second cook, was walking on deck with a piece of salt beef in his hand. The ship lurched, and he, by the heave, got backway upon him. He went to the bulwarks till the rail caught him, when he fell backwards into the sea. As he fell, or was thrown, his heel struck a boat suspended from the davits, and the mark of the nails in the heel of his boot was pointed out to me in the plank of the boat. The man was drowned. I asked the chief officer if they had thrown him a life-buoy, as I saw all the life-buoys of the ship in their places. He told me no. I inspected the life-buoys, and found they were so firmly tied that it was impossible to break them asunder without a knife. I asked if they had stopped the ship. I was informed they had not. I asked if they had lowered a boat, and was told they had not done so.

651. *Chairman.*] If the rail had been the proper height from the deck—? My opinion is the man could not have gone overboard. The Board acknowledged my letter in a letter which I have no objection to hand in. (*Handed in. Vide Appendix B 5.*) On the 6th December they sent me a letter enclosing one they had received from the Manager of the A.S.N. Company, respecting the rail of the "Boomerang," one of the vessels mentioned in that letter, in which he objects to raise the height of the rail, and invites the inspection of the Steam Navigation Board themselves, to see that it was not required. (*Letter and enclosure referred to handed in. Vide Appendix B 6.*) In accordance with their letter, I attended to meet Mr. Cuthbert, on several occasions, but Mr. Cuthbert refused to meet me in the matter. It went on until the time for the survey of the "City of Hobart" again came round.

652. He refused to meet you in reference to the "Boomerang"? In reference to the "Boomerang" and the "City of Hobart." It was the same principle with regard to the rail. He refused to meet me up to that time.

653. How was that refusal conveyed? The Board are in possession of his reasons.

654. How was it communicated to you? Personally. I saw Mr. Cuthbert on several occasions, and asked him to make an appointment.

655. And he personally refused? Yes.

656. He objected to go to the vessels with you? He objected to go. He said they were well enough.

657. *Mr. Tunks.*] That was communicated to the Board? Afterwards. When the vessel came to be surveyed afterwards—the half-yearly survey—I found, on inspection, that her boilers required some repair; and when her captain, Captain Clinch, had misunderstood something I said about the survey, I told him it would be necessary the rail should be increased, in my opinion, before I could sign the second form of declaration, namely, that the hull and equipments of the ship were in good order, and safe for passengers. I told him I could not sign the declaration. I then received this letter from the Board. (*Handed in. Vide Appendix B 7.*) On the 30th January, I wrote, as Inspector, defining what I considered to be my duties, and requesting to be allowed to prosecute the owners of the "City of Hobart" for the penalty of £100, as specified in the 25th section of the Act. To this letter I never received any answer. On the 7th of February I received a letter from the Board, stating that they had received my report as Inspector, and that they considered it to be my duty to inspect and report on such cases exclusively as were referred to me. (*Handed in. Vide Appendix B 8.*) On the same day I answered their letter, stating that they had misconceived that part of my letter where I stated I had decided—as I did not intend to decide for the Board—but only to decide that, from my personal inspection, the Act was not complied

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complied with, and I explained that I was not dictating to them. This is my letter in reply. (*Handed in. Vide Appendix B 9.*)

658. *Chairman.*] Have you had any reply to that communication? I have had no reply to that communication.

659. In point of fact, that is the second communication of considerable importance you have not had acknowledged? My first letter of 13th June, stating objections, was not replied to. My letter of 22nd January, 1867, with regard to the rail, in which I referred to my former letter, and recommended the Board not to grant a certificate to the "City of Hobart," was not replied to. On the 30th January, 1867, I complained of having received no answer, and asked leave to prosecute the owners of the "City of Hobart." To that I received no reply. Matters went on. On the 22nd July, I wrote this letter to the Board. (*Handed in. Vide Appendix B 10.*) To that letter I received a reply. (*Handed in. Vide Appendix B 11.*) On the 26th July I wrote the following letter to the Board. (*Handed in. Vide Appendix B 12.*)

660. Had you a reply to that letter? I had. (*Handed in. Vide Appendix B 13.*) On the 3rd August, the Secretary of the Board wrote this letter to Mr. Korff. (*Handed in. Vide Appendix B 14.*) I received no communication from the Board, and had I not been communicated with by Mr. Korff I should have been in ignorance of it. That letter was received by Mr. Korff at 45 minutes past 12, on the 3rd August, 1867, and the survey was made at 3 o'clock on the same afternoon. I copied this from Mr. Korff's paper afterwards, and these are Mr. Korff's initials. Mr. Korff was at the time the Shipwright Surveyor. Since then the two-months' certificate has expired, and the vessel has returned, and I have sent in to the Board another report, reiterating my former objections, accompanied by a diagram of the ship, giving a sectional view of the length of the ship, and two cross-sectional views of the after bulkhead of the engine-room and the after bulkhead of the hold. I have accompanied that with a report, of which I have not got a copy. At the present moment, the Board, I suppose, are debating whether they will grant a certificate or not.

661. It is still your impression these bulkheads are not in accordance with the law? I am certain of it. The Act itself is very clear—the 25th section. I may say I found no regulations or instructions as to the duties of the Engineer Surveyor when I entered on the office. I was told I should learn my duties from the Steam Navigation Act, and I was shown a book of this description—General Instructions of the Board of Trade in England to their Surveyors of Steam Vessels. The English Act, in the first part of it, is very much like ours, and as far as that portion of it is concerned—the 300th section of the Merchant Shipping Act—is in its first clause identical with our 25th section, with the exception of the dates. It says—"shall be divided by substantial transverse watertight partitions, so that the fore part of the ship shall be separated from the engine-room by one of such partitions, and the after-part of the ship shall be separated by another of such partitions." Their law goes further, and states that the hull of the vessel is to be divided into three equal parts—"Every steamship built of iron the building of which commences after the passing of this Act shall be divided by such partitions as aforesaid into three equal parts or as nearly so as the circumstances will permit. In such last-mentioned ships each such partition as aforesaid shall be of equal strength with the side-plates of the ship with which it is in contact. Every screw steamship built of iron the building of which commences after the passing of this Act shall in addition be fitted with a small watertight compartment enclosing the after extremity of the screw shaft." These three portions or paragraphs are not in our Act. Our Act, in the 25th section, is confined to the first paragraph of the 300th section of the English Act. We have still considered it desirable to be guided by the English rule—and that is in the 57th Regulation, page 20, of Instructions to Surveyors—as to how far bulkheads are to extend. The bulkheads are to extend from the keel to the upper deck, in vessels of two decks. The rest that follows is merely explanatory of how strong the plating is to be. The object of the "City of Hobart" and her owners, and others, in making it appear she is a three-decked ship, is to take advantage of this description, and to state that she is properly divided according to the instructions of the Board of Trade, her bulkheads being carried up, as they state, to her second deck.

662. You contend she has only the one deck? She is a vessel of two decks only. In the forehold—the entire extent of it—there is not a single intermediate beam of any kind whatever. There are only the two decks from the bottom of the ship to the top. In the afterhold the screw shaft casing is not supported in the usual way by a tunnel, but it is supported upon beams that go across the floor of the ship. These beams must of necessity be strong enough to maintain the weight of all the cargo that is put upon the casing. The whole of the space below that floor is measured away from the registered tonnage of the ship, as engine-room space for the screw shaft. There is no ceiling, or lining, as it is commonly called, below this floor—nothing whatever in the way of making it a hold for cargo. It is not large enough, as the Committee would see more readily if they had the plan of the ship I have furnished to the Board.

663. This is in fact the run of the ship? It is the run of the ship, a place where cargo could not be stowed. They want to take advantage of this to state it is a deck.

664. Is the middle deck likely to be under water in any case? When the ship is deep, her first deck is under water.

665. Then the bulkheads would be useless? The bulkheads would be entirely useless. In my letter of the 13th June I point out to the Board what I conceive to be the danger. If this vessel comes into collision with any other ship, she must of necessity go down, as her bulkheads are no protection to her.

666. *Mr. Tunks.*] You have spoken of the declarations as to the equipment of these vessels—Does the equipment include the crew? No. The declarations made in the English Act are, first, that the hull of the ship is sufficient for the service intended; next, that the water-tight

water-tight partitions, boats, life-buoys, signals, compasses, &c., are in good order; and third, the time, if less than six months, for which they think the equipments will be sufficient.

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667. Whose duty is it, in this port, to see that they have the necessary number of hands to manage the ship? There is no one.

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668. Whose duty is it to see a ship is not overloaded when she leaves? We have no power with respect to overloading, excepting the overload is carried on deck.

669. You are not aware that any officer in this port has power to see that the necessary number of hands are on board when she leaves? The Immigration Officer sees to all vessels that come under the Passenger Act, which is a different Act altogether from the one we have to apply. That officer has power to cause a vessel to be unloaded till he considers her safe.

670. *Chairman.*] Is that Act in force here? Captain Pockley is the Government Immigration Agent, but it is only for vessels that come under the Immigration Act. Ordinary vessels do not come under it.

FRIDAY, 6 DECEMBER, 1867.

Present:—

MR. TIGHE,

DR. LANG.

ROBERT STEWART, ESQ., IN THE CHAIR.

Mr. William Dalton called in and further examined:—

671. *Chairman.*] You gave evidence before this Committee on a former occasion, and I understand you desire to supplement that evidence—will you state in what particulars? In looking through the evidence I gave formerly, I found it stated that vessels had been driven back from Sydney; it should have been to Sydney, instead of from Sydney. I have known vessels driven back from Trial Bay to Sydney, and further south than that.

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672. You attribute that to the want of some harbour to the north? Yes; if there had been a breakwater at Trial Bay, the probability is they would not have been driven back; and, on the other hand, I have known vessels driven from Sydney back to Trial Bay; no doubt about that.

673. Coming south? Coming south; the weather has been so bad that they could not make Port Stephens, and they have made Trial Bay even now in the state it is in.

674. Then it is important as a place of refuge even now? Yes, it is the best roadstead we have on the coast.

675. Do you desire to make any further statement? Yes; I forgot to mention the Mermaid Reef in my last evidence; the Mermaid Reef is where the "Prince of Wales" was lost.

676. Is that a dangerous place? Yes, it is right in the tract, particularly in the winter-time.

677. Would you think it necessary to have it marked in any way? I think, as I said in my former evidence, there should be a light on Seal Rock Point, which is the turning point; Mermaid Reef is about thirty miles north of that, and there is a light at the Manning, which is very close to Mermaid Reef; it is a small light, not very powerful, and you cannot see it far; but if there was a light on Seal Rock Point, a vessel going north would see the Manning light as soon as she loses the light on Seal Rock Point, if the power of the Manning light were a little increased, and that would be a good guide for her to clear the Mermaid Reef.

678. You think it of importance that a light should be placed on Seal Rock Point? Yes, certainly; there is no place on the coast wants a light more; it is a turning point both north and south.

679. Is the light at the Manning sufficiently elevated or powerful to be seen at sea? By the time you get to the Mermaid Reef you lose the Manning light, because Crowdy Head shuts it in, but when a vessel sees the Manning light she knows her position, and can easily calculate the rate she is going so as to clear the reef.

680. Wrecks have not frequently occurred on the reef, to your knowledge? I recollect some twenty-eight years ago there was one wreck that we know occurred on the reef, and three lives were lost; that is the only instance we know of, of a vessel being totally lost there; the "Prince of Wales" struck on it, and it caused her destruction, and the "New Moon," got on to it one night, but she got off.

681. Do you know the name of the vessel that was lost there? I do not remember it.

682. Do you recollect what trade she was in? I think she was trading to the Manning or Port Macquarie.

683. Do you think her loss was attributable to her not being able to ascertain her position when near the reef, for want of a guide light or some other means? Want of a guide; if there had been a light at the Manning then, very likely she would not have been lost. The light has not been there more than twelve months; it is only a kerosene light, and its

Mr. William Dalton. power might be increased with great advantage. These lights on Seal Rock Point and at the Manning River would be a very great advantage to vessels, particularly in the winter-time.

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684. Do you speak of an improved light at the Manning? Yes, an improved light. The light is a very good light, and very advantageous now, but it could be increased a little by an extra lamp, so as to be seen further.

685. It is now, I suppose, more a harbour light for making the port? It is more for the port than anything else.

686. I suppose what you have said about increasing the light bears reference more particularly to the danger you allude to at the Mermaid Reef? Yes; the Mermaid Reef is right in the track of vessels in the winter-time, but in the summer it is not so much so, because they keep further off the land. The same sort of thing applies to Smoky Cape. There is a rock off Smoky Cape, some distance, not very far, between which and the mainland vessels can go in the day-time. That rock is above water, and can be seen in the day-time, but at night not so well. I do not think I mentioned in my former evidence that there is a rock there; it is about a mile and a half from the shore.

687. That is a danger well known to coasters, I suppose? Yes; there has never been an instance of a vessel being lost on it, I believe.

688. It would be serious danger for a stranger running that coast down? Yes; a light on Smoky Cape would show them clear of that altogether.

689. Would it afford any other advantage in making any port? No. Whether the Government come to the conclusion to make a breakwater in Trial Bay or not, I think there ought to be some moorings laid down there.

690. In its present condition? Yes, because then a vessel could hang to the moorings without letting go her anchor, and if it came on to blow from the south-east or east, she could slip her moorings when she could not get up her anchor; otherwise she would either have to let her anchor go, or while she was getting it up she might go on shore.

691. You think the moorings would be the means of saving life and property under present circumstances? I think so:

692. Enabling a vessel to get out readily is an advantage? Yes; when she had her anchor hove short she would drag, and there would not be time to get it up before she would be on the beach. I have no doubt that, in the event of a breakwater being made at Trial Bay, the Government would be well compensated by the sale of land for a township. I know numbers of persons who are very anxious to buy land there; it is a very pretty site for a township.

693. *Dr. Lang.*] You have recommended that a light-house should be erected on Seal Rock Point—Do you mean on the mainland, or on one of the Seal Rocks themselves? On the mainland.

694. Not on the rock? Not on the rock. The rock is very close to the mainland; there is a passage between that you can go through in fine weather. The light could be seen better from the mainland, as it is much higher; the rock is very low. On the main it would be equally as good a guide for them to clear the rock; and not only that, but in boisterous weather they could have no communication with the rock, but in any weather they could communicate with the land.

TUESDAY, 10 DECEMBER, 1867.

Present:—

DR. LANG,

MR. TIGHE.

ROBERT STEWART, ESQ., IN THE CHAIR.

Daniel Cameron Dalgleish, Esq., again called in and further examined:—

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695. *Chairman.*] You gave some evidence before this Committee on a former occasion? Yes.

696. And the Committee was adjourned before your examination was completed. Do you desire to offer any remarks upon the subject of your former evidence? I have only to state that no answer has been received by me to the letter on the subject of the "City of Hobart," addressed by me to the Board.

697. You have assumed all along that your appointment is permanent? I have.

698. The Board appear to have considered that it was necessary to renew it from time to time? Not to renew it, but to make the appointment in every case.

699. You have communicated your view that it was permanent to the Board? Yes, and I requested that my view of the case might be laid before the Crown Officers for their opinion. That was months ago; since then I have received no reply. I have always since exercised the duty when I have thought it necessary, and whenever I have done so I have never been found fault with.

700. You continue to exercise the duty, without having any new appointment? Yes; I may say that, as Engineer Surveyor, it is sometimes said that I have no right to interfere with the hull of the ship; but where fault has to be found with the hull of the ship or with the water-tight partitions, it has to be done by myself. A shipwright, in the usual acceptance

acceptation of the word, is never appointed to survey iron ships. Shipwrights never build them, and they have no more knowledge of the requirements of iron ships than I should have of wooden ones. Boiler-makers are employed to build, and engineers to design them; and, excepting for the rigging, shipwrights are not employed at all.

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701. In all cases it is necessary for an engineer to direct any alterations or repairs that are required? In every case engineers are appointed; and in permanent Companies, as the Australasian Steam Navigation Company, where they have a foreman carpenter, he never interferes with the hull or with the repairs of the ship.

702. That is in all iron ships? Yes.

703. In point of fact, the inspection of the hull could not be properly carried out unless you performed this duty? I may say that very dangerous faults had existed in iron ships prior to my appointment, and had not been discovered, and I found on my first appointment that I was obliged to report almost continuously upon defects in the hulls and water-tight compartments of iron ships.

704. Shipwrights are supposed only to understand wooden ships, and defects in the iron would escape them altogether? Yes, and as a matter of fact they did escape them. The consequence was, that I found where ships ought to be divided by iron bulkheads, it was entirely neglected, and you could in some cases put a walking-stick through the bottom of a vessel.

705. Is there anything in your appointment that is defective in any way that does not enable you to examine the hull of a ship? In Victoria, the sister-colony, the Engineer Surveyor is also a Shipwright Surveyor, so that no exception can be taken to him at any time when performing his duties; but in my position, it is open for any one to take exception when I am making an examination of the hull of a vessel, and to state that I am not a Shipwright Surveyor—that I have no right to give directions or to take any responsibility in the matter; but acting on the supposition that my appointment as Inspector gives me this power, I have always exercised it. I consider it necessary for the public safety that it should be done.

706. Then the provision is made in the appointment at Victoria, which extends further than yours, that the Inspector shall be Shipwright Surveyor as well as Engineer? Yes; and a Shipwright Surveyor, being also an Engineer, has also been appointed by our Government for all the boats within the territory of New South Wales, on the Murray River. Mr. Wilson there is both Engineer and Shipwright Surveyor.

707. Is there any separate Shipwright Surveyor for wooden hulls? Not in Victoria. There are few, if any, wooden boats there, with the exception of our boats on the Murray River, which I believe are almost all wood.

708. The duties of Shipwright Surveyor extend to the equipments of ships, do they not? Yes, to the boats, masts, rigging; and even in these instances, it is necessary I should have power as Inspector, because the Shipwright Surveyor being paid merely by fees, his duty extends, as it were, only to one day.

709. When called upon? When called upon; and it was in the practice in different Companies that when a ship was being surveyed, to borrow materials from one ship to complete the ship under survey, and the moment the survey was passed, to remove these things back to the vessel whence they were taken. They would in this way remove boats and all movable equipments of that kind, and sometimes exchange their own boats for others for the occasion.

710. In such cases the object of the inspection was defeated? Yes. Since my appointment, I have assumed the position that I have the right at all times to see that everything that is required by the Steam Navigation Act is in its proper position, and in a proper state of readiness for use on board vessels.

711. You think, in many cases vessels would have gone to sea without the full equipment, if you had not interfered? I have not the slightest doubt of it. They never know at what time I shall be on board; and as I now constantly call upon them to produce certain articles that are necessary for the requirements of the vessel, I believe the whole of the equipments of the mercantile navy of the port is in such a condition as it has never been in before. I may, no doubt, be considered, from the position I hold, to take a partial view of the matter; but I believe my opinion would be borne out by others.

712. In what respect do you think you have not the necessary power under your appointment? I think, without interfering with the present Shipwright Surveyor at all, if I were also appointed a Shipwright Surveyor, it would remove any dissatisfaction that may at present be felt by my performing this duty—it would do away with any feeling that I was intruding.

713. The appointment would give you the special authority without question? An authority that could not be questioned. The "Lady Young" having been on the strand to the north, came here for repairs; and this case will shew the necessity of my inspection. When I inspected that vessel, I found she had been almost broken in two, and that she was shaken throughout her butts, and the running seam started. The Surveyor for the Insurance I believe refused to have the boiler lifted out of the ship, maintaining that no injury had accrued to the ship's bottom under the boilers. On examination I found there was serious injury, and I wrote to the Board recommending that the certificate of the "Lady Young" should be lodged in the Steam Navigation Board's Office until the repairs were made and she was rendered seaworthy. This was done, so that the Board recognized my position in that case, for my recommendation was purely with reference to the hull of the vessel. My recommendation was followed out in that instance, as it has been in every other, with the exception of that of the "City of Hobart," which I mentioned previously.

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714. Would you have thought the "Lady Young" unseaworthy, if the alterations you suggested had not been carried out? She never could have been rendered seaworthy unless my recommendation had been adopted.

715. Your appointment to that duty would not incur any additional difficulty or expense? Practically I perform the whole of the duties now.

716. Then your object is merely to have the unquestionable right? I have to give in two forms of declaration for every iron ship I survey—I think I have already handed them in. One of the forms is to the effect that the engines and machinery generally are in good condition; and the other declaration is, that all the equipments are in good condition, in accordance with the Act. It would appear to be an anomaly if I were to make a solemn declaration as to the state of the hull, and afterwards my declaration were to be good for nothing; but actually, in the case of the "City of Hobart," it is set entirely aside.

717. In all other cases it has been acted upon? In all other cases it has been acted upon.

718. *Dr. Lang.*] Do you find the Steam Navigation Companies of the Colony disposed to adopt your suggestions, and to act accordingly? Now, in every instance I have no difficulty. When I was first appointed, I found very great difficulty indeed—in fact, it was not until every appeal against my decisions proved those decisions to be correct that they gave it up. The first instance in which I was brought in contact with the Australasian Steam Navigation Company—one of the most powerful Companies—was in the case of the "Collaroy" passenger vessel, trading to Newcastle and Morpeth. I required certain alterations to be made in her boilers; they refused to make them, and the vessel went one trip to sea in the condition in which she was, before I could take such action as to stop her—to get the Board convened, and to take away her certificate, which was the only means we had. On her return, her certificate was taken away, and I believe the Company brought all the influence they could to bear, to set my decision aside. On that occasion, however, they were not able to do so, and when the examination was made, in the presence of their own superintendent, who had refused to perform the repairs, and who said they were unnecessary, I could put the handle of a hammer right through her boiler—I could have knocked my fist right through. That was the first time I was called upon to examine that boat. The examinations were laid out as they had been accustomed to be laid out before; that is to say, the boilers were all closed up and the bridges were built up, and everything closed so that I could see nothing excepting the external part of the boiler. The repairs took them more than a week to execute, having men at work all night and day to do them.

719. *Mr. Tighe.*] How did you find it out? I found it out by inference, by tapping it in different places. I refused to allow the survey to be made unless it was made properly. I went through different parts of the boiler—every place that I could get to externally I went to, and there was one place in a state of collapse, that is, the pressure had bulged the plate up to breaking strain. I wanted further stays to be made in that part, and they refused to go to the expense. When I tapped the boiler, I found the iron was all perished—there was nothing but a scale of rust; I could put the handle of a hammer right through it.

720. *Dr. Lang.*] Do you get on harmoniously with the different Companies now? I never have the slightest trouble. I must say they are always willing to meet me half-way, and they sometimes go further than I would require them to do. In the first instance, not one Company only, but almost every one, seemed to think my only duty was to sign some official documents, without making any examination at all. They appeared to consider it derogatory to them and to their superintending engineer that I should make these examinations. The correspondence between them and the Steam Navigation Board would disclose that that was the state of things. They stated that they employed a man of talent, and paid him to look after their work, and they considered my interference an inconvenience and a wrong, and wished to be relieved from it. For my part, I considered no part of the boiler too dirty or too clean to be examined by me.

721. You consider the steam marine of this Colony in a state of entire efficiency at present? I do. We have some inconvenience with the Melbourne boats occasionally, because their laws differ from ours. In the Melbourne boats they have no inspection of the bulkheads or watertight partitions in their iron ships, and that has also been done away in the English law, and I believe efforts are being made to get it done away with here. I think it would be a great calamity if it were to be abolished here, notwithstanding that the law is defective as it stands. The "Hero," which was employed in the Steam Mail Service to the China Seas, when she first ran I found that the main bulkhead or watertight division had been taken away for some purpose—two of the largest plates had been taken down, and had never been replaced. The after bulkhead had been removed, and the man-hole door, which in screw ships is intended for the purpose of retaining any leakage in that part, had been taken off, and no one knew where to find them; and of course I insisted upon the bulkhead being replaced and the door being fitted. They were very indignant at that interference, as they had only just passed an examination at Melbourne, and considered we were not entitled to require them to go to a further expense for repairs in this port. I also found her boilers in a state of collapse, and required them to be repaired. The correspondence upon the subject is in the office of the Steam Navigation Board. The Board approved of my conduct in that case, both with regard to the hull and with regard to the machinery.

722. The division of vessels by watertight compartments is intended, I presume, to save a ship, in case of her coming into collision with any rock? Yes. The "Lady Young" is a remarkable instance of their efficiency. In that case the collision bulkhead and about

fourteen feet of her keel were broken off at the stem and fore part of the ship, and there was another hole broken into her side, which was temporarily stopped up, and she would never have been got off the rocks or brought on to Sydney but for the watertight compartments. The "Telegraph" steamer also went on to the rocks prior to her loss, and was then saved by her watertight bulkheads. The "Boomerang" steamer was broken in two halves near the Fitzroy River, and would have never been got off but for her bulkheads. The "Hunter" steamer, the property of the Illawarra Steam Navigation Company, when she came into collision with another steamer, I think the "Kembla," would never have reached this port but for the watertight compartments. The "Tasmania" steamer, then commanded by Captain Clinch, was run against the Pillar Rock, in the Straits, close to Tasmania. I think her forefoot and forepart to her fore watertight compartments were entirely destroyed; she would not have been got off but for her watertight bulkheads. I could mention many other instances where vessels have been saved which would have been entirely lost, with all on board, but for the provision of watertight bulkheads. The "Great Victoria," which brought immigrants from England to Queensland, and afterwards came here for loading, had to be surveyed under our Steam Navigation Board Regulations, and I found that her bulkheads had been tampered with in the same way as the "Hero's," and that she had come from England in that state. The after funnel for the screw shaft had been cut open and one plate in it had been entirely removed, to enable the engineer to make a store-room of—a little triangular place in the run of the ship. This entirely destroyed the safety of the ship as a vessel divided by watertight compartments. In that case I insisted upon it that the whole of the work should be made good, and my conduct was approved of by the Board.

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723. Do you consider it indispensable that that provision of the law should be maintained inviolate? I do. I consider that the only point on which the law is to be found fault with is, that it is not sufficiently definite—that in certain vessels where the whole of the machinery is carried in the after-part of the ship, our law with regard to bulkheads is of little value.

724. Is that in the case of a screw steamer? Yes, when the engines and boiler are carried right aft. The 25th clause of the Act says—"the same to be divided by transverse watertight partitions so that the fore-part of the vessel shall be separated from the engine-rooms by one of such partitions and so that the after-part of such vessel shall be separated from the engine-room by another of such partitions." So that, when the machinery is carried right aft, the bulkhead carried before the machinery satisfies the law, leaving the forward part of the ship without any watertight partition at all. I may say that the builders of iron ships, as a rule, even in these cases, do divide them by watertight partitions themselves, but in other instances they do not; so that, if any alteration were to be made in the law at all, it would be desirable it should be made to insure vessels being divided by watertight partitions in such a way as, in the judgment of the surveyor, to render them safe for passenger traffic.

725. *Chairman.*] The object of watertight bulkheads was completely defeated in the instance you have alluded to? Yes, and that was the ground of my objection to the "City of Hobart" having her certificate.

726. *Dr. Lang.*] Does the division of the capacity of a vessel by these watertight compartments not interfere very much with the ventilation requisite? No, I do not think it does.

727. It is exclusively in iron vessels that this law operates? It applies exclusively to iron vessels, but in many cases first-class wooden vessels are divided by watertight compartments.

728. In speaking of the desirableness of conjoining with your present appointment that of Shipwright Surveyor, do you contemplate such an appointment giving you a right to hold surveys on wooden sailing-vessels? I have nothing whatever to do with sailing-vessels of any kind—my appointment is exclusively for steam-vessels.

729. You offer this suggestion with the view to make your present appointment more efficient for the purpose it proposes to accomplish? That is my view—I already do this duty, but my right of doing so is questioned.

730. Does your duty authorize you to interfere with the lading of a ship? Only with regard to deck-loading.

731. Are there not instances in the history of steam navigation in this Colony, in which the lading on deck has proved fatal to the vessel and passengers? I think so. The steamer "Pluto," which left this port and was never afterwards heard of, carried two large boilers on deck, and there is no doubt on the minds of any practical men with whom I have conversed upon the subject, that that was the cause of her loss. The "Phoenix," that was wrecked at Clarence River Heads, was also very heavily laden on deck with wool when she was lost, and I have always heard her loss attributed to that circumstance. There are many instances of the same kind. There are other instances where vessels of large stowing capacity have, in my opinion, been laden deeper than I thought was safe. For instance, the "Cawarra." Prior to that vessel leaving, I drew the attention of the Manager of the Company to her, but I had no power to interfere in any way.

732. Has the recommendation that was given in that case, of having a water-line fixed to regulate the lading of the vessel, been adhered to? I have never heard one word about it since, but I must say that the practice of overloading is not carried to such an extent now; at any rate, I have never since seen a vessel leaving the port in the same condition as the "Cawarra." I think the loss of that vessel has had a salutary effect.

733. You think the Companies have learned the requisite lesson from direful experience? They have; but in the exercise of my duty I have had occasion to prosecute almost every Company
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out of the four, for carrying deck cargo, and in every case conviction ensued; and an intimation was given by the Magistrate that, if another conviction were obtained against the same parties, they would be fined in the utmost penalty of the law—£50 for each offence. I believe the different commanders have received instructions from the Managers of the Companies that they are to discontinue the practice. Sometimes my attention is called to a little overloading on deck, and when that is the case, I make a practice of going to the Manager of the Company, of stating what has come to my ears, and of warning him that I shall feel it my duty, unless it is remedied, to bring the matter before the Steam Navigation Board. No doubt when there is a great press of cargo, cases will occur that escape my vigilance, for I cannot be everywhere; but in such cases it is generally cargo of a light character, such as wool, and there is then not so much danger as inconvenience to the passengers. Prior to my taking what were considered to be at the time harsh measures, the system of carrying deck cargo prevailed to such an extent as to make travelling by steamer most unpleasant, and no one would travel in that way except as a matter of sheer necessity. Passengers were quite a secondary consideration. I have seen fore-cabin passengers not have room to stand for pigs and sheep, and the decks were covered with the excrement of these animals.

734. Is it customary to carry any part of the coals that are required for the purpose of steam-vessels, on deck? It used to be; but in every case where I have discovered it, I have stopped vessels from going out of port until every particle of coal has been taken down below. I have had to prosecute captains of vessels for carrying coals on deck. I am given to understand that it is a frequent practice now with vessels going north, and calling at the port of Newcastle for coals; being pressed for time, they have the whole of their coals shot upon deck, and not having time to trim them down below, they go to sea in that condition. I have gone to Newcastle myself with a view of discovering and punishing any instance of the kind; but perhaps because I have been there, it has not been done on board the vessels I have visited. I have heard that it is done; but if a case had come under my notice, I should have felt it to be my duty to lay an information against the captain.

735. To what do you consider the very frequent cases of shipwreck of steamers on our coast are to be attributed? Carelessness, I fear, is the main cause. For instance, the "Prince of Wales," a fine ship, in perfect condition in every way, was run on the Mermaid Reef in broad daylight. More recently, the "Telegraph" was run on the rock of Camden Head—as well-known a danger as any on the coast.

736. You think both those shipwrecks were entirely owing to carelessness? I think they were entirely thrown away. I do not say whether the blame attaches to the captain or to the mate, but the fault lies with whoever was in charge; and that the vessels were thrown away by sheer negligence there can be no doubt.

737. *Chairman.*] There were the cases of two steam-vessels that were lost to the southward—some lives also were lost—coming from Twofold Bay? That was before my term of office. The "Nora Creina" was one, I think.

738. So far as you know, that was owing to no defect in the ship? No.

739. The defect was in the management? Yes. The reason I have no hesitation in saying it was not from any defect in the ship is, that the ship had recently been lengthened, and all her defective plates had been cut out. The Company had gone to great expense in putting her into a complete state of repair.

740. The loss of the "City of Sydney" was not attributable to any defect in the ship? No, I believe she went on shore in consequence of some deviation of the compasses, and of no defect in the ship or machinery. She was wrecked at midnight; but the two vessels I have mentioned—the "Prince of Wales" and the "Telegraph"—were wrecked in broad day.

741. The steamers you have mentioned were wrecked by running them on shore; it was not the fault of the vessels, and it was still weather in each case? Yes, and had it not been for the watertight compartments, the "Telegraph" would have broken into two pieces and gone down with all hands; but the water-tight compartments in her after-part kept her up for some days, and enabled the crew and passengers to escape.

742. You think that precaution was the means of saving many lives, as well as property? I believe very little property was saved, but lives were preserved, beyond a doubt.

743. *Mr. Tighe.*] There are a considerable number of steamers calling at Newcastle, going north, are there not? There are only the steamers to the Clarence and Richmond Rivers, I think.

744. There are a number of colliers trading between Newcastle and Melbourne? They do not go further north than Newcastle—they trade from Melbourne to Sydney, and go from Sydney to Newcastle for coals, and from Sydney to Melbourne with coals.

745. Going both north and south there are a pretty good number of steamers that call at Newcastle? Yes.

746. Is there any one to look after them at all at Newcastle? The Steam Navigation Act devolves the duty of looking after the deck cargo upon the Custom House officer, and steamers are not allowed to leave the port if they have deck loading contrary to the Act.

747. Or coals? Yes; and I know that the Custom House officer has sometimes demanded the clearance of the vessel, and it has been kept till such time as the coals have been put below.

748. Is the duty sometimes neglected? I believe it is.

749. Whose duty is it to see to that? Whoever is the Custom House officer on board at the time, or whoever is on duty on the wharf; but vessels trading within the limits of the Colony do not require to clear, and it may be overlooked without any amount of neglect.

750. Do you think it would be well for the Government to give instructions to the Customs authorities to have every steamer looked after before she leaves? I think it perfectly proper it should be done. It would be very little trouble if the Custom House officer went on board and held the clearance until she went out.

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751. *Dr. Lang.*] Do you consider this coast, north or south, at all dangerous for steam navigation, or the reverse? I think it is not at all dangerous. No doubt there are points which it would be a great benefit to have lighted; but for steam navigation I know of no particular danger, so long as the ships are efficient. There is always a certain amount of danger attached to bar harbours; and, with reference to that point, I must say that I think the Australasian Steam Navigation Company are making an alteration in their steamer the "Coonanbarra" which is very desirable. They are throwing a spar deck right over the ship, and making a promenade on the top for passengers. They do not intend to use the top deck as a cargo deck at all, and are putting a high rail all round with netting, for the protection of passengers, and to prevent their falling overboard going in or coming out of bar harbours. If the "Coonanbarra" with this arrangement were to be placed in similar circumstances with those to which the "Cawarra" was exposed, she would live and be in no danger.

752. *Mr. Tighe.*] Would this arrangement prevent the water going down? There is no place where the water could go down—if a sea were to break on her, it would all run off. The "Cawarra" no doubt foundered in consequence of the weight of water that rushed into her.

753. *Dr. Lang.*] In addition to her over-lading? Yes; the fire was put out by the water rushing below, as she sank in the trough of the sea; and the cooling action of the water on the fires in the furnaces of the boilers caused such an immediate generation of steam as to blow the body of ashes and vapour as it were by a gun-shot—that was observed on shore.

754. *Mr. Tighe.*] You would have prevented the "Cawarra" from leaving Sydney with her deck-loading, if you could have done so? Yes.

755. Have you such a power now? No.

756. Has anybody? Not that I am aware.

757. *Dr. Lang.*] On what part of the coast would you recommend additional lights to be placed, either north or south? The most important place is Broken Bay. I think it highly necessary that that should be lighted up. It is one of the best harbours on the coast, and a place that may be made in comparative safety when even Sydney heads cannot. I may mention that, in what is now called the "Cawarra" gale, the "Coonanbarra" was at sea, and although she made Sydney light, she went back and went into Broken Bay in preference to coming into Port Jackson.

758. Would you have the light placed on Barrenjuey? That is a matter on which I would rather not give an opinion—I would rather leave that to nautical authorities to decide.

759. Is there any other point that requires to be lighted? Seal Rock Point is a very dangerous place, no doubt.

760. Would you recommend the light there to be placed on the rock or on the land? I think in that case the light would be better placed on the Seal Rock itself, at the outer ledge where the seals are generally in such abundance, but that is a matter I would rather leave to nautical men.

761. *Mr. Tighe.*] Was the certificate given to the "City of Hobart" given in opposition to your wish? Yes.

762. You had inspected the "City of Hobart"? Yes; and on every occasion when I officially inspected the "City of Hobart," I stated in writing my objection to her receiving a certificate.

763. Did those who had inspected her before give her a certificate? The Shipwright Surveyor no doubt inspected the vessel, and gave a declaration that she was in accordance with the Act or otherwise, or the Steam Navigation Board would not have given her a certificate; but I think it is very questionable whether the Shipwright Surveyor has a better knowledge than the Engineer, whether the ship's engine-room is divided the fore-part from the after-part. I have stated, and do state, and it is a matter that cannot be doubted, that she is not so divided, and when deeply laden, her bulkheads would be of no more use than if they were not there at all.

764. Then, you having given one opinion and the Shipwright Surveyor having given another, it lay with the Board to decide between you? In the first instance, the Board appointed Mr. Korff to be Shipwright Surveyor. When Mr. Cuthbert was Shipwright Surveyor we differed on that point—not that he said he believed she was divided in this way, but that she was divided sufficiently. After his departure for England, Mr. Korff was appointed, and he agreed with me, and reported that it was not in accordance with the Act. Captain Donald was then appointed Shipwright Surveyor, and when I spoke to him of the matter he agreed with me, and told me he would send in his declaration to that effect. I saw him afterwards, and he told me that in the copy of instructions he received, all about bulkheads was crossed out, and I believe he then sent in the usual declaration. Whether he has or not I have never been informed, but I believe he did send in the usual declaration, and I know the vessel received the certificate of the Steam Navigation Board and is travelling under it.

765. What Company does she belong to? To the Hobart Town Steam Navigation Company. They have no Steam Navigation Board in Hobart Town, but she had received a certificate from the Steam Navigation Board in Melbourne previously; but the Melbourne Act differs from ours, as I have already stated, they having no supervision over watertight bulkheads.

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766. If, in these regulations that Capt. Donald received from the Board, all matters relating to watertight bulkheads are scratched out, would that be contrary to this Act? It would be contrary to our Act; but these regulations are put in the hands of the Shipwright Surveyor here merely as a guide, and are more in accordance with the English Act, which in many cases differs from ours; but our Act is as definite as it is possible to be; it is that "the fore-part of the vessel shall be separated from the engine-room by one of such partitions, and so that the after-part of such vessel shall be separated from the engine-room by another of such partitions." In her case the engine-room is partially divided—she is a vessel of two decks, and she is divided up to the first deck; above that deck she is not so divided, and were any vessel to come into collision with her and cut her down so that the water would have access to her, she might as well be not divided at all. I have no doubt whatever that she is not in accordance with our Act.

767. *Chairman.*] Then, in point of fact, if anything were to occur to her, the responsibility would not rest with you—you have relieved yourself from that by sending your protest to the Board? Yes. I requested, in my letter to the Board, if there were any difference of opinion between me and the Shipwright Surveyor, that they would appoint some other persons to inspect the vessel with me, and for them to report to the Board—not that I had any doubt myself on the subject. I have no doubt that the vessel is not in accordance with the Act.

SHIPWRECKS AND LOSS OF LIFE ON THE COAST.

APPENDIX.

A 1.

(To Evidence given by F. Hixson, Esq., R.N., 19 September, 1867.)

REGULATIONS FOR THE SEA-PILOT SERVICE, PORT JACKSON.

1. On and after the 15th July, 1864, the system of pilotage by schooners will be discontinued, and a competitive system, conducted and governed by the following arrangements and rules, will be substituted in lieu thereof.

2. The Pilots will be subject to supervision and discipline in the discharge of their duties, and will be held as much responsible for their conduct as if they were working under the system now in existence.

3. Each Pilot will have to provide a crew of not less than four men, and also a whaleboat fully equipped. The boats must be numbered on the bow and sail.

4. In addition to the usual pilot flag, the Pilots will take in their boats a complete code of the signals of this port; and it will be the duty of a Pilot, on boarding a vessel, to see that the numeral pendant, denoting the last port of departure, is hoisted and kept flying until the ship shall have anchored.

5. Pilots will have to forward to the office, as usual, and with despatch, a certificate of services, with cross bearings filled in and signed by the Master.

6. For every vessel under 300 tons register, boarded outside the bearings of North Head N.W. or Upper Light S.W., and piloted to the anchorage defined by clause 13, the Pilot shall be paid by Government the full pilotage levied in accordance with the Act 22 Vic., No. 4; and for every vessel above that tonnage, and boarded outside the said bearings, the Pilot shall be paid half the pilotage dues, that is, 2d. per ton register tonnage, on production of a certificate from the master, as to the vessel's draught, and the satisfactory performance of the Pilot's duty.

7. For every vessel boarded within the limit of the foregoing bearings, but outside the line of Inner South Head and Outer North Head, and piloted as before directed, half of the rates provided by the foregoing rule will be paid.

8. For vessels boarded inside of the line of Inner South Head and Outer North Head, and outside of Inner South Head and Middle Head, no remuneration whatever will be allowed.

9. In construing the two previous rules, due regard will be paid to the state of the weather and all the circumstances of the case; and when any exceptional cases occur they will be dealt with on their special merits.

10. Should, however, a vessel arrive above the line of Inner South Head and Middle Head, without receiving the services of a Pilot, and it be proved that the vessel made proper signals for a Pilot, and no Pilot intercepted her outside of this line, the Pilot Staff shall be mulct in twice the amount fixed by rule 6; and this penalty shall be made up by an equal deduction from each Pilot's monthly earnings.

11. The Pilot who brought a vessel in will be entitled to take her to sea, and he will be paid for his services according to the rates prescribed by rule 6, on production of the usual certificate. When a vessel orders a Pilot, notice will be sent from the office as usual, and should the proper Pilot not be able to go to her at the appointed time, the first Pilot who gets on board shall take her to sea. In the case of a vessel that arrived without a Pilot, the Pilot who had the least number of ships during the previous month will be appointed to take her to sea, subject, however, to the foregoing condition; the Signal Master being under instructions to hoist the ensign as a signal that a sea-going vessel requires a Pilot, the proper Pilot not being on his way to her.

12. Under this system it is necessary that Pilots carry their licenses with them.

13. All vessels must, as heretofore (except those having powder, which are to be taken to Neutral Bay), be brought up as near to Sydney as practicable; and they will not be considered out of Sea Pilots' water until anchored above a line between "Careening Point" and "Garden Island."

14. A Pilot having once taken charge of a vessel, must not leave her until she is safely anchored, or given a proper offing, as the case may be, without the written permission of the Master, or the usual Pilot's Certificate.

15. Pilots are bound to the strictest observance of, and will be responsible for carrying out, the Quarantine and other existing laws and regulations.

16. Pilots detained in Quarantine will be paid £1 per diem; 8s. of which will be charged to the vessel, in accordance with the Act 3 Wm. IV, No. 6, sec. 16.

17. A coxswain of one of the Pilot's boats will be paid 10s. a month for looking after the Lifeboat, and the Pilots and their Crews will be required to serve in her in case of necessity.

FORM OF CERTIFICATE.

Sea Pilot's Certificate.

NOTICE.—Complaint against the Pilot must be lodged in writing with the Superintendent, within seven days from the date of neglect complained of.

I certify that Mr.
(into or out of)
my satisfaction.

(Pilot) piloted the (ship)
the Harbour of Port Jackson, and performed his duty to

Draught.....
Tonnage.....

Bearings and distance to be (North Head.....
taken by the Master of } Macquarie Light-house ...
the vessel } Hornby Light-house

I also certify that he has delivered a copy of the Port Regulations, and that there is no Gunpowder on board.

_____ Master.

_____ Date.

A 2.

LIST of Vessels known to have been wrecked on the Coast of New South Wales, from the 1st of January, 1863, to the 30th of June, 1867.

Date.	Vessel.	Tonnage.	Master.	Owner.	No. of Crew and Passengers.	No. of Lives lost.	Description and Value of Property lost.	Particulars of Casualty.
1863.								
28 Jan. ...	Snowdon, schooner ...	88	H. B. Moulter ...	H. Roberts, Sydney ...	6	Nil.	In ballast ...	Wrecked at Sydney Heads, beating out.
21 Mar. ...	Echo, schooner ...	20	Ringland ...	Ringland ...	3	Nil.	Cargo of wheat, maize, and potatoes; value, £150.	Wrecked on passage between Shoalhaven and Sydney, off Long Point.
28 „ ...	Absalom, ketch ...	25	J. Frazer ...	Hubbard ...	5	Nil.	Agricultural produce; vessel and cargo, £560.	Wrecked on Long Spit, in getting to sea from the Macleay River.
15 June ...	Duke of Wellington, schooner	87	Ed. Hebuor ...	Hale ...	7	5	Insured, £750 ...	Foundered after slipping from Belambi.
9 July ...	Pluto, steamer ...	136	Bowden ...	Norie, Cuthbert, Metcalf, Munsin, and others.	9	9	Not known ...	Left Sydney for Brisbane, but never arrived there.
9 „ ...	Regent Bird, schooner ...	34	P. Persiano ...	Roddan and Leslie ...	6	6	Cargo of maize; vessel & cargo, £1,080	Left the Macleay for Sydney, but never arrived.
10 „ ...	Black Diamond, schooner ...	101	Crawford ...	T. H. Green ...	6	Nil.	Insured, £950 ...	Foundered off Cape Hawke, crew landed at Seal Rock Bay.
10 Aug. ...	Diana, a decked boat ...	.....	J. Stevenson ...	J. Stevenson ...	3	3	Not known ...	Left the Macleay, and afterwards was found on the beach, near the Bellinger River.
10 Sept. ...	Maori, barque ...	288	Thom ...	Willis and Smith ...	16	Nil.	Fully insured ...	Foundered at her anchors, off Port Stephens.
17 Oct. ...	Sarah Dent, ketch ...	16	Mills ...	Mills ...	5	5	Not known ...	Capsized going into Port Stephens.
26 Nov. ...	Herculan, schooner ...	92	Murphy ...	Dr. Bowker, Newcastle	9	Nil.	Not known ...	Got on shore going into Newcastle.
1864.								
8 Mar. ...	Phoebe Dunbar, ship ...	660	Crouch ...	Crouch, England ...	24	Nil.	Insured, £8,000 ...	Destroyed by fire at Newcastle.
19 „ ...	Zone, schooner ...	90	Neil ...	Bloomfield and Co., Sydney.	7	4	In ballast; insured, £600 ...	Driven on shore in attempting to get to sea from Newcastle, crew taken out of the vessel by the Life-boat. The four lives lost included three of the boat's crew.
6 April ...	Wynona, steamer ...	87	Barton ...	Illawarra Steam Navigation Company.	28	Nil.	Steamer; valued at £4,000 ...	Ran on shore in foggy weather, near George's Head.
30 „ ...	Grecian, brig ...	200	Grant ...	Grant ...	11	1	In ballast; value, £1,000 ...	Stranded in an easterly gale, near Lake Macquarie.
7 „ ...	Viceroy, schooner ...	150	Fuller ...	Capt. Wright, Melbourne.	8	Nil.	Cargo of coals ...	Ran down by Wonga Wonga steamer.
22 „ ...	Albion, schooner ...	100	Griffin ...	Griffin & Co., Sydney	6	Nil.	Insured, £600 ...	Drifted on the North Head, Sydney, in attempting to get to sea.
2 June ...	Rainbow, steamer ...	75	Petty ...	Claronce & Richmond Company.	16	7	Cargo of timber and produce ...	Driven on shore during an easterly gale in Seal Rock Bay.
2 „ ...	Julia, schooner ...	59	Inglis ...	W. Short ...	7	Nil.	Cargo of maize; insured, £1,000 ...	Driven on shore in Trial Bay.
2 „ ...	Woolloomooloo, ketch ...	32	White ...	Hubbard ...	4	3	Vessel and cargo, valued at £1,000	Driven on shore in Trial Bay.
2 „ ...	Gazelle, schooner ...	25	Pidding ...	Dalton ...	3	Nil.	Vessel and cargo, £570 ...	Driven on shore in Trial Bay.
30 May ...	Macleay Packet, schooner	47	J. Frazer ...	Lawrence & Co. ...	10	10	Not known ...	Left Sydney for Richmond River, but never arrived there.
10 June ...	Waratah, schooner ...	109	Keft ...	Binney & Co. ...	7	7	Cargo of coals; vessel and cargo; valued, £1,000.	Left Newcastle for Sydney, but never arrived.
11 „ ...	Emma, schooner ...	52	Cogan ...	Coulson ...	8	Nil.	Vessel and cargo, £600 ...	Beached near Jervis Bay, to save life, during an easterly gale.
11 „ ...	Reaper, schooner ...	38	Lachlan ...	Williams ...	5	Nil.	Cargo of cedar ...	Beached near Belambi, to save crew.

A 2—continued.

Date	Vessel	Tonnage	Master	Owner	No. of Crew and Passengers	No. of Lives lost	Description and Value of Property lost.	Particulars of Casualty.
1864.								
12 June	Ewald, schooner	160	Wigmore	Johnson	7	Nil.	Cargo of potatoes	Beached near Ulladulla, to save crew.
15 July	Star of Peace, schooner	47	Leark	Dempsey	4	Nil.	Cargo of coal	Lost on the Oyster Bank, Newcastle.
23 Aug.	Margaret and Eli, schooner	53	M'Kee	Roberts	5	Nil.	Cargo of coal; value, £500	Foundered off Bird Island.
30 "	Tybee, barque	271	Murphy	C. Brown	10	7	Vessel and cargo, £1,800	Failed in getting into Port Stephens, cut away masts, and parted from her anchors.
30 "	Gertrude, brig	117	Fleck	D. Bowker & Co., Newcastle.	6	1	Vessel and cargo, £800	Drifted on shore, during a gale from seaward.
30 Sept.	James, schooner	114	Arnott	Washington	6	Nil.	Vessel and cargo, £800	Drifted on shore, during a gale from seaward.
30 "	Lowestoff, steamer	90	Beecher	Bingle & Co.	8	Nil.	Value, £4,500	Beached during a gale from seaward, to save life.
1 Oct.	New Moon, steamer	50	Kidd	Marshall	12	11	Vessel and cargo, £2,000	Driven on shore in an easterly gale, in the vicinity of Port Stephens.
1 "	Guiding Star, schooner	39	Nicol	Pinkerton	5	5	Cargo of maize; value unknown	Left Manning for Sydney, but never arrived.
1 "	Brodalbans, barque	215	Scaby	Seaby	9	Nil.	Vessel and cargo, £1,800	Driven from her anchors, near Bellambi.
4 "	Mary, cutter	12	Kalway	Kalway	2	1	Cargo of shingles; value not known	Upset in a whirlwind, near Broken Bay.
6 "	Circassian, schooner	97	Pallant	Piggot & Co., Melbourne.	7	3	Vessel and cargo, £1,700; laden with potatoes.	Ran on shore in thick weather, near Twofold Bay.
7 "	Freak, schooner	92	Carrol	Somerville, Sydney	6	Nil.	Cargo of coals; insured, £800	Took the ground, working into Port Stephens.
17 "	Buonaparte, schooner	120	Rowling	Rowling	7	Nil.	Cargo of coals; vessel and cargo, £1,700.	Foundered off Bellambi.
27 Nov.	Emily and Ann, schooner	39	Harkness	Booth	4	4	Cargo of machinery for a saw mill; value, £1,300.	Capsized taking the Manning Bar, during very heavy weather.
8 Dec.	Wm. Buchanan, barque	155	Pryde	Pryde	8	Nil.	General cargo; insured, £3,080	Struck on an unknown rock off the coast, near the Clarence River.
1865.								
24 Jan.	Star of Australia, steamer	186	Burnett	A. S. N. Co.	17	17	Insured, £6,000	Left Sydney for Rockhampton, with two punts in tow. One punt was picked up by the schooner "Storm Bird," but the fate of the steamer and remaining punt was never ascertained.
24 "	Punt in tow of steamer	63	Doig	.....	3	3	Value of punt, £500	
24 "	Twins, ketch	22	J. Storm	Storm and Verge	6	Nil.	Cargo of maize; value of vessel and cargo, £600.	Missed stays, and became a total wreck in attempting to cross the Macleay Bar.
7 April	Agnes, cutter	5	Donovan	Donovan, Moruya	1	Nil.	Value, £25	Ran on shore, to save life, near Moruya.
12 "	Boomerang, schooner	.....	Doig	Doig	Not known	.....	Cargo of coals	Left Newcastle for Clarence, but never arrived.
6 May	Leah, barque	216	Wm. Lowrie	H. Cuddy	6	Nil.	Cargo of coals; insured, £1,400	Beached inside the North Head, Port Stephens, to prevent foundering.
7 "	Colina, schooner	54	R. Birch	Lorcken	5	Nil.	Cargo of timber	Lost on the Wagonga Bar, in attempting to get to sea.
20 "	Julia Heyne, barque	318	Hill	Simpson	12	Nil.	Cargo of coals	Foundered 20 miles off Cape St. George.
10 June	Brisk, schooner	95	Williams	Williams	4	Nil.	In ballast	Missed stays, and drifted on North Head, in working out of Port Jackson.
30 "	Edward, cutter	30	Faver	Faver	4	4	Cargo of coals	Left Newcastle for Sydney, never afterwards heard of.
17 Oct.	Spec, schooner	17	Dawson	Warner	3	2	In ballast	Struck and upset by a heavy squall near Gerringong.
7 Nov.	Alexander, schooner	112	Wright	Amos and Taylor	6	Nil.	Cargo of cedar; vessel and cargo, £1,900.	Got on shore in attempting to cross the Richmond Bar to go to sea.

A 2—continued.

Date.	Vessel.	Tonnage.	Master.	Owner.	No. of Crew and Passengers.	No. of Lives lost.	Description and Value of Property lost.	Particulars of Casualty.
1865. 7 Nov.	Ranger, schooner	43	W. Aber	W. Aber	6	Nil.	Cargo of pine, £600	Drove on the North Spit, Richmond River, in consequence of her chains parting.
25 "	Josephine, schooner	126	Copland	Byles	9	Nil.	Insured, £1,200	Took the ground in crossing the Richmond Bar, and became a total wreck.
25 "	Hope, ketch	50	Holden	Harzet and Brown	5	Nil.	Insured, £1,200	Lost on the Bellingher Bar.
26 "	Minerva, schooner	45	Tyrrell	Fairfax & Co.	5	Nil.	In ballast	Drove ashore, in consequence of chains parting, in Tweed River.
28 "	Wm. Hill, brig	109	Mitchell	J. H. Turner	9	Nil.	Insured, £800	Stranded on North Head, Port Jackson, in consequence of wind shifting.
1866. 1 Mar.	Petrel, schooner	69	James Burns	Burns and Hagarty	6	Nil.	Vessel, £800; cargo of coals, £80	Unshipped her rudder, and was wrecked during moderate weather, on the Richmond Bar; Pilot Station north 1 mile.
19 "	Victor, brig	227	E. Purse	Owners in Melbourne	7	Nil.	Vessel and cargo, £1,200	Drifted on the rocks outside Newcastle Harbour by the swell; Nobby's Light-house N.N.E. $\frac{1}{2}$ a mile.
4 May	Urara, steamer	241	Merritt	C. & R. R. S. N. Co.	30	Nil.	Vessel and cargo, £14,000	Lost through bad management, at the Clarence River Bar, in fine weather, Pilot Station south $\frac{1}{2}$ mile.
8 "	Francis George, schooner	53	Archdeacon	Francis Smith	5	Nil.	Cargo saved	Struck and was lost on the Brunswick River Bar, during moderate weather; north entrance to river W. by N. $\frac{1}{2}$ of a mile.
24 "	Porpoise, schooner	39	Taylor	Threlkeld	3	Nil.	Cargo of timber	Wrecked in proceeding to sea from Wagonga, during moderate weather; Wagonga Inlet west $\frac{1}{2}$ a mile.
28 "	Ellen Simpson, barque	310	Poole	Poole	11	9	Cargo of coals	Stranded during an easterly gale Cape Howe, bearing south 8 miles.
11 "	Orient, schooner	31	J. Naples	Geach	4	Nil.	Cargo of wheat, saved	Dragged her anchors during southerly gale, and drove on the North Beach, at the entrance to Newcastle Harbour.
11 June	Comet, schooner	91	R. Cork	R. Cork	6	Nil.	In ballast	Dragged her anchors during a southerly gale, and was driven ashore near the Orient.
14 "	Victory, ketch	17	W. Taff	James Hogg	2	2	Cargo of shells	Foundered during a brisk N.E. gale; Sydney North Head S.W. 2 miles.
12 July	Slippery Charley, schooner	56	R. McLaren	Gardiner	13	12	Vessel and cargo, £800	Stranded during an easterly gale, at the entrance to the Nambucca River.
12 "	Mary and Rose, schooner	86	Williams	Williams	7	5	Vessel and cargo, £1,600	Beached on Narrow Gut, near the entrance to Port Stephens, to save the crew, during an easterly gale.
12 "	Eclipse, schooner	170	W. J. Simpson	Simpson	8	8	Cargo of cattle, value not known	Foundered off the Old Bar, Manning River, Crowdy Head bearing N.N.E. 10 miles, during an easterly gale.
12 "	Corio, steamer	116	C. W. Molland	E. Manning	10	10	Insured, £7,500	Supposed to have foundered off Bellambi, during an easterly gale.
12 "	Carrywell, schooner	74	S. M'Burney	R. J. Hardy	4	Nil.	Cargo of timber	Beached, to save the crew, at Korff's Harbour.
13 "	Tiger, schooner	76	Smith	T. Broughton	6	3	Cargo of coals	Stranded at Bulli, during an easterly gale.
13 "	Cawarra, steamer	438	Chatfield	A. S. N. Co.	60	69	£21,850	Broached to, became unmanageable, and foundered off the entrance to Newcastle; Light-house bearing S. by E. $\frac{1}{2}$ a mile.

A 2—continued.

Date.	Vessel.	Tonnage.	Master.	Owner.	No. of Crew and Passengers.	No. of Lives lost.	Description and Value of Property lost.	Particulars of Casualty.
1866.								
13 July	Wm. Watson, barque	384	Moran	W. H. White	10	2	Insured, £1,400	Stranded on North Beach, in endeavouring to make Newcastle Harbour, during an easterly gale.
13 "	Sea Gull, schooner	63	W. H. Robinson	Gordon	5	5	Vessel, and cargo of timber	Foundered off Newcastle, Light-house bearing S.S.W. 1 mile.
13 "	Rhoderick Dhu, schooner	76	D. Williams	Cox	5	Nil.	Cargo of timber	Stranded on Morna Point, during an easterly gale.
13 "	Woodpecker, schooner	36	Wingate	Manson and Leslie	4	1	Vessel and cargo, £700	Stranded on the beach, 5 miles north of Port Macquarie, during an easterly gale.
13 "	Lydia, ketch	30	A. Payten	Dolaney and Tate	4	Nil.	Vessel and cargo, £500	Beached in Crowdy Bay, to save the crew.
13 "	Janet, ketch	39	Garrock	Garrock	4	4	Cargo of maize	Supposed to have foundered during an easterly gale.
13 "	Carnation, schooner	95	Smith	H. Young	9	Nil.	Cargo and vessel; insured, £800	Beached in Seal Rock Bay, during an easterly gale.
13 "	Friends, schooner	95	F. Tosh	Fleming and Griffin	8	Nil.	Cargo and vessel, £800	Stranded on Tuggerah Beach, during an easterly gale.
13 "	Arthur, ketch	31	W. Aber	Greenaway	5	5	Insured, £300	Foundered, entering Newcastle Heads; Light-house bearing S.E. $\frac{1}{2}$ E. $\frac{1}{4}$ of a mile.
19 "	Vixen, schooner	120	Shipman	G. Dent	7	Nil.	Cargo of pine; insured, £800	Dragged her anchors off Port Macquarie, and drifted on the rocks.
19 "	Brothers, schooner	17	Milrey	Milrey	2	Nil.		Struck on Brunswick Bar, and went to pieces, during moderate weather.
30 "	Eagle, schooner	125	M'Lacklan	F. Cook	6	Nil.	Vessel and cargo; insured, £600	Missed stays, got on shore, and broke up on North Head, Port Jackson.
9 Nov.	Fame, schooner	60	Hubner	Hubner	3	Nil.		Foundered off the coast, during a southerly gale; Cape Three Points S.W. 4 miles.
29 "	Adolphus, brigantine	121	Mahler	Metcalf	5	Nil.	Cargo and vessel, £860	Drifted on the rocks during a light wind, and totally wrecked at the entrance to Wollongong.
18 Dec.	Falcon, ketch	35	Partridge	Partridge and Burns	4	Nil.	Cargo and vessel, £900	Came in collision with Larina, in fine weather, and foundered off the Richmond River; Pilot Station bearing west 2 miles.
1867.								
23 Jan.	Prince Patrick, schooner	110	Patching	A. W. White	6	Nil.	Cargo of coals; insured, £600	Beached in Montague Bay, to save the crew.
24 Mar.	Moselle, schooner	94	Ritch	J. Shoobert	6	Nil.	In ballast	Parted her anchors and drifted on shore at Bulli, during a S.E. gale.
28 "	Cumbria, ketch	32	Wm. Anderson	Hollsbury	6	2	General cargo	Capsized in a heavy squall, 2 miles off Broken Bay.
30 "	Albion, schooner	170	Watkins	J. Shoobert	7	5	Cargo of coals	Drifted on the Reef at the South Head, Port Hacking.
12 April	Cyclone, schooner	96	Duncan	Campbell	6	1	General cargo; insured, £600	Drifted on the rocks at the North Head, Port Stephens.
12 "	Concord, ketch	35	Smith	Smith	3	Nil.	General cargo; part saved	Beached, to save life, 7 miles to the southward of Morna Point.
23 May	George, schooner	98	Walsh	Shoobert	6	Nil.	Cargo of coals	Parted one anchor and dragged the other ashore, at Bulli; heavy sea on, but no wind.
4 June	Catharine, schooner	49	John Simkin	John Simkin	4	Nil.	Insured, £500	Missed stays, and drifted on the rocks at Wollongong.
21 "	Margaret, ketch	36	Stirling	Coleson	5	Nil.	Cargo of maize; insured, £200	Parted both anchors, and drifted on the rocks, during a S.E. gale at Wollongong.
19 "	Lord of the Isles, ketch	28	Ross	J. Lord	3	Nil.	Cargo of timber and coal; insured, £300.	Parted her moorings, and struck on a projecting rock at Kiama.
21 "	J. G. Coleson, schooner	75	Archdeacon	J. G. Coleson	5	Nil.	Cargo of cedar; insured, £800	Beached, to save life, at Shoalhaven.

List of Colonial Registered Vessels wrecked elsewhere than on the Coast of New South Wales, from the 1st of January, 1863, to the 30th of June, 1867.

Date.	Vessel.	Tonnage.	Master.	Owner.	No. of Crew and Passengers.	No. of Lives lost.	Description and Value of Property lost.	Particulars of Casualty.
1863.								
22 Feb.	Australia, schooner ...	50	J. S. Langley	W. Williams, Sydney	6	Nil	Fully insured	Lost by getting on shore in Broad Sound, Queensland.
19 March	Prince of Denmark, schooner	69	Bonnett	Bennett	7	Nil	Not known	Wrecked by driving on Chesterfield Group.
14 May	Antagonist, barque ...	237	Williams	R. Towns	19	Nil	40 horses, valued £1,000; ship and stores, £2,500.	Lost in Torres Straits.
9 July	Almedia, schooner ...	184	Pryde	D. Moon	9	Nil	Not known	Foundered off Cape Howe.
29 "	Acacia, barque ...	218	Hillman	Eldred	17	Nil	Insured, £1,000	Lost on Hokianga Bar.
29 "	T. S. Mort, steamer ...	525	Royal	Rountree	26	26	Vessel and cargo of timber insured, £21,000.	Abandoned at sea, between Sydney and New Zealand. There was a crew of twenty-six men on board, which have not since been heard of.
29 "	Rebecca, schooner ...	68	Barker	Barker	6	Nil	Insured, £300.	Lost on Baffle Creek Bar, Queensland.
1864.								
2 Jan.	Grafton, schooner ...	56	Musgrave	Broomfield & Co.	5	Nil	Not known	Parted her chains and drove ashore, during a heavy gale at the Auckland Isles.
9 Feb.	Fayaway, brig ...	195	Crof	Henderson & Co.	9	3	Cargo of timber insured, £1,200	Ran on Break-sea Spit, Queensland, during the night.
10 "	Ariel, schooner ...	70	M'Ansland	Towns & Co.	19	Nil	Insured, £1,000	Wrecked on the south-east coast, New Caledonia.
30 April	Prince Arthur, barque ...	420	Welsh	Young	14	Nil	Cargo of coals insured, £2,000	Foundered 100 miles from Newcastle.
30 May	All Serene, ship ...	505	Myers	Malcolm	38	21	Cargo of timber; value not known	Broke up and sank at sea, from the effects of having encountered a cyclone near the Fijis.
30 "	Mechanic, schooner ...	67	Malcolm	Malcolm	9	9	Cargo of cocconut oil; value not known.	Driven over a reef at the Tonga Islands, during a cyclone, and discovered at the bottom, in deep water, on the inner side.
5 June	Bonnie Doon, barque ...	215	Francis	Towns & Co.	25	Nil	Whaler; value, £1,800	Struck on a reef near Banks' Island, New Hebrides.
15 "	Fanny Merriman, barque ...	400	Webb	Andrews & Merriman	20	Nil	Vessel and cargo of breadstuff insured, £14,000.	Swept on the reef at Christian Island, by the strong current.
1865.								
13 Jan.	Mary & Thompson, brig ...	164	Weiss	J. Malcolm	8	Nil	Hull of vessel lost, £1,600	Drifted on a reef near the Fijis, during a calm.
12 March	Emily Allison, schooner ...	138	Reilly	W. Pevery	7	Nil	Cargo of coals	Beached in Cook's Straits, New Zealand, to save the crew.
16 "	Star of Eve, brigantine ...	125	Howell	J. Malcolm	8	Nil	Cargo of Island produce	Stranded in the attempt to get to sea, after the anchors parted, at the Island of Rotumah.
3 May	Kate, brig ...	261	Sinclair	Sinclair	10	Nil	Insured, £2,000	Lost at Taranaki, New Zealand.
4 "	Success, barque ...	289	C. Laverty	White, of Newcastle	10	Nil	Vessel and cargo, £2,700	Lost in Cook's Straits.
12 "	Adiona, schooner ...	99	Wishart	Clark	8	Nil	Insured, £800	Lost at Wanganui, New Zealand.
14 July	Lady Young, barque ...	309	Morrison	Morrison	18	Nil	Value, £3,500	Lost near Rabbit Island, Corner Inlet.
30 August	Lawrence, barque ...	309	Barnett	Sayers	10	Nil	Cargo of coals	Struck on an unknown sand bank, near Flinder's Island.
1866.								
— Jan.	Sabrina, barque ...	216	Carey	Smith	19	Nil	Insured, £1,700	Driven ashore in a typhoon at Manila.
17 March	Pioneer, schooner ...	87	Richie	Richie	6	Nil	Insured, £600	Wrecked on Mercede Island, opposite Curtis Island.
17 "	Oregon, ship ...	650	Wilson	Wilson	26	Nil	Insured, £7,400	Wrecked on Convalli Island, Fijis.
3 July	Missie, brig ...	150	Judd	Judd	12	Nil	Value not known	Foundered off Gladstone.
16 "	Mimmie Dyke, schooner ...	140	Coleman	J. Lawrence	5	Nil	In ballast; value not known	Ran on shore during a south-east gale to the west of Ram Head.
16 "	Adelaide, barque ...	500	Whitwell	Webster	12	1	Cargo of coals and flour; insured, £2,950.	Struck on a reef near Olinda, entrance Fiji Islands, South Seas.
19 "	Cathay, barque ...	450	Gibbon	H. S. Bird	12	Nil	Cargo of coals insured, £2,000	Struck on a reef in Torres Straits.
12 Sept.	Culgoa, barque ...	447	Nobbs	J. Manning	13	Nil	Insured, £6,000	Struck on the Hokianga Bar, and drifted ashore.
1867.								
2 April	Schah Jehan, barque ...	696	Miles	R. Towns & Co.	16	Nil	Partially insured	Missed stays and went ashore at San Francisco.
5 "	Caernarvon, barque ...	361	Eury	R. Towns	13	Nil	Insured, £1,600	Unshipped her rudder, became unmanageable, and struck on a reef at South Sea Islands.

(To Evidence given by D. C. Dalgleish, Esq., 15 October, 1867.)

B 1.

NEW SOUTH WALES STEAM NAVIGATION BOARD.

Engineer Surveyor's Declaration.

I, _____ of Sydney, Engineer Surveyor, duly appointed by the Steam Navigation Board, under the provisions of the Act of Council 16th Victoria, No. 46, do solemnly and sincerely declare that, on the _____ day of _____ I carefully examined the engines and boilers of the steam-vessel _____ of _____ tons register, at present employed in the _____ trade, and of _____ horse power, the said boilers and engines being then cold; and again, on the _____ day of _____ the steam being up and the machinery in motion; and that I found the said engines, flues or tubes, furnaces, and all parts of the machinery and boilers, to be in good, sound, clean, and proper working order, and that I tested the boilers to _____ pounds per square inch on the safety-valve, the same being _____ pounds per square inch in excess of the authorized working pressure on the valve; and I consider the engines and boilers to be, in all respects, in good, sound, safe, and proper working order, and in every way sufficient in all their parts. And I make this solemn declaration, conscientiously believing the same to be true, and having no interest, either directly or indirectly, in the said vessel, or with the proprietors of the same, and in conformity with the provisions of an Act of Council, 9 Victoria, No. 9, intituled, "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

Taken and declared before me, at
 this _____ day of _____ A.D. 186 _____ }

B 2.

NEW SOUTH WALES STEAM NAVIGATION BOARD.

Engineer Surveyor's Declaration for Iron Steamer.

I, _____ of Sydney, Engineer Surveyor, duly appointed by the Steam Navigation Board, under the provisions of the Act of Council 16th Victoria, No. 46, do solemnly and sincerely declare that, on the _____ day of _____ I carefully examined the hull, machinery, and equipment of the iron steam-vessel _____, at present employed in the _____ trade, and of the burthen of _____ tons register, with engines of _____ horse power; and that I found the said vessel, in hull, machinery, and equipment, to be strong, staunch, seaworthy, and in every way fit and sufficient for the service in which she is employed; and I further declare that the said vessel was _____ at the time I so examined her on the _____ And I make this solemn declaration, conscientiously believing the same to be true, having no interest, either directly or indirectly, in the said vessel, or with the proprietors of the same, and in conformity with the provisions of an Act of Council, 9 Victoria, No. 9, intituled, "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

Taken and declared before me, at
 this _____ day of _____ A.D. 186 _____ }

B 3.

NEW SOUTH WALES STEAM NAVIGATION BOARD.

Declaration of the Shipwright Surveyor.

I, _____ of Sydney, Shipwright Surveyor, duly appointed under the provisions of the Act of Council 16 Victoria, No. 46, do solemnly and sincerely declare that, on the _____ day of _____ I carefully examined and surveyed the hull and equipments of the steam-vessel _____ at present employed in the _____ trade, of _____ tons register, the said vessel being built of _____ and propelled by _____ and that I found her to be strong, staunch, seaworthy, and in every way fit and sufficient for the service in which she is employed. I further declare that the vessel was _____ when I examined her on the _____ and that she was afloat at the time I examined her on the _____ and also, that the said vessel is capable of carrying _____ passengers within the harbour, and _____ passengers at sea, within the limits of the Colony, and is provided with the requisite fittings for the carriage of _____ horses or cattle, and _____ pigs or sheep; and that the said fittings are so placed as not to obstruct light or ventilation, or interfere with the comfort of the passengers. And I make this solemn declaration, conscientiously believing the same to be true, and having no interest, either directly or indirectly, in the aforesaid vessel, or with the proprietors of the same, and in conformity with the provisions of an Act of Council, 9 Victoria, No. 9, intituled, "*An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

Taken and declared by the said Shipwright Surveyor, before }
 me, this _____ day of _____ A.D. 186 _____ }

B 4.

A. Hinton, Esq., to D. C. Dalgleish, Esq.

Steam Navigation Board Office,
Sydney, 13 November, 1866.

Sir,

I have the honor to inform you, by direction of the Steam Navigation Board, that His Excellency the Governor, with the advice of the Executive Council, has appointed you Inspector, for the purpose of carrying into effect the provisions of the Steam Navigation Act, 16 Vic., No. 46, with an additional salary of £100 per annum,—to take effect from the 1st ultimo.

I have, &c.,
 A. HINTON,
 Secretary.

B 5.

B 5.

A. Hinton, Esq., to D. C. Dalgleish, Esq.

Steam Navigation Board Office,
Sydney, 27 November, 1866.

Sir,

In acknowledging the receipt of your letters of the 19th and 24th instant, recommending that the rails of the steamers "City of Hobart" and "Boomerang" should be raised 16 inches, I have the honor to inform you that the Steam Navigation Board has written to the proprietors, expressing their hope that your recommendations will be carried out.

I have, &c.,
A. HINTON.

B 6.

A. Hinton, Esq., to D. C. Dalgleish, Esq.

Steam Navigation Board Office,
Sydney, 6 December, 1866.

Sir,

Herewith I forward a copy of letter received from the Manager of the A.S.N. Company, respecting the handrail of the "Boomerang," and am directed, by the Steam Navigation Board, to request you will have the goodness to meet Mr. Cuthbert on board the "Boomerang," at the earliest opportunity, and report conjointly upon the matter to the Board.

I have, &c.,
A. HINTON,
Secretary.

[Enclosure.]

F. H. Trouton, Esq., to A. Hinton, Esq.

Aust. S. Nav. Compr.,
Sydney, 4 December, 1866.

Sir,

I have the honor to acknowledge receipt of your letter of the 27th ultimo; and in reply, I am instructed to state that, with every disposition on the part of the Directors to comply with the wishes of your Board, they cannot but complain that an objection has been made by your Surveyor that the rail round the steamer "Boomerang" is not a sufficient protection to passengers, and recommends that a light rail be raised 16 inches higher than at present.

As the objection stated might be applicable to several other of the Company's steamers, and to carry out the alteration suggested in all of them would lead to a very large expenditure of money, I beg to call the attention of your Board to the fact that some of our vessels have actually been running for fourteen years with bulwarks even lower than those of the "Boomerang," and with perfect safety to both crew and passengers.

In these circumstances, I am further instructed to invite the personal inspection of the Members of your Board, of the steamer complained of, before they indorse the opinion of their Surveyor.

I am, &c.,
F. H. TROUTON,
Manager.

B 7.

A. Hinton, Esq., to D. C. Dalgleish, Esq.

Steam Navigation Board Office,
Sydney, 19 January, 1867.

Sir,

I have the honor to inform you, by order of the Steam Navigation Board, that you are instructed to survey the machinery of the "City of Hobart," in accordance with the 7th section of the Steam Navigation Act (See 16th line), as Engineer Surveyor, and make the requisite declaration, if such machinery be in good and proper condition.

You are likewise to sign the other form of declaration as to the sufficiency of the hull and equipments, if you can consistently do so, excepting specially such matters, as in your opinion, are open to exception.

I forward herewith a letter from Messrs. Willis & Co. for report, more especially with regard to that portion wherein it is stated that you declined to survey the machinery, because of the insufficiency (in your opinion) of the rail.

I have, &c.,
A. HINTON,
Secretary.

B 8.

A. Hinton, Esq., to D. C. Dalgleish, Esq.

Steam Navigation Board Office,
7 February, 1867.

Sir,

In reply to your letter of the 30th ultimo, I have the honor to inform you, by direction of the Steam Navigation Board, that the Board did receive the report to which you refer, and took thereon such action as they considered proper. It is undoubtedly your duty "to report to the Board" any matter respecting the safety and good condition of vessels which you may be directed to inspect or survey, but not "to decide"—"the decision" in all such cases resting with the Board exclusively.

I have, &c.,
A. HINTON.

B 9.

B 9.

D. C. Dalgleish, Esq., to The Chairman of the Steam Navigation Board.

307, Sussex-street, Sydney,
7 February, 1867.

Gentlemen,

I much regret to have received from your Board a letter of this day's date, censuring my conduct as Inspector.

I confess I have inspected vessels and reported their condition, without the direction of the Steam Navigation Board to inspect or survey.

I must, however, most respectfully state to the Board, that I interpreted my appointment as Inspector as a permanent one; and consequently, I have hitherto performed the duties of Inspector without waiting for the instruction of the Board. In fact, I have looked upon it as my duty to furnish information to the Steam Navigation Board. (See my letter of appointment to the office of Inspector, 13th November last.) I can only say, if I have erred, it has been from too much zeal in the performance of what I thought my duty. It may be that I have interpreted the 36th, 37th, and 38th sections of the Steam Navigation Act wrongly. By permission of your Board, I will submit my view of the duty of an Inspector, and my letter of appointment, to the Crown Solicitor, for his opinion. 1st. I consider my appointment to the office of Inspector continuous. 2nd. That I have the right to go on board any steam-ship, at any reasonable time, and inspect the same throughout. 3rd. That I am bound to report to the Board the decisions I have come to on the deficiencies of each ship, if any. 4th. Should the necessity arise, I consider I have the power to detain any steam-vessel from proceeding on any voyage (pending the decision of the Steam Navigation Board), should I decide, after inspection, that such steam-ship was unsafe to proceed to sea. And as this is a matter that might arise at any time, and at such times as an appeal to the Board would be impossible for some hours, I would, unless restrained by positive instructions from your Board, act in accordance with my view of my duty. 5th. That I have the right, in case of accident to a steam-ship, or of accident to any person, caused by such a ship, to exercise all the powers of Inspector under the 37th section of the Steam Navigation Act. (Such is the case I would wish to put before the Crown Solicitor).

As to that portion of your letter which refers to decisions in all cases resting with the Board exclusively, I can only view it as a misapprehension of that part of my letter of the 30th ultimo "to inspect the hull and machinery, and decide whether they are good in condition, and sufficient for the purposes of the Steam Navigation Act." The misapprehension I refer to is,—I decide on their condition before I report to your Board. I do not, nor have I at any time presumed to dictate to the Board, or to decide for them in any matter, however trivial the case might be; but I must be allowed to decide matters referred to me by the Board, before I report my decisions to them.

I have, &c.,

D. C. DALGLEISH,

Inspector for the purpose of carrying into effect
the provisions of the Steam Navigation Act.

B 10.

D. C. Dalgleish, Esq., to The Chairman of the Steam Navigation Board.

Steam Navigation Board Office,
Sydney, 22 July, 1867.

Sir,

I have the honor to report to your Board, that I have again inspected the hull and equipment of the s.s. "City of Hobart."

I have the honor to refer your Board to my former letters and reports, in respect to the safety of this steamer as a passenger ship.

I beg to direct the attention of your Board to the 25th section of the Steam Navigation Act.

I now most respectfully state to your Board that this section of the Act is not complied with.

From my own inspection, I also beg to state to your Board that, if any statement is made to your Board that this ship is built or constructed with three decks, that such a statement is untrue, and without the slightest ground; no such decks being in existence, nor have any beams or other preparations for receiving a third deck ever existed.

My former objections respecting the want of safety, from the insufficient height of her rail, still exist in the forward part of the ship, although the poop or quarter deck has been so protected as recommended.

I have again most respectfully to bring these matters under the notice of the Board, and to urge the danger that would exist, should it unfortunately happen that a collision between this ship and any other take place.

I deeply regret to have to take this course, but my duty to your Board and the Government compel me to place this matter before you in its plainest form; and if the Shipwright Surveyor differs from me in his opinion so much as to enable him to declare that the 25th section of the Steam Navigation Act has been complied with, I feel it is only just to him and myself that this should be set at rest; and I pray your Board will appoint a survey especially to report on the facts as they exist.

I have, &c.,

D. C. DALGLEISH,

Inspector, S. N. Board.

B 11.

A. Hinton, Esq., to D. C. Dalgleish, Esq.

Steam Navigation Board Office,
Sydney, 23 July, 1867.

Sir,

I have the honor to acknowledge the receipt of your letter of the 22nd instant, respecting the hull and equipments of the s.s. "City of Hobart," and to inform you that the Board has granted that vessel a certificate for two months.

I have, &c.,

A. HINTON,

Secretary.

B 12.

D. C. Dalgleish, Esq., to The Chairman of the Steam Navigation Board.

Steam Navigation Board Office,
Sydney, 26 July, 1867.

Sir,

I have the honor to acknowledge the receipt of a letter from your Board, of the 22nd instant. I again most respectfully request your Board to reconsider the case of the s.s. "City of Hobart," with reference to the water-tight compartments of that ship, and the 25th section of the Steam Navigation Act.

I beg most particularly to call the attention of the Board to my former letters on this subject; that of the 13th June, 1866, requesting the Board to obtain the opinion of the Crown Law Officers, to which I have received no answer.

Again, on the 22nd January, 1867, when I felt it my duty to recommend the Board not to grant a certificate to the s.s. "City of Hobart," until the 25th section of the Act was complied with.

Again, on the 30th January, 1867, complaining of no answer to my former reports, and requesting leave to prosecute the owners of the "City of Hobart" for the penalty under the 25th section of the Act. To this I have received no answer.

My last complaint of this breach of the 25th section of the Steam Navigation Act was answered, to the effect that the Board had granted a certificate to that ship, against my protest notwithstanding.

This has caused me again most carefully to consider the law and the forms of the declarations made by the Surveyors.

I have no doubt whatever that the s.s. "City of Hobart" is not entitled to hold the certificate of the Steam Navigation Board, the provisions of the Steam Navigation Act not having been complied with.

I have examined the form of Shipwright's Declaration, and find no mention of water-tight compartments made in it.

Under the circumstances of the case, I have the honor to request the Steam Navigation Board to forward this letter to the Honorable the Minister for Finance and Trade, for the information of the Government.

I have, &c.,
D. C. DALGLEISH.

B 13.

A. Hinton, Esq., to D. C. Dalgleish, Esq.

Steam Navigation Board Office,
Sydney, 26 July, 1867.

Sir,

I have the honor to inform you that your letter of this day's date has been laid before the Steam Navigation Board, and read, and ordered to be forwarded to the Honorable the Treasurer for his information.

I have, &c.,
A. HINTON,
Secretary.

B 14.

A. Hinton, Esq., to J. Korff, Esq.

Steam Navigation Board,
Sydney, 3 August, 1867.

Sir,

I have the honor to request, by order of the Steam Navigation Board, that you will have the goodness to survey the steamer "City of Hobart" (assisted by Mr. Dalgleish), as to sufficiency of the water-tight compartments and rail of that vessel, and report thereon accordingly.

I have, &c.,
A. HINTON,
Secretary.

Report given in, Aug. 5th, 1867. Sat 10h. 5m. a.m.—J.K.

Letter received, 12.45 p.m., of August 3rd, 1867.—J.K.

Survey made at 3 p.m.—J.K.

[Enclosure.]

J. Korff, Esq., to A. Hinton, Esq.

Sydney, 3 August, 1867.

Sir,

I, John Korff, Shipwright Surveyor, have the honor to report, for the information of the Steam Navigation Board of New South Wales, that at their request, I, in conjunction with Mr. Inspector Dalgleish, held survey on the steam-vessel "City of Hobart," Captain Clinch, of 362 tons, and propelled by screw, for the purpose of ascertaining if the rough tree rails of the said vessel arc of the required or sufficient height for the protection and safety of passengers; also, if the vessel is properly divided into three equal compartments, &c.

First, the rough tree rails are only 2 feet and 9 inches above the upper deck, which is insufficient, and therefore should be provided with a topgallant rail and bulwark of not less than 12 inches above the present rough tree rail, and the vessel bulwarked round, i.e., fore and aft, on each side. At present, she has only a wash strake of 11½ inches wide, with a netting from that to the rail, which does not afford the proper protection or shelter for the passengers.

Secondly, the said vessel is not properly divided into three equal compartments, in consequence of the transverse water-tight partitions or bulkhead not extending upwards above the between decks, leaving the whole space of the between decks and the engine room open, with the exception of wood partitions. Therefore, clause No. 25 of the S. N. Act, 16 Vic., No. 46, is not carried into effect.

MEMORANDUM.

The space between the iron partitions is only about 49 feet. The upper side of the between deck, when the vessel is loaded down to 13 feet 6 inches, will, in my opinion, be below the load water line, as the height between decks is 7 feet and 6 inches.

- The ventilation of the fore cabin is very imperfect, and requires a proper skylight fitted.

- The vessel has only two decks, and no provision for a third deck.

I have, &c.,
JOHN KORFF, S.B.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FOR THE HALF-YEAR ENDING 30TH JUNE, 1866.)

Ordered by the Legislative Assembly to be Printed, 10 July, 1867.

NO.	SCHEDULE.				PAGE.
	In accordance with—				
1.	South Head Road Trust Accounts..	..	..	11 Vict., No. 49, clause 6	.. .. 2
2.	Randwick and Coogee do.	..	..	18 „ 14, „ 22	.. .. 2
3.	Parramatta do.	..	..	13 „ 41, „ 19	.. .. 3
4.	Campbelltown do.	..	..	13 „ 41, „ 19	.. .. 3
5.	Richmond and Windsor do.	..	..	18 „ 16, „	.. .. 4

ROAD TRUST ACCOUNTS.

No. 1.

SOUTH HEAD ROADS TRUST.

THE Commissioners of the South Head Roads Trust Account of Receipts and Disbursements, for the Half-year ending 30th June, 1866.

Dr.

Cr.

RECEIPTS.			DISBURSEMENTS.		
1866.		£ s. d.	1866.		£ s. d.
April 11.	To Government Grant, viz. —		June 30	By Balance from last Half-year ...	6,970 7 11
	Old South Head ...	175 0 0		" Secretary and Surveyor's salary, six months ...	50 0 0
	New South Head Road ...	125 0 0		Miscellaneous expenditure, viz. —	
	Darling Point Road ...	25 0 0		£ s. d.	
	Glenmore Road ...	25 0 0		Postage & petty expenses ...	1 2 0
	Point Piper Road ...	25 0 0		Powder, Fuse, and Tools ...	4 8 4
				Fencing ...	4 3 6
				Advertising ...	0 12 0
				Interest on overdraft at Bank ...	272 8 7
June 30	" Six months' rent of Toll Gates to date	375 0 0		" Expenditure on undernamed Roads, as follows, viz. —	282 14 5
	" Balance overdrawn at A. Joint Stock Bank ...	1560 0 0		Old South Head Road—	
		6,699 16 9		F. O'Brien, for Blue Metal ...	240 5 6
				Do. white metal ...	252 18 6
				Drain pipes ...	4 16 0
				Ballast, wages, gravel, &c. ...	300 0 3
				New South Head Road—	798 0 3
				F. O'Brien, for blue metal ...	156 16 0
				Drain pipes ...	8 12 0
				Ballast, wages, gravel, &c. ...	306 11 2
				Glenmore Road—	471 19 2
				Wages, ballast, gravel, &c. ...	29 5 6
				Darling Point Road—	
				Wages ...	3 12 0
				Point Piper Old Road—	
				Wages, ballast, gravel, &c. ...	28 17 6
				All as per vouchers filed at Commissioners' Office.	£ 8,634 16 9
		£ 8,634 16 9		By Balance brought down ...	£ 6,699 16 9

For the Commissioners of the South Head Roads Trust,

T. W. SMART, Hon. Treasurer.
GERARD PHILLIPS, Secretary.

No. 2.

RANDWICK AND COOGEE ROAD TRUST.

THE Commissioners of the Randwick and Coogee Road Trust in Account Current, for the Half-year ending 30th June, 1866.

Dr.

Cr.

RECEIPTS.			DISBURSEMENTS.		
1866.		£ s. d.	1866.		£ s. d.
	To Toll Receipts ...	400 0 0		By Balance forward—Jany. 1st. ...	79 6 3
	" Balance forward ...	143 11 2		" Wages, as per vouchers ...	311 8 9
				" Miscellaneous, do. ...	145 6 2
				" Secretary, do. ...	7 10 0
		£ 543 11 2			£ 543 11 2

We certify to the correctness of the above Account,

SAMUEL HEBBLEWHITE, }
S. W. PEARCE, } Commissioners.
J. B. HOLDSWORTH, }

Sydney, September 4th, 1866.

ROAD TRUST ACCOUNTS.

No. 3.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending 30th June, 1866.

Dr.

Cr.

RECEIPTS.		EXPENDITURE.			
Six months' rental of Toll-gate at Broken Back Bridge	£ s. d. 150 10 0	Salaries—	£ s. d.	£ s. d.	
		Clerk and Treasurer	18 15 0		
		Overscer	24 15 0		43 10 0
		Miscellaneous—			
		Wages for labor	81 10 0		
		Stationery and advertising	1 19 0		
		Repairs to roads, dams, and bridges	25 1 8		
		Purchase of tools, stores, &c.	4 8 5		
		Repairs to tools	3 5 3		116 4 4
Balance, 31st December, 1865	£ 323 2 11	Balance, 30th June, 1866			159 14 4
	£ 473 12 11				313 18 7
					£ 473 12 11

We certify the above Account to be correct,

JAMES BYRNES,
AND. PAYTEN,
JOHN L. CASTNER, } Commissioners.

No. 4.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust, in Account Current, for the Half-year ending 30th June, 1866.

Dr.

Cr.

RECEIPTS.		EXPENDITURE.		
1866.	£ s. d.	1866.	£ s. d.	
June 30	Six months' rent of Denham Court Toll Bar	March 31	By Sum paid to Pk. M'Mahon, as per voucher	4 0 0
	36 0 0	April 2	Do. to do. do.	0 7 0
			Do. for account book	0 11 6
			Do. for stamps and paper	0 6 0
			Do. to Martin McNamara, as per voucher	1 5 0
		April 14.	Do. to Edwd. Fitzgerald, do.	3 18 0
		June 30.	Do. to G. R. Fowler, do.	1 2 1
			Do. to James Lovell, do.	0 12 6
			Do. for stamps, 5s.; paper, &c., 2s. 6d.	0 7 6
			Do. to Secretary, six months' salary	15 0 0
	£ 36 0 0		Balance	8 10 5
				£ 36 0 0

We certify to the correctness of the above Account,

JOSEPH WARBY,
JOHN GRANT, } Commissioners.

Campbelltown, 7th July, 1866.

ROAD TRUST ACCOUNTS.

No. 5.

RICHMOND ROAD TRUST.

ACCOUNT of the Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the Half-year ending 30th June, 1866.

Dr.

Cr.

RECEIPTS.				DISBURSEMENTS.			
1866.			£ s. d.	1866.		V.	£ s. d.
Jan. 1	To Balance, 31st December last		44 1 10	Jan. 3	By paid Secretary, quarter's salary	1	7 10 0
" 3	" Rent of Blacktown Bridge Tolls for			"	Same, postage and stationery	2	0 5 0
	December			May 3	Thomas Buckton, repairs Black-		
		January	12 10 0	"	town Road	3	10 10 0
" 27	" " " "	February	25 0 0	"	Henry Pyc, do.	4	3 4 0
March 7	" " " "	March	25 0 0	"	Thomas Collins, do.	5	4 0 0
April 14	" " " "	April	25 0 0	"	Henry Pyc, do.	6	3 0 0
May 18	" " " "	May	25 0 0	June 6	Benjamin Isaacs, printing	7	0 5 0
June 9	" " " "			" 30	Secretary, quarter's salary	8	7 10 0
				"	Same, postage, &c.	9	0 5 6
					Balance on hand		145 2 4
			£ 181 11 10				£ 181 11 10

EDW. POWELL, }
 RICHARD GOW, } Commissioners.
 JOSEPH ONUS, }

WINDSOR ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ended 30th June, 1866.

Dr.

Cr.

RECEIPTS.				DISBURSEMENTS.			
1866.			£ s. d.	1866.		V.	£ s. d.
Jan. 1	To Balance on hand, 31 December, 1865		55 17 2	Mar. 10	By paid James Whitechurch, repairs		
" 8	" Rent of Fitzroy Bridge Tolls for December		14 13 0	"	Windsor Road	1	0 10 0
Feb. 1	" " " " January		23 13 0	"	P. Carroll, ditto	2	6 8 0
March 2	" " " " February		23 13 0	"	Chas. Hyndes, ditto	3	0 10 0
April 3	" " " " March		23 13 0	"	William Rooke, bill sticking	4	0 5 0
May 1	" " " " April		23 13 0	" 24	J. Whitechurch, repairs		
June 1	" " " " May		23 13 0	"	Windsor Road	5	1 0 0
				" 31	Secretary, quarter's salary	6	10 0 0
				"	Same, postage, &c.	7	0 5 0
				April 28	J. Whitechurch, repairs		
				"	Windsor Road	8	2 2 6
				May 5	T. Waters, repairs George-		
				"	street	9	4 15 0
				" 12	J. Whitechurch, do.	10	1 10 0
				" 19	Same do.	11	4 18 9
				" 26	Same do.	12	10 0 0
				June 23	Same do.	13	1 7 6
				" 30	Same do.	14	1 7 6
				"	B. Isaacs, printing	15	0 5 0
				"	J. Weller, bill sticking	16	0 5 0
				"	Secretary, quarter's salary	17	10 0 0
				"	Same, postage, &c.	18	0 6 0
					Balance on hand		132 19 11
			£ 188 15 2				£ 188 15 2

RICH. RIDGE, }
 JAMES BOURNE, } Commissioners.
 JOHN WOOD, }
 WM. J. CREW, }

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.
(FOR THE HALF-YEAR ENDING 31st DECEMBER, 1866.)

Ordered by the Legislative Assembly to be Printed, 10 July, 1867.

SCHEDULE.

NO.		In accordance with—	PAGE.
1.	South Head Road Trust Accounts.. ..	11 Vict., No. 49, clause 6	2
2.	Randwick and Gogee do.	18 .. 14, .. 22	2
3.	Parramatta do.	13 .. 41, .. 19	3
4.	Campbelltown do.	13 .. 41, .. 19	3
5.	Richmond and Windsor do.	18 .. 16,	4

ROAD TRUST ACCOUNTS.

No. 1.

SOUTH HEAD ROADS TRUST.

THE Commissioners of the South Head Roads Trust Account of Receipts and Disbursements, for the Half-year ending 31st December, 1866.

Dr.			Cr.		
RECEIPTS.			DISBURSEMENTS.		
1866.		£ s. d.	1866.		£ s. d.
Dec. 31	To 6 months' rent of Toll-gates to date, at £3,120 per annum	1,560 0 0	Dec. 31.	By Balance from last Half-year	6,699 16 9
	* Error in cheque, 7 April, 1866	0 0 1		„ Secretary and Surveyor's salary, 6 months	50 0 0
	Balance against the Commissioners, viz.:			Miscellaneous expenditure, viz.:	
	„ Mortgage debt due to £ s. d.			Law stationer, postage, and	£ s. d.
	Mrs. Dean ... 4,000 0 0			petties ...	2 10 0
	„ Due on current account			Powder and fuse ...	4 8 6
	to A. J. S. Bank 2,878 1 7	6,878 1 7		Rent of quarry ...	4 10 0
				Repairs to water-cart and	
				tools ...	4 8 0
				Interest on overdrawn	
				account at Bank ...	315 2 9
				„ Expenditure on the undermentioned roads	330 19 3
				as follows:—	
				Old South Head Road—	
				By F. O'Brien for blue	
				metal ...	487 18 0
				Do. white metal	243 12 0
				Wages, ballast, gravel,	
				&c. ...	119 18 0
					851 8 0
				New South Head Road—	
				By drain pipes ...	1 7 0
				Half cost of drainage	
				on Rushcutter's Hill	
				paid to the Pad-	
				dington Municipal	
				Council ...	11 5 4
				Wages, ballast, gravel	346 11 4½
					359 3 8½
				Glenmore Road—	
				By wages, ballast, &c. ...	4 1 0
				Darling Point Road—	
				By Pickering, for fence-	
				ing dangerous place	4 15 0
				Wages ...	12 17 0
					17 12 0
				Point Piper Old Road—	
				By wages, ballast, gravel ...	71 4 11½
				Watson's Ray Road—	
				By wages, ballast, gravel ...	53 16 0
		£ 8,438 1 8			£ 8,438 1 8

* Wages for fortnight £60 17s. 7d.—cheque drawn for £60 17s. 6d. on 7 Apl., 1866.—G.P.

For the Commissioners,

T. W. SMART, Hon. Treasurer.

GERARD PHILLIPS, Secretary.

Sydney, 20th May, 1867.

No. 2.

RANDWICK AND COOGEE ROAD TRUST.

THE Commissioners of the Randwick and Coogee Road Trust, in Account Current, for the Half-year ending 31st December, 1866.

Dr.			Cr.		
RECEIPTS.			DISBURSEMENTS.		
1866.		£ s. d.	1866.		£ s. d.
From	To Toll Receipts	400 0 0	From	By Balance forward, July 1/66	143 11 2
July 1.			July 1.	„ Wages, as per vouchers herewith	141 18 2
to			to	„ Miscellaneous do do	142 13 10
Dec. 31.	„ Balance—forward	35 13 2	Dec. 31.	„ Secretary, as per do do	7 10 0
		£ 435 13 2			£ 435 13 2

We certify to the correctness of the above Account,

SAML. HEBBLEWHITE,

J. B. HOLDSWORTH,

S. H. PEARCE,

} Commissioners.

Sydney, March 11th, 1867.

ROAD TRUST ACCOUNTS.

3

No. 3.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending
31st December, 1866.

Dr.		RECEIPTS.		DISBURSEMENTS.		Cr.	
		£	s. d.			£	s. d.
Six months rental of Toll-gate at Broken Back Bridge		150	10 0	Salaries—			
				Clerk and Treasurer		18	15 0
				Overseer		15	15 0
							34 10 0
				Miscellaneous—			
				Wages for labor		40	16 0
				Stationery and Advertising		2	11 6
				Road metal and carriage of same		2	2 0
				Repairs to roads, dams, and bridges		1	1 0
				Purchase of tools, stores, &c.		3	8 6
				Repairs to tools		2	12 3
				Repairs to Toll-house		1	2 8
				Commission to Auctioneer		1	1 0
				Law expenses		2	2 0
							56 16 11
Balance, 30th June, 1866		313	18 7	Balance, 31st December, 1866		373	1 8
		£	464 8 7			£	464 8 7

We certify the above Account to be correct,

JAMES BYRNES,
AND. PAYTEN,
JOHN L. CASTNER, } Commissioners.

No. 4.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust, in Account Current, for the Half-year ending
31st December, 1866.

Dr.		RECEIPTS.		DISBURSEMENTS.		Cr.	
		£	s. d.			£	s. d.
1866.				1866.			
July 1	To Balance from 30th June	8	10 5	July 7	By sum paid R. Brookshank, as per voucher.	0	16 0
Aug. 2	„ One month's rent of Denham Court Toll-gate	6	0 0	„ 9	„ do P. M'Mahon, do.	0	3 0
Sept. 3	„ Do. do.	6	0 0	Aug. 24	„ do Messrs. Hanson and Bennett, as per voucher	0	4 6
Oct. 2	„ Do. do.	6	0 0	„ 24	„ do for sundries	0	8 0
Nov. 2	„ Do. do.	6	0 0	„ 24	„ do for advertisements in Empire	1	0 0
Dec. 3	„ Do. do.	6	0 0	Sept. 15	„ do G. R. Fowler, as per voucher	1	2 1
Dec. 31	„ Do. do.	6	0 0	„ 29	„ do Thos. North, do	0	8 0
				„ 29	„ do Quinn and Gray, do	7	10 0
				Oct. 1	„ do Matthew Ryan, do	0	8 9
				„ 8	„ do James Bocking, do	2	7 7
				„ 8	„ do Craft & Jenkins, do	1	10 0
				„ 31	„ do for paper and envelopes	0	3 3
				„ 31	„ do for repairing axe	0	2 0
				Nov. 1	„ do for duty stamps	0	1 0
				„ 1	„ do for ink	0	0 6
				Dec. 1	„ do for advertising lease of Toll-gate	1	4 0
				„ 31	„ do Secretary's half-year's salary	15	0 0
				„ 31	„ do for postage stamps	0	10 0
				„ 31	Balance	11	5 9
		£	44 10 5			£	44 10 5

We certify to the correctness of the above Account,

THOS. CHIPPINDALL,
JOSEPH WARBY, } Commissioners.

Campbelltown 29th January, 1867.

ROAD TRUST ACCOUNTS.

No. 5.

ACCOUNT of the Receipts and Disbursements of the Commissioners of the Richmond Road Trust, for the Half-year ended 31st December, 1866.

Dr.

Cr.

RECEIPTS.				DISBURSEMENTS.			
1866.			£ s. d.	1866.		V.	£ s. d.
July 1	To Balance on hand, 30 June		145 2 4	Aug. 1	By paid George Guest, auctioneer, commission	1	3 0 0
" 16	" Rent of Blacktown Bridge Tolls for June		25 0 0	Sept. 8	" D. M'Pherson, repairs to Blacktown Road	2	63 0 0
Aug. 4	" Do. do. for July		16 13 4	" 30	" Secretary, quarter's salary	3	7 10 0
Sept. 12	" Do. do. for August		16 13 4	"	" Same, postage, &c.	4	0 5 3
Oct. 15	" Do. do. for September		16 13 4	Dec. 31	" L. White, advertising	5	1 2 8
Nov. 10	" Do. do. for October		16 13 4	"	" Secretary, quarter's salary	6	7 10 0
Dec. 10	" Do. do. for November		16 13 4	"	" Same, postage, &c.	7	0 5 4
					Balance on hand		170 15 9
			£ 253 9 0				£ 253 9 0

EDW. POWELL, }
SLOPER COX, } Commissioners.
JOSEPH ONUS, }

WINDSOR ROAD TRUST.

ACCOUNT of Receipts and Disbursements of the Commissioners of the Windsor Road Trust, for the Half-year ended 31st December, 1866.

Dr.

Cr.

RECEIPTS.				DISBURSEMENTS.			
1866.			£ s. d.	1866.		V.	£ s. d.
July 1	To Balance on hand 30th June		132 19 11	July 16	By paid C. Davis for wheelbarrows	1	2 15 0
" 7	" Rent of Fitzroy Bridge Tolls for June		23 13 0	"	" P. Carroll, repairs to George-st.	2	1 5 0
Aug. 7	" Do. do. " July			"	" J. Ridge do.	3	2 10 0
	(Less allowance for flood)		18 13 0	Aug. 31	" J. Phipps, repairs Windsor Road	4	3 10 0
Sept. 7	" Do. do. " August		23 13 0	Sept. 8	" P. Carroll, do. Richmond Road	5	21 4 0
Oct. 3	" Do. do. " Sept.		23 13 0	" 15	" Same do. George-street	6	5 0 0
Nov. 20	" Do. do. " Oct.		23 13 0	"	" J. Crew, do. Richmond Road	7	12 10 0
Dec. 7	" Do. do. " Nov.		23 13 0	" 29	" C. Phipps, do. Windsor Road	8	3 0 0
				" 30	" R. Hodgson, posting notices	9	0 5 0
				"	" Secretary, quarter's salary	10	10 0 0
				"	" Same, postage, &c.	11	0 5 9
				Oct. 5	" John Crew, repairs to road Windsor to Richmond	12	32 0 9
				" 29	" B. Isaacs, printing	13	0 5 0
				"	" R. Hodgson, posting notices	14	0 10 0
				"	" Thomas Weller do.	15	0 5 0
				Nov. 19	" J. Crew, repairs to road Windsor to Richmond	16	43 1 0
				" 26	" P. Motteram, do.	17	7 17 0
				Dec. 8	" P. Carroll, repairs to Bridge and George streets	18	2 5 0
				" 31	" C. Moran, do. Windsor Rd.	19	10 0 0
				"	" J. Whitechurch, repairs to Georgest. and Richmond Rd.	20	0 15 0
				"	" P. Carroll, repairs to George-st.	21	3 5 0
				"	" L. White, advertising	22	1 9 2
				"	" J. B. Laverack, commission on sale of tolls	23	3 6 2
				"	" Secretary, quarter's salary	24	10 0 0
				"	" Same, postage and duty stamps, &c.	25	0 5 6
					Balance on hand		92 8 7
			£ 269 17 11				£ 269 17 11

RICH. RIDGE, }
WM. J. CREW, } Commissioners.
JOHN WOOD, }

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.
(FOR THE HALF-YEAR ENDING 30TH JUNE, 1867.)

Ordered by the Legislative Assembly to be Printed, 17 January, 1868.

SCHEDULE.

NO.		PAGE.
1.	South Head Roads ... 11 Vict., No. 49, clause 6 ...	2
2.	Maitland ... 17 " 16, " 23 ...	3
3.	Campbelltown ... 13 " 41, " 19 ...	3
4.	Richmond ... 18 " 16, ...	4
5.	Windsor... ... 18 " 16, ...	4
6.	Randwick and Coogee ... 18 " 14, clause 22 ...	5
7.	Parramatta ... 13 " 41, " 19 ...	6

ROAD TRUST ACCOUNTS.

No. 1.

SOUTH HEAD ROADS TRUST.

THE COMMISSIONERS of the South Head Roads Trust Account of Receipts and Disbursements, for the Half-year ending 30th June, 1867.

Dr.			Cr.		
1867.	£ s. d.	£ s. d.	1867.	£ s. d.	£ s. d.
Feb. 19	To Government Grant in aid of Roads, viz. :—		June 30	By Balance from last Half-year ...	6,878 1 7
	Old South Head Road, one moiety ...	87 10 0		Secretary's and Surveyor's salary, six months ...	50 0 0
	New South Head Road, do...	62 10 0			
	Point Piper Old Road ...	25 0 0			
	Glenmore Road ...	25 0 0			
	Darling Point Road... ..	25 0 0			
		225 0 0		„ Miscellaneous expenditure, viz. :—	
Mar. 11	„ Government Grant, moiety remaining—			Costs in reference to mortgage to Mr. Dean ...	15 18 8
	Old South Head Road ...	87 10 0		Interest on mortgage, do... ..	200 0 0
	New South Head Road ...	62 10 0		<i>Herald and Empire</i> for advertising ...	6 16 0
		150 0 0		Gunpowder and fuze ...	3 18 8
June 30	„ Five months rent of Toll-gates, at £3,285 per year ...	1,368 15 0		Quarry rent ...	11 12 6
	„ One month, due 30th June*	273 15 0		Tools ...	1 5 4
		1,642 10 0		Finnan v. Commissioners, damages & plaintiff's costs ...	20 5 4
	„ Balance against the Commissioners, being mortgage debt due to Mr. Dean ...	4,000 0 0		Lamps and kerosene for do. ...	2 15 9
		6,273 18 2		Drain pipes ...	3 7 6
	„ Balance due on current account at A. J. S. Bank..	2,273 18 2		Bank interest on overdraft ...	124 8 1
				Cheque book (stamped) ...	0 8 4
					390 16 2
				„ Expenditure on undermentioned Roads, viz. :—	
				Old South Head Road—	
				Paid Mr. F. O'Brien for metal ...	450 0 0
				Wages, ballast, &c. ...	233 3 6½
					738 3 6½
				New South Head Road—	
				Paid T. Field for drain pipes ...	3 10 0
				Wages, ballast, &c. ...	133 11 3
					137 1 3
				Glenmore Road—	
				Wages, ballast, &c. ...	27 1 7½
				Darling Point Road—	
				Wages ...	0 16 6
				Point Piper Old Road—	
				Wages, ballast, &c. ...	69 7 6
		£ 8,291 8 2			£ 8,291 8 2

For the Commissioners of the South Head Roads Trust,—

E.E.,
29 Nov., 1867.

T. W. SMART, Hon. Treasurer.
GERARD PHILLIPS, Secretary.

* Paid 1 July, 1867.

ROAD TRUST ACCOUNTS.

No. 2.

MAITLAND ROAD TRUST.

ABSTRACT of Receipts and Expenditure by the Commissioners of the Maitland Road Trust, during the Half-year ending 30th June, 1867.

Dr.			Cr.		
Date.	RECEIPTS.	AMOUNT.	DATE.	EXPENDITURE.	AMOUNT.
1867.		£ s. d.	1867.		£ s. d.
Jan. 1	To Balance on 31st December, 1866	378 8 7		By Salaries:—	
	" Rent of Hinton Punt	188 0 7		Secretary	37 10 0
	" " Morpeth	32 10 0		" Miscellaneous:—	
	" " Largs	12 10 0		Repairs to Punts, Ap-	
	" " Pitnacree	156 5 0		proaches, and Roads	260 17 8
	" " Falls	251 5 0		" Advertising	2 1 6
	" " Morpeth Punt House	1 5 0		" Election Expenses	3 3 0
Jan. 1	" Arrears, Largs Punt (1866)	45 0 0		" Boats for Punts	16 0 0
to	" " Hinton " (1866)	46 0 0		" Rent of Punt for Hinton	
June 30	" " Morpeth " (1866)	16 10 0		" Ferry	30 0 0
	" Amount refunded by Mr. Robertson	10 5 0		" Compensation for injury	
	" " received from the Morpeth			" done to fence by work-	
	" Municipality, for transfer of Morpeth			" men of the Trust	5 0 0
	" Ferry	50 0 0			
	" Cash from Morpeth Ferry	1 0 0		" Balance	317 2 2
					834 7 0
		£ 1,188 19 2			£ 1,188 19 2

Road Trust Office,
East Maitland, 17th September, 1867.

STEPHEN SCHOLEY, Warden.

No. 3.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust, in Account Current for the Half-year ending 30th June, 1867.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1867.		£ s. d.	1867.		£ s. d.
June 30	To Balance from December, 1866	11 5 9	Jan. 29	By sum paid P. McMahon, as per Voucher	1 3 3
	" Half-year's rent of Denham Court Toll		Feb. 23	" E. and W. Fieldhouse	3 8 6
	" Gate	36 0 0	Mar. 30	" For paper, 1s. 9d., envelopes, 1s. 6d.	0 3 3
				" For postage stamps, 4s., duty stamps,	
				" 1s.	0 5 0
				" Geo. R. Evans, as per Voucher	7 10 0
			June 3	" Thomas Rixon,	4 16 0
			June 30	" For postage stamps, 4s. 6d.	0 4 6
				" For duty stamps, 2s. 6d.	0 2 6
				" For paper, 1s. 9d., envelopes, 1s. 3d.	0 3 0
				" Geo. R. Evans, as per Voucher	7 10 0
				By Balance	21 19 9
		£ 47 5 9			£ 47 5 9

We certify to the correctness of the above Account,—

THOS. CHIPPINDALL, }
JOSEPH WARBY, } Commissioners.
THOMAS BYRNE, }

Campbelltown, 13th July, 1867.

ROAD TRUST ACCOUNTS.

No. 4.

RICHMOND ROAD TRUST.

RECEIPTS and Disbursements of the Commissioners of the Richmond Road Trust, for the Half-year ended 30th June, 1867.

Dr.				Cr.			
RECEIPTS.				DISBURSEMENTS.			
1867.		£	s. d.	1867.	V.	£	s. d.
Jan. 1	To Balance on hand, 31st December ...	170	15 9	Feb. 6	By paid Mr. Seymour, use of room ...	1	3 0 0
" 9	" Rent of Blacktown Tolls for December...	16	13 4	Mar. 31	" G. Guest, commission on sale of Tolls ...	2	3 0 0
Feb. 12	" Do. do. January ...	25	0 0	"	Secretary, quarter's salary ...	3	7 10 0
Mar. 27	" Do. do. Feb. & Mar. ...	50	0 0	"	Same, postages, &c. ...	4	0 5 0
May 18	" Do. do. April ...	25	0 0	June 30	" Secretary, quarter's salary ...	5	7 10 0
				"	Same, postages &c. ...	6	0 5 6
					Balance on hand ...		265 18 7
		£	287 9 1			£	287 9 1

SLOPER COX,
JOSEPH ONUS,
RICHARD GOUR, } Commissioners.

No. 5.

WINDSOR ROAD TRUST.

RECEIPTS and Disbursements of the Commissioners of the Windsor Road Trust, for the Half-year ending 30th June, 1867.

Dr.				Cr.			
RECEIPTS.				DISBURSEMENTS.			
1867.		£	s. d.	1867.	V.	£	s. d.
Jan. 1	To Balance on hand, 31st December, 1867...	92	8 7	Jan. 5	By paid J. Whitechurch, repairs to George-street ...	1	4 2 6
" 8	" Rent of Fitzroy Bridge Tolls for December...	23	13 0	" 14	" Same, do. ...	2	3 10 0
Feb. 9	" Do. do. January ...	25	0 0	" 19	" Same, do. ...	3	3 2 6
Mar. 9	" Do. do. February ...	25	0 0	" 25	" Same, do. ...	4	1 5 0
April 11	" Do. do. March ...	25	0 0	"	J. Crew, do. ...	5	7 7 0
May 14	" Do. do. April ...	10	0 0	Feb. 4	" D. Robertson, repairs to road tools ...	6	1 1 9
June 17	" Do. do. May ... (less allowance for flood)	25	0 0	" 23	" J. Crew, fencing Toll-bar ...	7	7 7 0
				Mar. 31	" J. Weller, sticking up bills ...	8	0 7 6
				"	Secretary, quarter's salary ...	9	10 0 0
				"	Same, postages and stationery ...	10	0 5 6
				May 3	" P. Motteram, repairs to George-street ...	11	3 0 0
				"	C. Dairs, wheelbarrow ...	12	1 10 0
				"	J. Ridge, repairs to George-street ...	13	2 0 0
				" 30	" P. Motteram, do. ...	14	2 1 0
				June 1	" W. Doherty, repairs to Windsor Road ...	15	1 2 6
				" 8	" G. Cleaver, repairs to George-street ...	16	5 5 0
				"	W. Cupitt, repairs to Windsor Road ...	17	1 10 0
				" 15	" Same, do. do. ...	18	1 10 0
				" 18	" P. Motteram, repairs to Windsor Road ...	19	2 6 8
				" 30	" B. Isaacs, printing ...	20	0 10 0
				"	Secretary, quarter's salary ...	21	10 0 0
				"	Same, postages, stationery, and stamps ...	22	0 5 6
					Balance on hand ...		156 12 2
		£	226 1 7			£	226 1 7

WM. J. CREW,
JOHN WOOD,
THOMAS PRIMROSE, } Commissioners.

No. 6.

ROAD TRUST ACCOUNTS.

5

No. 6.

RANDWICK AND COOGEE ROADS TRUST.

THE Commissioners of the Randwick and Coogee Roads Trust, in Account Current for the Half-year ending
30th June, 1867.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1867.		£ s. d.	1867.		£ s. d.
	To Toll receipts	425 0 0		By Balance due, Joint Stock Bank, over- drawn Account, 1st January, 1867 ...	35 13 2
	„ Balance due Joint Stock Bank	64 10 1		„ Wages, as per Vouchers herewith ...	295 19 3
				„ "Miscellaneous Expenses," as per Vouchers herewith... ..	157 17 8
		£ 489 10 1			£ 489 10 1

THE Randwick and Coogee Roads Trust, Dr. to "Miscellaneous Expenses," for the Half-year ending
30th June, 1867.

Voucher.		£ s. d.	£ s. d.
No. 1	Jacob Kuhn, extra work		5 0 0
2	H. & W. Evans, white-washing, &c. Toll-houses		3 0 6
3	M. J. Peden, blasting powder and fuze		7 0 0
4	G. Denning, repairs to Randwick Toll-house and Gate		4 18 1
5	Middleton and Bamber, 75 loads ballast		1 17 6
6	Jacob Kuhn, oil and repairing lamp		0 8 3
7	Holdsworth & Brown, account Mr. Todhunter, 6 months interest on mortgage, £2,000		80 0 0
8	R. Burningham, fencing and timber		2 4 0
9	T. Field, stone-piping		2 5 0
10	B. B. Hebblewhite, fuze		1 2 3
11	J. Hinwood, as Secretary	7 10 0	
	Do. stamps, postages, and stationery... ..	1 3 6	
			8 13 6
12	Bishop Barker, rent of quarry		20 0 0
13	Honorary Surveyor, for horse fodder, &c.		15 0 0
14	John Smith, lanterns, blasting powder, &c.		4 17 11
15	Joint Stock Bank, interest on overdrawn account		1 10 8
		£	157 17 8

We certify to the correctness of the above Account,—

SAML. HEBBLEWHITE,
J. B. HOLDSWORTH,
S. H. PEARCE, } Commissioners.

Sydney, 27th August, 1867.

No. 7.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending 30th June, 1867.

Dr.

Cr.

RECEIPTS.		EXPENDITURE.		
	£ s. d.		£ s. d.	£ s. d.
Six months rental of Toll-gate at Broken Back Bridge	164 0 0	Salaries—		
Chief Commissioner of Main Roads for the repair of the Dog-trap Road for the year 1866	60 0 0	Clerk and Treasurer	18 15 0	
Chief Commissioner of Main Roads for the repair of the Dog-trap Road for the year 1867	60 0 0	Overseer		18 15 0
		Miscellaneous—		
		Wages for labor		
		Stationery and advertising	0 4 0	
		Repairs to roads, dams, and bridges	5 1 6	
		Purchase of tools, stores, &c.	1 15 9	
		Repairs to toll-house	1 13 4	
		Repairs to tools	2 2 3	10 16 10
	284 0 0			29 11 10
Balance, 31st December, 1866	373 1 8	Balance, 30th June, 1867		627 9 10
	£ 657 1 8		£	657 1 8

We certify the above Account to be correct,—

JAMES BYRNES,
ANDREW PAYTEN,
JOHN L. CASTNER,
G. R. SUTTON, } Commissioners.



1867-8.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

—
 ROAD TRUST ACCOUNTS.

(FOR THE HALF-YEAR ENDING 31st DECEMBER, 1867.)

—
Ordered by the Legislative Assembly to be Printed, 8 April, 1868.
 —

SCHEDULE.

NO.	In accordance with—	PAGE.
1. South Head Road	11 Vict., No. 49, clause 6	2
2. Maitland	17 „ 16, „ 23	2
3. Campbelltown	13 „ 41, „ 19	3
4. Richmond	18 „ 16, „	3
5. Windsor	18 „ 16, „	4
6. Randwick and Coogee	18 „ 14, „ 22	4
7. Parramatta	13 „ 41, „ 19	5

ROAD TRUST ACCOUNTS.

No. 1.

SOUTH HEAD ROAD TRUST.

THE Commissioners of the South Head Roads Trust Account of Receipts and Disbursements, for the Half-year ending 31st December, 1867.

Dr.

Cr.

RECEIPTS.			DISBURSEMENTS.		
1867.		£ s. d.	1867.		£ s. d.
Dec. 31	To 6 months' rent of toll-gates to date	1,642 10 0	Dec. 31	By Balance from last Half-year	6,273 18 2
	„ Balance against Commissioners, viz.:			„ Secretary's and Surveyor's salary	50 0 0
				Miscellaneous expenditure, viz.:	
				£ s. d.	
	Mortgage debt due to Mrs. Dean	4,000 0 0		Empire account for advertising	0 6 0
	Overdraft at Bank	2,179 6 1		Roberts' damages and costs, re Worthington	12 17 6
		6,179 6 1		Tools	4 15 4
				Mrs. Dean, interest on mortgage	200 0 0
				Thomas Ieeton's law costs	40 10 2
				Petty expenses	1 12 0
				Water cart repairs, piping for pumps	2 5 0
				Bank interest on overdraft	110 4 1
					372 10 1
				„ Expenditure on the undermentioned roads, viz.:	
				Old South Head Road—	
				By paid Mr. O'Brien for blue metal	299 6 6
				Do. white metal	58 18 0
				By wages, ballast, &c.	443 3 9
					801 8 3
				New South Head Road—	
				By wages, ballast, &c.	171 8 2
				Glenmore Road—	
				By paid Mr. O'Brien for blue metal	79 5 6
				By paid wages, ballast, &c.	57 17 1
					137 2 7
				Darling Point Road—	
				By wages, ballast, &c.	6 18 6
				Old Point Piper Road—	
				By wages, ballast, &c.	8 10 4
		£ 7,821 16 1			£ 7,821 16 1

For the Commissioners of the South Head Road Trust,—

Sydney, 17 March, 1868.

E. & O. E.

T. W. SMART, Hon. Treasurer.
GERRARD PHILLIPS, Secretary.

No. 2.

MAITLAND ROAD TRUST.

ABSTRACT of Receipts and Expenditure by the Commissioners of the Maitland Road Trust, during the Half-year ending 31st December, 1867.

Dr.

Cr.

1867.		£ s. d.	1867.		£ s. d.
July 1	To Balance on 30th June	498 13 11	July 1	By Repairs to roads, punts, and approaches	780 9 3
	„ Rent, Hinton Ferry	167 15 7		to	
	„ „ Pitnacree	102 7 8	Dec. 31	By Miscellaneous:—	
	„ „ Falls	100 12 7		Secretary, salary and postage stamps	43 18 0
	„ „ Morpeth	56 10 0		Advertising	12 10 0
	„ „ Largs	15 15 0		Iron safe and copying press	14 7 0
Dec. 31	„ Proceeds—Sale of old punt	15 0 0		Law costs	19 14 6
	„ Miscellaneous	33 7 6		Stationery	1 12 6
				Boat, Largs Ferry	8 0 0
				Incidental expenses	3 10 0
					103 12 0
				By Balance, December 31st, 1867	106 1 0
		£ 990 2 3			£ 990 2 3

I certify upon honor that to the best of my knowledge and belief the above Return is correct,—

THOMAS HUGHES, Secretary.

STEPHEN SCHOLEY, Warden.

ROAD TRUST ACCOUNTS.

3

No. 3.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust in Account Current, for the Half-year ending
31st December, 1867.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1867.		£ s. d.	1867.		£ s. d.
Dec. 31	To Balance from 30th June ...	21 19 9	July 10	By sum paid J. Larkins, as per Voucher ...	4 3 0
	" Six months rent of Denham Court Toll-gate ...	36 0 0	" 13	" " D. Graham, do ...	4 0 0
			" 31	" " S. Parker, do ...	0 10 6
			Aug. 31	" " W. Harris, do ...	1 0 0
			" 31	" " T. Banfield, do ...	0 4 0
			" 31	" " Geo. Watling, do ...	0 8 9
			Sept. 24	" " J. Larkins, do ...	1 0 0
			" 24	" " W. Harris, do ...	3 0 0
			" 30	" " Patk. M'Mahon, do ...	4 11 0
			" 30	" " J. Larkins, do ...	0 12 0
			Oct. 3	" " J. Bocking, do ...	0 10 0
			" 12	" " J. Eggleton, do ...	5 8 6
			" 16	" " do, do ...	0 15 0
			Dec. 24	" " P. M'Mahon, do ...	0 17 6
			" 31	" " Secretary—six monthssalary, do ...	15 0 0
			" 31	" " Stamps 8s., paper, &c., 4s. 6d., sundries 12s....	1 4 6
				Balance ...	14 15 0
		£ 57 19 9			£ 57 19 9

We certify to the correctness of the above Account,—

THOS. CHIPPENDALL.
JOSEPH WARBY.

Campbelltown, 27 January, 1868.

No. 4.

RICHMOND ROAD TRUST.

RECEIPTS and Expenditure of the Richmond Road Trust, for the Half-year ending 31st December, 1867.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1867.		£ s. d.	1867.		£ s. d.
July 1	To Balance on hand ...	265 18 7	Sep. 2	By Secretary, quarter's salary ...	1 7 10 0
" 5	" Rent of Blacktown Tolls for May ...	25 0 0	" 2	" B. Isaacs, printing ...	2 0 5 0
Aug. 17	" " " June ...	25 0 0	Nov. 11	" J. Atkinson, plan and specification for bridge ...	3 3 10 0
Sep. 11	" " " July ...	15 0 0	" 4	" L. White, advertising ...	4 1 0 2
" 14	" " " August ...	15 0 0	Dec. 4	" Dixon and Macpherson, on account of contract, new bridge, Blacktown Road ...	5 100 0 0
Oct. 7	" " " September ...	15 0 0	" 31	" L. White, advertising ...	6 1 1 0
Nov. 12	" " " October ...	15 0 0	" 31	" G. Guest, auctioneer's commission ...	7 2 10 0
Dec. 4	" " " November ...	15 0 0	" 31	" Margaret Seymour, use of room ...	8 3 0 0
			" 31	" Secretary, quarter's salary ...	9 7 10 0
			" 31	" Do. postage and stationery, &c. ...	10 0 5 6
				Balance on hand ...	264 6 11
		£ 390 18 7			£ 390 18 7

EDWARD POWELL, }
JOSEPH ONUS, } Commissioners.
RICHARD GOW, }

ROAD TRUST ACCOUNTS.

5

RANDWICK AND COOGEE ROAD TRUST.

THE Randwick and Coogee Road Trust, Dr. to Miscellaneous Expenses, for the Half-year ending 31st December, 1867.

Voucher No.		£	s.	d.
1	Silas Dine, labour to culvert		0	15 6
2	George Denning, repairing wheelbarrow		0	10 0
3	M. J. Peden, blasting powder	£1	17	6
	" " "		0	16 8
4	John Smith, " "		2	14 2
5	John Dawson, 19 loads ballast		0	7 0
	" 10 " gravel		0	19 0
			1	8 4
6	H. and W. Evans, 2½ galls. colza oil		2	7 4
7	W. Goodin, half cost, stamping lease and bond		1	2 0
8	J. Hinwood, as secretary		1	12 6
	" for stamps, postages, and stationery	7	10	0
			1	2 6
9	Holdsworth and Brown, account Mr. Todhunter, for 6 months' interest on mortgage £2,000		8	12 6
10	Bishop Barker, rent of quarry		8	0 0
11	Honorary surveyor, horse fodder, &c.		10	0 0
12	J. Fairfax and Son, advertising <i>S. M. Herald</i>		15	0 0
13	S. Bennett, " <i>Empire</i>		2	8 0
14	Joint Stock Bank, interest on overdrawn account		1	18 6
			5	1 8
		£	132	9 2

No. 7.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending 31st December, 1867.

Dr.

Cr.

RECEIVED.		EXPENDED.		
	£ s. d.		£ s. d.	£ s. d.
Six months' rental of toll-gate at Broken Back Bridge	164 0 0	Salaries—		
		Clerk and Treasurer...	18 15 0	
		Overseer	56 12 6	75 7 6
		Miscellaneous—		
		Wages for labor	170 4 8	
		Stationery and advertising	2 0 0	
		Repairs to roads, dams, and bridges	83 6 8	
		Purchase of tool and stores, &c.	1 18 0	
		Repairs of tools	0 17 4	
		Commission to auctioneer	1 1 0	
		Law expenses...	2 2 0	261 9 8
Balance, 30 June, 1867	627 9 10		£	336 17 2
		Balance, 31 December, 1867		454 12 8
	£ 791 9 10			£ 791 9 10

We certify the above Account to be correct,—

JAMES BYRNES,
G. B. SUTTON,
ANDREW PAYTEN, } Commissioners.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. W. C. BENNETT, COMMISSIONER FOR ROADS.

(MINUTE OF, RESPECTING ALLOWANCE FOR TRAVELLING EXPENSES.)

Ordered by the Legislative Assembly to be Printed, 1 August, 1867.

MINUTE OF COMMISSIONER FOR ROADS TO THE HONORABLE THE SECRETARY FOR PUBLIC WORKS.

I AM very reluctantly obliged to bring under the notice of the Honorable the Secretary for Public Works a matter of a personal nature.

On my last journey, I found myself, from losses of horses, breakage of my buggy, and loss of my saddle in the wreck of the "Urara," out of pocket more than £25, independent of the cost of keeping a horse in Sydney for six or seven months since my last journey.

As I could not do my duty properly, travelling by public conveyance, and as I would be unable to carry plans and papers, or perform my long journeys in reasonable time, on horseback, I am obliged to drive; and as it would be impossible for me to get a new horse for each journey, I am obliged to keep the horse in Sydney, during the intervals, at my own expense.

I also labour under the peculiar disadvantage of being obliged to travel without any stoppages, and alone, without any one to halve the expenses, as the legal functionaries have.

Nine years ago, when the Road Branch of this Department was first formed, and when it was not one-half its present size, I joined it as a *subordinate*, at the same pay and allowances as I now have; in fact, rather more, as I had not then to pay £28 a year superannuation allowance, nor to travel in the remote and expensive districts to which I now must go.

Two years since, the work of the Department was almost doubled, by the transfer to it of the charge of the Minor Roads; and this, instead of bringing increased remuneration, has been practically attended with a reduction of income, from the increased wear and tear of equipment, and additional expense in travelling to more remote districts; and at the very time this change was made, an increase of £100 a year, which was put on the Estimates for 1864, entirely without solicitation from me, was taken off.

If my pay and allowances are compared with those of any other officer of equal responsibility and standing in my profession and in the Service, I think they will be found to be the lowest in the Service. Nearly every officer having to travel (and I do not think any travels more than I do) has an allowance for forage or equipment, as the Colonial Architect and his Assistant, the Surveyor General and his Deputy; and the Superintendent of Telegraphs has an equipment found for him by the Government.

I am practically in a worse position than a District Surveyor, or than some of the Railway District Engineers.

I have never before in my life applied for an increase of pay or allowance, or for promotion; but I must now do so, as I find myself unable to meet a recurrence of such losses; and as it is proposed that I should as soon as possible leave for the South, I have to request the Honorable the Secretary for Public Works will be good enough to direct an allowance, at the rate of £100 a year, be made to me from the Vote for Travelling Expenses for remainder of this year, and that a sum be placed on the Estimates for 1867 for that purpose; or that a buggy and horse be provided at the expense of the Government, and kept at a livery stable during my stay in Sydney; or any other arrangement be made that will prevent my salary being trencched upon by my travelling expenses.

W.C.B.

7/6/66.

Under Secretary.—B.C.

Settled by the Executive as suggested.—J.B.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBORDINATE ROADS OF NEW SOUTH WALES.

(CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1868.)

Ordered by the Legislative Assembly to be Printed, 12 September, 1867.

SUBORDINATE ROADS under the Department of Public Works, Roads Branch, provided for on the Estimates for 1868.

Classification and Proposed Distribution for 1868.

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads.				
				£
1	2	15	Muswellbrook to Merton	375
2	5	35	Port Macquarie to Kempsey	245
3	3	72	Singleton, <i>via</i> Jerry's Plains, to Merriwa	1,080
4	5	27	Merriwa to Cassilis	189
5	5	75	Cassilis to Coonabarabran	525
6	5	19	Main Northern Road, north of Wallabadah, to Nundle, Hanging Rock, and Peel River Gold Fields	133
7	5	50	Main North Road, <i>via</i> Currabubula, to Tamworth	350
8	4	25	Tamworth to Manilla	250
9	4	60	Armidale to Glen Innes	600
10	4	58	Glen Innes to Tenterfield	580
11	5	160	Kempsey to Armidale and Grafton Road	420
12	5	130	Armidale, <i>via</i> Walcha, to Port Macquarie	910
13	4	35	Armidale to Grafton	1,350
14	4	165	Grafton to Casino	650
15	2	116	Lawrence to Tenterfield	2,900
16	4	130	Willowtree to Narrabri	1,300
				£ 11,857
Western Roads.				
17	5	15	Sofala to Mudgee Road	105
18	5	35	Bathurst to Ophir	245
19	5	16	Rockley to Caloola and Tuena Roads	112
20	5	29	Caloola to Tuena	203
21	5	12	Orange to Ophir	84
22	4	38	Orange to Stony Creek	380
23	4	63	Orange, by Boree, to Forbes	630
24	5	40	Molong to Obley	280
25	4	22	Molong to Stony Creek	220
26	4	70	Cudgong Municipality to Dubbo...	700
				£ 2,959

SUBORDINATE ROADS OF NEW SOUTH WALES.

Number.	Class.	Length in miles.		Proposed Expenditure.
Southern Roads.				
				£
27	2	32	Boro to Queanbeyan	800
28	2	30	Goulburn Municipality to Boro	750
29	3	30	Boro to Braidwood	450
30	5	37	Goulburn and Braidwood Road, <i>viâ</i> Bangalore Gap, Lake George, to Bungendore	259
31	5	45	Gunning to Burrowa	315
32	3	67	Queanbeyan to Cooma	1,005
33	5	57	Cooma to Bombala	399
34	3	43	Cathcart, <i>viâ</i> Tantawangalo, to Merimbula	645
35	2	59	Bombala, <i>viâ</i> Wyndham and Panbula, to Eden and Merimbula	1,475
36	2	6	Panbula to Wolumla	150
37	5	12	Eden to Sturt	84
38	2	15	Braidwood, <i>viâ</i> Dirty Butter Creek, to Araluen	375
39	4	12	Monga to Major's Creek, "Elrington"	120
40	4	4	Monga and Major's Creek Road, at Reidsdale, to Bell's River	40
41	5	80	Wagga Wagga to Young, <i>viâ</i> Cootamundry and Wallandoon	560
42	4	18	Wallandoon to Murrumburrah	180
43	3	47	Bowning to Young, <i>viâ</i> Binalong	705
44	2	20	Gundagai to Tumut	500
45	5	40	Gundagai to Wagga Wagga, "North side of River"	280
46	4	28	Middle Adelong to Tumberumba	280
47	2	9	Town of Adelong to Middle Adelong	225
48	3	15	Main Southern Road to Adelong	225
49	4	12	Downing's Inn, at Gilmore Creek, to Reiby's Crossing at Adclong Creek	120
50	2	25	Main Southern Road, at Tarcutta, to Wagga Wagga	625
51	2	34	Albany Municipality to Coorawa	850
52	5	77	Do. to Wagga Wagga	539
53	5	50	Deniliquin to Moama	350
54	5	55	Wagga Wagga to Narandra	385
				£ 12,691
GRAND TOTAL...				£ 27,507

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

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS OF NEW SOUTH WALES.

(CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1868.)

Ordered by the Legislative Assembly to be Printed, 1 April, 1868.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1868.

Number.	Clas.	Length in Miles.		Proposed Expenditure.
Sydney or Metropolitan Roads.				
				£
1	2	7	Part of Road from Sydney to South Head (Upper South Head Road)...	175
2	2	5	Lower South Head Road	125
3	2	1	Road from Upper to Lower South Head Road (Point Piper Road) ...	25
4	2	1	" Upper to Lower South Head Road (Glenmore Road) ...	25
5	2	1	" Lower South Head Road to Darling Point	25
6	2	4	Sydney to Botany Bay (Mudbank Road)	100
7	4	2	" Mudbank Road to Botany Bay (Gardener's Road)	20
8	4	2	" Mudbank Road, at Williamson's, <i>via</i> Franksville, to Cook's River Road	20
9	2	3	" Mudbank Road to Banks' Meadow (Bunnerong Road)	75
10	4	2	" Banks' Meadow, <i>via</i> Lord's and Handcock's, to the Bunnerong Road, near the Tannery	20
11	4	4	" Sydney to Coogee (Randwick Road)	40
12	4	3	" Randwick Road to Upper South Head Road at Waverley ...	30
13	4	6	" Randwick and Coogee Road to Banks' Meadow	60
14	2	5	" Sydney to south side of Cook's River Dam (Newtown Road)	125
15	4	3	" Undercliff Bridge to George's River Road	30
16	3	2	" Newtown Road, near the Church, to the Botany Road	30
17	3	3	" From Western Boundary of Newtown Municipality, along the Northern Boundary of Marrickville Municipality, to Canterbury (New Canterbury Road)	45
18	2	3	" Newtown Road, <i>via</i> Unwin's Bridge, to Undercliff Road ...	75
19	2	6	" Cook's River Dam to Rocky Point (Rocky Point Road) ...	150
20	2	8	" Rocky Point Road, near Dam, to George's River (Forest Road)	200
21	3	4	" Rocky Point Road to George's River, at Tom Ugley's Point (Koggerah Road)	60
22	5	2	" Rocky Point Road, near Cook's River Dam, to Muddy Creek	14
23	1	2	" Main Western Road to Glebe Island	100
24	2	2	" Main Western Road to Balmain Municipality (Balmain Road)	50
25	2	3	" Main Western Road to Canterbury	75
26	3	10	" Canterbury, <i>via</i> Salt Pan Creek, to George's River... ..	150
27	3	1	" Main Western Road towards Hen and Chicken Bay	15
28	4	2	" Main Western Road to Railway Station at Haslem's Creek...	20
29	5	3	" Irish Town to Haslem's Creek Railway Station	21
30	5	2	" Great North Road to Kangaroo Point	14
31	4	5	" Main Southern Road near Burwood, over Cook's River, into Parish of St. George... ..	50
32	5	2	" Main Western Road to Government Wharf at Longbottom	14
33	5	2	" Longbottom to Breakfast Point	14
34	3	5	" Middle Harbour to Pittwater Road	75
35	3	16	" Manly Cove to Pittwater	240
36	4	2	" Manly Cove to Balgowlah	20
37	2	13	" North Willoughby Municipality to Pennant Hills	325
38	2	1	" Hunter's Hill Municipality, to Road from Parramatta to Bedlam Ferry (Onions Point Road)	25
				£ 2,677

SUBORDINATE ROADS OF NEW SOUTH WALES.

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads.				
				£
1	4	17	Road from Newcastle Municipality to Maitland ...	170
2	5	9	" Newcastle Municipality, <i>via</i> Wallsend, to Maitland and Gosford Road...	63
3	5	17	" Stockton to Raymond Terrace...	119
4	5	5	" Stockton and Raymond Terrace Road to Saltash ...	35
5	4	31	" Raymond Terrace to Stroud ...	310
6	5	73	" Stroud, <i>via</i> Gloucester, to Tinonee ...	511
7	3	7	" Tinonee to Cundle ...	105
8	5	5	" Cundle to Jones' Island ...	35
9	5	11	" Tinonee to Bohnock ...	77
10	4	6	" Tinonee to Wingham, south side of Manning River Road ...	60
11	5	2	" Tinonee and Bohnock Road to south channel of the Manning River (Redbank Road) ...	14
12	3	6	" Tinonee and Cundle Road to Wingham ...	90
13	5	11	" Wingham to Wherrol Flat, Dingo Creek ...	77
14	5	16	" Wingham, on the left bank of the Manning River, to Black Flat ...	112
15	5	11	" Wingham and Wherrol Flat Road, up eastern branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat ...	77
16	5	56	" Cundle to Port Macquarie ...	392
17	5	3	" Raymond Terrace and Stroud Road, to Raymond Terrace and Seaham Road (Miscal's Road) ...	21
18	5	6	" Raymond Terrace and Stroud Road to Raymond Terrace and Clarence Town Road (Caswell's Road) ...	42
19	5	4	" Raymond Terrace and Stroud Road, <i>via</i> the Duck Hole Swamp, towards the Parading Ground ...	28
20	4	19	" Raymond Terrace, by east side of Williams' River, to Clarence Town ...	190
21	3	8	" Raymond Terrace to Hinton ...	120
22	3	4	" Raymond Terrace and Hinton Road to Seaham ...	60
23	3	5	" Raymond Terrace, towards Maitland, to its junction with the Morpeth Road ...	75
24	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland ...	75
25	3	4	" Raymond Terrace and Maitland Road to Morpeth Municipality ...	60
26	5	6	" Raymond Terrace to Hexham ...	42
27	5	5	" Alwick to Hexham ...	35
28	5	8	" Hexham to Fullerton Cove ...	56
29	2	4	" East Maitland Municipality to Oak Vale ...	100
30	3	14	" Oak Vale to the Broken Back Gap ...	210
31	2	28	" East Maitland, <i>via</i> Largs and Dunmore Bridge, to Patterson and Gresford ...	700
32	3	16	" Dunmore Bridge to Seaham and Clarence Town ...	240
33	1	6	" Clarence Town, towards Dungog, to south boundary of J. D. Walker's 1,280 acres ...	300
34	2	8	" South boundary of J. D. Walker's 1,280 acres to Dungog ...	200
35	4	17	" Gresford to Eccleston ...	170
36	4	12	" Gresford to Lowstock ...	120
37	3	9	" Largs, <i>via</i> Tocal, to Paterson ...	135
38	3	6	" West Maitland to Dunmore ...	90
39	4	3	" The north boundary of West Maitland Municipality up the right bank of Hunter's River ...	80
40	2	4	" Morpeth Municipality, <i>via</i> Hinton Punt, to Dunmore and Seaham Road ...	100
41	4	4	" Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek ...	40
42	2	3	" West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road ...	75
43	5	15	" West Maitland to Mulbring Creek ...	105
44	3	5	" Morpeth Municipality to Four-mile Creek ...	75
45	4	2	" Morpeth Municipality to Largs ...	20
46	5	4	" Morpeth Punt, through Phoenix Park, to Largs ...	28
47	5	9	" Clarence Town to Half-way House, on Raymond Terrace and Stroud Road ...	63
48	3	8	" Dungog to Chichester River ...	120
49	5	6	" Dungog to Fosterton ...	42
50	5	15	" Dungog to Stroud ...	105
51	4	26	" The Broken Back Gap, <i>via</i> Wyce, to Wyong Creek ...	260
52	3	13	" Wyong Creek to Gosford ...	195
53	5	8	" Gosford to Kincumber ...	56
54	5	10	" Wyong Creek to Bumble Hill ...	70
Carried forward ...				£ 6,700

SUBORDINATE ROADS OF NEW SOUTH WALES.

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads—continued.				
			Brought forward	£ 6,700
55	5	10	Road from Bumble Hill to the Blood Tree	70
56	5	20	Gosford to the Blood Tree	140
57	5	6	" the Blood Tree to Mangrove Creek at Pemberton's Hill	42
58	2	20	" Main Northern Road, near West Maitland, <i>via</i> Cessnock, to the Dividing Range...	500
59	3	13	" The Dividing Range to Wollombi	195
60	5	4	" Town of Ellalong to Main Road from Maitland to Wollombi	28
61	5	11	" Wollombi Road to Congewai	77
62	5	29	" Wollombi to Warkworth	203
63	5	60	" Wollombi and Warkworth Road to Colo River (Bulga Road)	420
64	4	44	" Wollombi to Wiseman's Ferry	440
65	2	1	" Tomago Crossing-place to Railway Station at Hexham	25
66	2	1	" Waratah to Railway Station	25
67	4	7	" Main Northern Road, near Anvil Creek, to Glendon Brook	70
68	4	4	" Anvil Creek and Glendon Brook Road to Stanhope...	40
69	4	14	" Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	140
70	5	11	" Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton	77
71	3	12	" Main Northern Road, near Munuimba Brook, to Warkworth	180
72	5	10	" Warkworth Road to Broke, Wollombi Brook	70
73	5	5	" Singleton and Jerry's Plains Road to Warkworth	85
74	5	15	" Musclebrook to Merton	105
75	5	39	" Scone to Merriwa	273
76	5	8	" Scone to Page's River, at Gundy	56
77	5	8	" Box-tree Flat to Blandford	56
78	5	70	" Manilla, <i>via</i> Barraba, to Bingera	490
79	5	70	" Armidale Municipality to Inverell	490
80	5	55	" Main Northern Road, at Bendemeer, to Bundarra	385
81	4	30	" Bundarra to Inverell	300
82	5	40	" Glen Innes to Inverell	280
83	4	4	" Main North Road, at Uralla, to the Rocky River	40
84	5	25	" Frederickton to Macleay River Heads	175
85	5	4	" Kempsey to Frederickton	28
86	4	17	" Casino to Lismore	170
87	5	30	" Lismore to Ballina	210
				£ 12,535
Western Roads.				
1	3	3	Road from Main Western Road to Parramatta River, at Bedlam Ferry...	45
2	2	2	" Left Bank of Long Cove to Parramatta River	50
3	2	6	" Parramatta to Ryde	150
4	2	2	" Pennant Hills to Pennant Hills Wharf	50
5	2	1	" Ryde to Parramatta River, at Ryde Wharf	25
6	3	1	" Bedlam Ferry to Gladesville	15
7	2	10	" the Western boundary of Hunter's Hill Municipality, at Gladesville, <i>via</i> Ryde and Pennant Hills, to Castle Hill, to the Road from Baulkham Hills to G. Acre's 1,500 acres at Dural	250
8	2	1	" Gladesville to Gladesville Wharf	25
9	3	2	" Ryde towards Field of Mars Common	30
10	3	3	" Main Western Road towards Parramatta River (Concord Road)	45
11	2	4	" Parramatta to Pennant Hills	100
12	5	8	" Main Western Road, near St. Mary's, to Orphan School Road	56
13	5	8	" Do. do. to Blacktown Road	56
14	5	12	" Do. near Penrith, to Richmond	84
15	4	15	" Do. do. to Bringelly Cross Roads	150
16	5	6	" Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbity	42
17	4	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural	110
Carried forward				£ 1,283

SUBORDINATE ROADS OF NEW SOUTH WALES.

Number.	Class.	Length in Miles.		Proposed Expenditure.
Western Roads—continued.				
			Brought forward	£ 1,283
18	5	15	Road from South boundary of G. Acre's 1,500 acres at Dural, to its junction with Pitt Town and Wiseman's Ferry Road (Great North Road)	105
19	4	3	" Wiseman's Ferry Road into parish of North Colah	30
20	5	11	" Wiseman's Ferry, <i>via</i> Shepherd's Gully and Whalan's Punt, to St. Alban's	77
21	2	19	" Parramatta to Windsor	175
22	2	5	" Windsor Road to Pitt Town Punt	125
23	2	1	" Windsor Road to Mulgrave Railway Station	25
24	4	4	" Parramatta and Windsor Road through Pitt Town Bottoms	40
25	5	4	" Broken Back Bridge to Pennant Hills	28
26	4	20	" Pitt Town to Wiseman's Ferry	200
27	5	5	" Pitt Town Punt to Churchill's Wharf	35
28	4	4	" Windsor to Wilberforce	40
29	5	9	" Enfield to Windsor Punt	63
30	4	1	" Wilberforce to Pitt Town Punt and Churchill's Wharf Road	10
31	5	6	" Wilberforce and Churchill's Wharf Road, <i>via</i> Page's Punt, to Pitt Town and Wiseman's Ferry Road	42
32	5	2	" Churchill's Wharf and Page's Punt Road to Sackville Reach	14
33	3	5	" Windsor to Richmond	75
34	3	6	" Windsor to Cornwallis and Richmond Bottoms	90
35	3	2	" Windsor to Blacktown Road	30
36	5	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge	28
37	3	2	" Richmond to New Bridge	30
38	4	9	" Main Western Road, near Parramatta, through Domain, and by Old Windsor Road to Windsor Road	90
39	3	19	" Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
40	5	6	" Blacktown Road to Windsor Road	42
41	3	12	" Penrith, <i>via</i> Castlereagh, to Richmond	180
42	4	10	" Richmond Bridge to top of the Big Hill (Kurrajong)	100
43	5	40	" the Big Hill (Kurrajong) to Main Western Road, near Bowenfell's (Bell's Line)	280
44	5	13	" Bell's Line to Colo River (Comleroy Road)	91
45	5	10	" Penrith, <i>via</i> Regentville and Mulgoa, to Greendale	70
46	5	2	" Penrith and Greendale Road, at Mulgoa Church, to the Penrith and Bringelly Road	14
47	4	10	" Main Western Road, at Little Hartley, to Ganbenang Swamp	100
48	4	30	" Main Western Road, at Magpie Hollow, near Bowenfells, <i>via</i> the Sod Walls and Mutton's Falls, to O'Connell Plains (Lockyer's Line)	300
49	4	5	" Hartley to Blaxland's Swamp	50
50	2	4	" Bowenfells to Blaxland's Swamp	100
51	5	7	" Blaxland's Swamp to Antonio's Creek (part of Old Bathurst Road)	49
52	4	30	" Hartley, <i>via</i> Glenroy and Bindo Flats, to Fish River Creek Bridge, near Oberon	300
53	3	10	" Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	150
54	5	14	" Mudgee Road to Rylstone	98
55	5	40	" Cudgegong Municipality to Cassilis	280
56	5	50	" Mudgee and Cassilis Road to Merriwa and Cassilis Road	350
57	5	22	" Cudgegong Municipality to Rylstone	154
58	4	21	" Cudgegong Municipality to Hargraves	210
59	4	5	" Cudgegong Municipality and Hargraves Road to Windeyer	50
60	2	28	" Main Western Road, at Woodside, Brown's Hill, <i>via</i> the Limekilns, to Peel and Sofala Road	700
61	3	8	" Bathurst to Peel	120
62	4	4	" Peel to junction of Brown's Hill and Sofala Road	40
63	4	5	" Coach and Horses, at Kelso, to its junction at Winburndale Creek with the Brown's Hill and Sofala Road	50
64	3	19	" Peel to Sofala, <i>via</i> Wyagdon	285
65	5	9	" Brown's Hill and Sofala Road, at Cheshire Creek, to Upper Turon	63
66	4	30	" Sofala, <i>via</i> Pyramul Hill and Dun Dun, to Hargraves	300
67	5	10	" Tambaroora to Sofala and Hargraves Road, near Boiga	70
			Carried forward	£ 7,816

Number.	Class.	Length in Miles.		Proposed Expenditure.
Western Roads—continued.				
			Brought forward	£ 7,816
68	4	12	Road from Tambaroora to Sofala and Hargraves Road, near Pyramul Hill	120
69	5	4	" Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	28
70	5	40	" Kelso to Tambaroora, <i>via</i> Kelloshiel and Lower Turon	280
71	5	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest	151
72	5	11	" Bathurst and O'Connell Plains Road, <i>via</i> Dirty Swamp, to the Road from Mutton's Falls to O'Connell's Plains	77
73	5	2	" Bathurst and Ophir Road, <i>via</i> Rankin's Bridge, to Kelloshiel	14
74	2	20	" Bathurst to Caloola	500
75	4	16	" Bathurst and Caloola Road to Rockley	160
76	5	8	" Do. do. to Limeklins	56
77	2	32	" Bathurst to Carcoar	800
78	4	34	" Carcoar to Canowindra	340
79	2	31	" Carcoar to Cowra	775
80	5	30	" Carcoar to Orange	210
81	5	44	" Cowra to Young	308
82	4	13	" Bathurst and Caloola Road to Tea-pot Swamp	130
83	4	30	" Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
84	4	29	" Bathurst, <i>via</i> O'Connell's Plains, Eight-mile Swamp and Oberon, to Fish River Creek	290
85	5	11	" Mutton's Falls to Fish River Creek Bridge, near Oberon	77
86	5	20	" Oberon to Swatchfield	140
87	5	50	" Orange to Nanima	350
88	5	16	" Stony Creek to Burrendong	112
89	5	27	" Stony Creek to Wellington	189
90	5	54	" Wellington to Dubbo	378
				£ 13,604
Southern Roads.				
1	3	2	Road from Main Western Road, at Burwood, to Main Southern Road	30
2	3	6	" Main Western Road, near Parramatta, to Main Southern Road (Dogtrap Road)	90
3	4	10	" Main Western Road, near Parramatta, <i>via</i> Smithfield, towards Cabramatta	100
4	5	3	" Main Southern Road, near Irish Town, to George's River Road	21
5	3	2	" Smithfield to Fairfield Railway Station	30
6	4	6	" Main Southern Road to Salt Pan Creek (Punchbowl Road)	60
7	5	15	" Main Southern Road, near Lansdown Bridge, to Penrith and Bringelly Road (Orphan School Road)	105
8	5	3	" Liverpool to Orphan School Road	21
9	4	10	" Main Southern Road to Campbelltown	100
10	4	6	" Campbelltown to Menangle	60
11	4	4	" Menangle to Main South Road, at foot of Razorback	40
12	4	12	" Menangle to Picton	120
13	4	4	" Main Southern Road at Camden to Road from Menangle to Main Southern Road	40
14	4	10	" Main Southern Road, at Carne's Hill, towards Bringelly	100
15	5	3	" Main Southern Road to Campbelltown Road, near Denham Court	21
16	5	7	" Main Southern Road to Cobbitty	49
17	3	2	" Main Southern Road at Narellan, through Orielton, to Liverpool and Cobbitty Road	30
18	5	8	" Cobbitty to Matavai, Westwood, and Vermont	56
19	5	15	" Main South Road at Camden, towards Burragorang	105
20	5	3	" Main South Road at Cawdor, to Westbrook Bridge	21
21	5	4	" Lefevre's to Brownlow Hill	28
22	3	5	" That portion of the Picton and Burragorang Road, <i>via</i> the Oaks, from Picton to the junction of the Mulgoa Road	75
23	5	13	" That portion of the Picton and Burragorang Road, <i>via</i> the Oaks, from the junction of the Road to Mulgoa, to Burragorang	91
24	1	5	" Campbelltown to Main Southern Road, near Narellan	250
25	3	10	" Campbelltown to Appin	150
26	4	22	" Appin, <i>via</i> Broughton's Pass and Mount Keira, to Wollongong and Kiama Road	220
Carried forward				£ 2,013

SUBORDINATE ROADS OF NEW SOUTH WALES.

Number.	Class.	Length in Mfcs.		Proposed Expenditure.
Southern Roads—continued.				
			Brought forward...	£ 2,013
27	4	3	Road from Broughton's Pass to Wilton	30
28	5	9	„ Broughton's Creek to Kangaroo Ground	63
29	2	5	„ Appin and Mount Keira Road, <i>via</i> Douglass Park Railway Station, to Menangle Road	125
30	5	4	„ Appin to Brooke's Point	28
31	3	17	„ Appin, <i>via</i> Rixon's Pass, to Wollongong and Bulli Road	255
32	3	8	„ Wollongong Municipality to Bulli	120
33	5	33	„ South boundary of Shellharbour Municipality, <i>via</i> Jamberoo and Kiama, to Broughton Village...	231
34	4	13	„ Broughton Village to Bomaderry Ferry	130
35	5	90	„ Nowra, <i>via</i> Tomerong and Ulladulla, to Bateman's Bay	630
36	5	7	„ Tomerong to Jervis Bay, at South Huskisson	49
37	5	5	„ Tomerong and Jervis Bay Road to North Huskisson	35
38	4	17	„ Bateman's Bay to Moruya	170
39	3	16	„ Moruya to Bodalla	240
40	4	9	„ Nowra to Greenwell Point	90
41	5	75	„ Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to Braidwood	525
42	5	8	„ Pllaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry	56
43	3	2	„ Main Southern Road at Narellan, through Oriellon, to Liverpool and Cobbity Road	30
44	5	8	„ Main Southern Road, near Mittagong, to Loseby's Old Inn (Old Southern Road)	56
45	3	4	„ Main Southern Road, at Fitz Roy Mines, <i>via</i> Bowral, to Old Southern Road, at Loseby's Old Inn	60
46	3	4	„ Berrima to Moss Vale Station...	60
47	5	15	„ Old Southern Road, near Berrima, towards Wollongong	105
48	3	13	„ Loseby's Old Inn, <i>via</i> Bong Bong and Sutton Forest, to Main Southern Road at Black Bob's Creek	195
49	5	2	„ Old Southern Road at Mittagong to Main Southern Road at Nattai	14
50	3	11	„ Moss Vale Railway Station to west boundary of Creighton's 200 acres	165
51	4	9	„ West boundary of Creighton's 200 acres, <i>via</i> Yarrowa Brush, to Vidler's	90
52	5	18	„ Village of Robertson to Bowral	126
53	5	10	„ Marulan to Bungonia	70
54	5	35	„ Bungonia, <i>via</i> Windellama and Larbert, to Braidwood	245
55	5	30	„ Goulburn to Taralga	210
56	5	17	„ Goulburn to Bungonia	119
57	5	60	„ Goulburn Municipality, <i>via</i> Clear Hills and Laggan, to Tuena	420
58	5	40	„ Goulburn Municipality to Weeho	280
59	4	42	„ Goulburn and Weeho Road to Binda...	420
60	5	12	„ Weeho to Binda...	84
61	5	36	„ Weeho to Burrowa	252
62	4	27	„ Burrowa to Young	270
63	5	72	„ Young <i>via</i> Weddin Police-Station, Grenfell and Boga Boga-long, to Forbes	504
64	5	15	„ Goulburn Municipality, <i>via</i> Mummell, to Pomeroy	105
65	5	37	„ Main Southern Road, at Breadalbane Plain, <i>via</i> Collector, to Gundaroo	259
66	5	12	„ Bungendore to Boro and Braidwood Road, at Doughboy Hill	84
67	5	23	„ Queanbeyan to Gundaroo	161
68	5	25	„ Bombala to Delegate	175
69	5	12	„ Merimbula to Jellat Jellat	84
70	4	10	„ Bega, <i>via</i> Jellat Jellat, to Tathra	100
71	4	25	„ Brogo, <i>via</i> Bega, to Wolumla	250
72	5	27	„ Araluen to Moruya	189
73	5	11	„ Braidwood and Moruya Road, <i>via</i> Kiara, to Moruya	77
74	5	4	„ Moruya to the Heads	28
75	3	8	„ Elrington to Araluen	120
76	4	9	„ Braidwood to Sergeant's Point (Little River)	90
77	5	30	„ Main Southern Road, at Sharpening Stone Creek, to Boorowa	210
78	5	11	„ Tumut to Brungle	77
79	5	30	„ Main Southern Road, at Little Billabong, to Tumberumba	210
				£ 10,784

SUBORDINATE ROADS OF NEW SOUTH WALES.

7

SUMMARY OF PROPOSED DISTRIBUTION :—

Sydney or Metropolitan Roads	...	...	...	...	...	£	2,677
Northern Roads	...	...	...	...	...		12,535
Western Roads	...	...	...	...	...		13,604
Southern Roads	...	...	...	...	...		10,784
					TOTAL	£	<u>39,600</u>

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

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

[Price, 6d.]

Sydney: Thomas Richards, Government Printer.—1864.



1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD TO PUNT OVER GEORGE'S RIVER.

(PETITION—INHABITANTS, GEORGE'S RIVER.)

Ordered by the Legislative Assembly to be Printed, 2 August, 1867.

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

The humble Petition of the undersigned Proprietors and Inhabitants of the south side of George's River, having access to Sydney by the Punt to Tom Ugly's Point,—

SHEWETH :—

That your Petitioners have no road to the punt, except on sufferance through Mr. Holt's property, although a road was surveyed during the beginning of the year 1865, but has not since been proclaimed.

That, in consequence, several of your Petitioners have been obliged to desert their property, and others are put to great inconvenience in disposing of their produce, and in getting to Sydney for any purposes of business, &c.

Your Petitioners, therefore, humbly request that the road surveyed in the beginning of the year 1865 may be proclaimed without any unnecessary delay.

And your Petitioners will ever pray, &c.

[*Here follow 24 Signatures.*]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD EXPENDITURE, &c., NUNDLE.

(PETITION—RESIDENTS OF NUNDLE AND ENVIRONS.)

Ordered by the Legislative Assembly to be Printed, 7 August, 1867.

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

The Petition of the undersigned Residents of the Town of Nundle and its environs,—

HUMBLY SHewETH :—

(1.) That situated somewhat remotely from the direct line of road between Sydney and the Northern portion of the Colony, your Petitioners feel themselves aggrieved in the following respects :—

(2.) That no moneys voted by your Honorable House, for the improvement and repair of public Roads, have been in any way proportionably expended in this District ; although the contribution to the Treasury, from this locality, is quite equal, for population and extent of country occupied, to any other portion of the Colony.

(3.) That hitherto, a paid Magistrate, acting also as Gold Commissioner, resided in Nundle, and was accessible, at all reasonable times, to enforce the law,—to advise, if necessary,—to promptly settle disputes,—and otherwise, by his presence, contribute to the public convenience and security.

(4.) That now, this extensive District, with a population scattered over nearly fifty square miles, has no responsible officer nearer than Tamworth (a distance of forty miles), to whom, on an emergency, your Petitioners can appeal.

(5.) That there is no real decadence in this District,—agricultural occupations are increasing,—the mining population certainly not diminishing,—yet our township and ordinary roads are in a state of most discreditable insecurity—not having corporate privileges to enforce really indispensable works.

(6.) Your Petitioners further feel that they are overlooked, in leaving to one gentleman—C. B. Collett, Esq.—the entire magistratical duties of the District. Mr. Collett, with a praiseworthy zeal, does his best in the position he occupies ; but really, your Petitioners think that the services which that gentleman now performs, with great inconvenience to himself, would be sufficiently arduous for a paid functionary.

(7.) Considering that the Hanging Rock Diggings is still an acknowledged profitable Gold Field, your Petitioners pray that your Honorable House will be pleased to grant unto us a Stipendiary Magistrate, and instruct the Secretary for Works to consider the requirements of our District.

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

[Here follow 176 Signatures.]

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MAITLAND ROAD TRUST.

(ABSTRACT OF RECEIPTS AND EXPENDITURE, FOR THE YEAR 1866.)

Ordered by the Legislative Assembly to be Printed, 13 August, 1867.

ABSTRACT of Receipts and Expenditure by the Commissioners of the Maitland Road Trust, during the Half-year ending 30th June, 1866.

RECEIPTS.			EXPENDITURE.		
1866.		£ s. d.	1866.		£ s. d.
Jan. 1	To Balance on 31st December, 1865...	104 6 1	Jan. 1	By Salaries :—	
	„ Rent from Hinton Ferry ...	157 12 0		Secretary ...	43 15 0
	„ „ Morpeth „ ...	15 0 0		£ s. d.	
Jan. 1	„ „ Largs „ ...	27 4 6	Jan. 1	„ Miscellaneous :—	
to	„ „ Pitnacree „ ...	70 1 0	to	Repairs to Punts and	
June 30	„ „ Falls „ ...	140 0 0	June 30	Approaches ...	282 0 9
	„ „ Punt House, Morpeth ...	1 0 0		Advertising ...	16 19 9
	„ „ Arrears, Falls Ferry (1865) ...	30 10 0		Stationery and Stamps ...	1 17 0
				Allowances to Lessees ...	22 4 0
				Election Expenses ...	5 0 0
				Law Costs ...	31 10 0
				Duty Stamps ...	8 15 0
			July 1	„ Balance on 30 June, 1866 ...	368 6 6
		£545 13 7			133 12 1
					£545 13 7

STEPHEN SCHOLEY, Warden.
PATRICK O'BRIEN.
JOHN NOBLE.
JOSEPH ECKFORD.
THOMAS M'MAHON.

ABSTRACT of Receipts and Expenditure by the Commissioners of the Maitland Road Trust, during the Half-year ending 31st December, 1866.

RECEIPTS.			EXPENDITURE.		
1866.		£ s. d.	1866.		£ s. d.
July 1	To Balance on 30th June, 1866 ...	133 12 1	July 1	By Salaries :—	
	„ Rent from Hinton Ferry ...	93 5 0		Secretary ...	18 15 0
	„ „ Morpeth „ ...	18 19 0		£ s. d.	
July 1	„ „ Largs „ ...	27 10 6	July 1	„ Miscellaneous :—	
to	„ „ Pitnacree „ ...	40 0 0	to	Repairs to Punts and	
Dec. 31	„ „ Falls „ ...	207 0 0	Dec. 31	Approaches ...	62 7 0
				to Roads ...	9 13 0
				Rent of Office ...	26 0 0
				Law Costs ...	2 2 0
				Election Expenses ...	3 3 0
				Survey and Plan ...	2 2 0
				Auction Fees ...	2 2 0
				Advertising ...	15 14 0
			Dec. 31	„ Balance on 31 December, 1866 ...	123 3 0
		£520 6 7			378 8 7
					£520 6 7

STEPHEN SCHOLEY, Warden.
PATRICK O'BRIEN,
JOHN NOBLE,
JOSEPH ECKFORD,
THOMAS M'MAHON.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SOUTH HEAD ROAD TRUST.

(PETITION—COMMISSIONERS OF.)

Ordered by the Legislative Assembly to be Printed, 2 April, 1868.

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

The Petition of William Damaresq, Thomas Ware Smart, John Smith, William Wallis, George Thorne, William Perry, Thomas Broughton, Thomas Buckland, Edward O'Brien, John Fairfax, and Robert Allan Hunt, the Commissioners of the South Head Road Trust, appointed under the provisions of the Acts 11 Victoria, No. 49, and 13 Victoria, No. 41.

That their Trust was established on the eleventh day of November, one thousand eight hundred and forty-eight.

That the Roads comprised in the Trust are the following—

Main Roads:—

The Old South Head Road, from the City-boundary to the Light-house, six miles long :

The New South Head Road, from the City-boundary to its junction with the Old South Head Road, four and a half miles long.

Branch Roads:—

The Watson's Bay Road, from the Old South Head Road to the waters of Watson's Bay, one and a quarter mile long :

The Glenmore Road, from the Old to the New Road, one mile long :

The Old Point Piper Road, from the Old Road to Double Bay, one mile long :

The Darling Point Road, three-quarters of a mile long.—

Or, a total length of Roads of fourteen and a half miles.

Your Petitioners, since the formation of their Trust, have endeavoured, to the best of their power, and by the exercise of the strictest economy, to keep the said Roads in a good state of repair, as a reference to their accounts will shew, the cost of management not exceeding three per cent. on the income. Very early in the working of the Trust, it was found that the funds derived from the toll-gates were not sufficient to keep the Roads in good repair, and these funds were largely supplemented by grants from the Colonial Treasury. After a while, however, these grants were discontinued, and for several years the Commissioners received no assistance at all from the Government.

That in the years one thousand eight hundred and fifty-six, and one thousand eight hundred and fifty-seven—over ten years ago—a correspondence took place between the Commissioners and the then Secretary for Lands and Works, the Honorable John Hay, on the subject; and the difficulties under which the Commissioners laboured were pointed out, and a short Act was introduced into Parliament to empower the Commissioners—

- 1st. To levy a toll at each gate, namely, that on the Old South Head Road and that on the New, which, under the existing Act, cleared each other, although entirely separate Roads.
- 2nd. To empower the Commissioners to increase the scale of tolls by an amount not over fifty per cent., as the tolls charged on these Roads were less in amount than charged on other similar and Parish Roads.
- 3rd. To do away with the exemption from toll of persons living within two hundred yards of the toll-gates, and which exemption was grossly abused by such persons traversing the Roads with vehicles all day without paying toll at all.

SOUTH HEAD ROAD TRUST.—PETITION.

14th. To empower the Commissioners to charge persons who used the Branch Roads of the Trust, by carting along them building and other material all day long, and who never passed through the gates, a weekly sum adequate to the wear of the Roads caused by such traffic.

That this Act was passed by the Legislative Assembly, in the year one thousand eight hundred and fifty-seven, but was rejected by the Legislative Council.

That, in the years one thousand eight hundred and fifty-nine and one thousand eight hundred and sixty, the Government granted one hundred and fifty pounds each year towards the funds; and in the years one thousand eight hundred and sixty-one and one thousand eight hundred and sixty-two, a sum of six hundred and ten pounds, or at the rate of three hundred and five pounds per year; since which period a sum of three hundred and seventy-five pounds per year has been regularly paid to the Commissioners.

That this was found to be entirely inadequate, and in the years one thousand eight hundred and sixty-four, and one thousand eight hundred and sixty-five, the Commissioners held several meetings to devise a means of raising their funds, and letters were written to the Honorable the Secretary for Lands, setting forth the difficulties under which the Trust laboured, and which were stated to be the following:—

1st. A debt amounting to seven thousand pounds, the interest charge of which was a heavy drag upon the funds.

2nd. The various Branch Roads which were entirely inter-municipal, and which the Commissioners had to keep in repair, although the income derived from them was very trifling, as most of the traffic did not pass the gates; so much so that a tabulated statement was forwarded to the Government shewing the expenditure on these Roads by the Commissioners, whereby it was shewn, that since the formation of municipalities, the Commissioners had, up to the first of June, one thousand eight hundred and sixty-five, expended on these Branch Roads two thousand four hundred and forty pounds six shillings and five-pence, more than and in addition to the whole of the income derived from them, and that thus the two Main Roads have been deprived of that amount which ought to have been expended upon them.

3rd. The unequal and unfair scale of tolls they were compelled to charge by the provisions of the Act 13th Victoria, No. 41, and which were those fixed by the Act 2nd William IV, No. 12, were passed in the year one thousand eight hundred and thirty-two, when the circumstances of the Colony and the nature of the traffic were entirely different. There are upwards of sixty omnibuses traversing the roads all day, and making on an average five journeys out and in, or passing along the Roads ten times a day. The charge for these, including for charge of horses, averages about one shilling per day for each vehicle, or a little over one penny for each time they traverse the Roads, and which is manifestly insufficient to repay for the amount of wear and tear they cause the Roads. The same thing occurs in reference to other licensed vehicles which traverse the Roads all day, each time with different passengers, and only pay once.

There is a constant stream of brick-carts, and carts carrying heavy building materials; these travel the Roads backwards and forwards all day for one small payment, the large brick waggons weighing at least five tons, ploughing up the Roads into deep ruts, and traversing through several times during the day for one payment only.

That, to meet these difficulties, your Petitioners addressed the Government on the twelfth of June, one thousand eight hundred and sixty-five; and, referring to previous letters on the same subject, the Commissioners stated that they recognized the expediency of preserving the Main Roads as Trust Roads and as distinct from the municipalities, so long as tolls were to be collected upon them, because it ensures that the toll money shall be expended solely on them and not to applied to other municipal purposes, and moreover would prevent all disputes as to a division of the tolls between the three municipalities through which the Roads pass; but that it was both just and advisable that the Branch Roads should be handed over to the municipalities, because they collected a large amount of rates for all buildings and land fronting them, without spending any of the said rates on them.

That your Petitioners furthermore proposed, that the present scale of tolls should be altered, so as to make the payments more equitable to the nature of the traffic, and to make those who most used the Roads pay the greatest amount towards keeping them in repair; and they therefore proposed that a scale of tolls should be legalized to make a charge for each journey, that is, going and returning, the same as was done in England and Victoria on similar Roads, and similar to that recently appointed under the Act 18th Victoria, No. 14, for the Randwick and Coojee Roads.

That some further correspondence took place on the subject between the Government and the Commissioners, in which the latter pointed out, that if an Act were passed to effect these changes, it would enable them in the course of a few years to blue-metal the whole length of the Main Roads and pay off the debt they owed. A deputation consisting of Captain Dumaresq, and Messrs Thorne, Hunt, and O'Brien, appointed for the purpose at a special meeting of the Commissioners, had an interview on the subject with the Honorable Secretary for Lands, Dr. Wilson, in May, one thousand eight hundred and sixty-six. At that interview, Dr. Wilson expressed an opinion that it would be a good thing to abolish Road Trusts within municipalities if they could also afford to abolish the levying of tolls, but that as the municipalities could not afford to keep the Road in repair without the tolls, the Roads were better in the hands of Commissioners who would have but the one object in view; and Dr. Wilson expressed himself as favourable to the charges proposed by the Commissioners. That

SOUTH HEAD ROAD TRUST.—PETITION.

3

That your Petitioners' request has not yet been carried into effect.

They therefore pray that your Honorable House will take the matter into consideration, so that justice may be done to all parties, and that they may be enabled to carry out the objects of their Trust with more efficiency and benefit to the public; and, your Honorable House having recently passed the Act 18th Victoria, No. 14, in reference to the Randwick and Coogee Road Trust, your Petitioners are encouraged to solicit that similar privileges to those contained in that Act may be made applicable to their Trust also.

And your Petitioners will ever pray, &c.

Dated at Sydney, this nineteenth day of March, one thousand eight hundred and sixty-eight.

WILLIAM DUMARESQ,

Chairman of the Meeting of Commissioners of 9 March, 1868, and specially appointed to sign the Petition on the Commissioners' behalf.

[Price, 3d.]

Sydney: Thomas Richards, Government Printer.—1868.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REV. JAMES S. WHITE.
(PETITION OF.)

Ordered by the Legislative Assembly to be printed, 16 January, 1868.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of James White, of Singleton, in the Colony of New South Wales, Clerk,—

HUMBLY SHEWETH:—

That your Petitioner is possessed of land in the Township of Singleton, as shewn in the plan hereunder.

That the said land was divided into allotments, several of which fronting John-street sold at the average of about £125 each, being at the rate of £625 per acre.

That in September, 1865, your Petitioner received the following notice:—

“ SIR,
“ His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make as Parish Roads (to be maintained at the expense of the Parishes through which they pass) from Singleton to the Railway Bridge over the River Hunter, and to the Main North Road, with a Branch Road to Darlington, running through the lands supposed to be the property of the Rev. J. S. White, J. Henster, and J. McManus: Notice is hereby given, that in conforming with the provisions of the Act of the Governor and Council, 4th William IV. No. 11, a plan, and book of reference, shewing the intended line of the Road abovenamed, are now deposited at the Office of the Surveyor General, at Sydney, and at the Police Office, Singleton; and all persons interested therein are requested to transmit in writing to the Clerk of the Executive Council, within one month from this date, any well-grounded objections which may exist to the formation of the Road in question.

“ By His Excellency's Command,

“(Signed) JOHN ROBERTSON.”

That in accordance with such notice, your Petitioner made the following claim:—

“ THAT the land required, is to some extent valuable building land, comprising a portion of South Singleton, for an allotment in which One hundred pounds sterling was refused. 2. That the Road above named, is not a Parish Road, but merely an approach to the Bridge. 3. That the right of taking land for Railway purposes, was not contemplated in the original grants from the Crown, as is evident from the fact that the Government gave compensation for all lands taken for such purposes.—That the Road above named is rendered necessary by the Railway, of which it is intended as a feeder, therefore the right of taking land for the formation of it was not contemplated in the original grants, without compensation being made in respect of it. On the grounds of these objections I have the honor to submit a claim for One thousand pounds sterling, as the value of nine acres three roods and ten perches of land required for the formation of the above-named Road.”

“ Your obedient servant,

“ JAMES S. WHITE.

“ The Clerk of the Executive Council.”

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That

That subsequently, on the 17th day of August, 1866, finding the Road was absolutely being made, your Petitioner addressed the Honorable Minister for Lands as follows:—

“Singleton, 17th August, 1866.

“SIR,

“I have the honor to inform you, that the contractors have commenced the formation of the Road from Singleton to the Bridge, containing two acres one rood and four perches, for which, on the seventh day of May last, I sent in a claim for £300, and that the said claim has not been settled. I have the honor to request that you will be good enough to take the said claim into consideration, with a view to the settlement of it at your earliest convenience.

“I have the honor to be,

“Sir,

“Your obedient servant,

“JAMES S. WHITE.

“Honorable Minister for Lands.”

To which your Petitioner has received the following reply:—

“Department of Lands,

“Sydney, 22nd September, 1866.

“REVEREND SIR,

“With reference to your letter of the 17th ultimo, on the subject of your claim to compensation in consequence of the Road from Singleton to the Railway Bridge over the River Hunter passing through your land, I am directed by the Secretary for Lands to inform you that, as the deeds of grant of the land in question contain the usual reservation for right of making roads, your application cannot be acceded to.

“I have the honor to be,

“Reverend Sir,

“Your most obedient servant,

“M. FITZPATRICK.

“The Reverend J. S. White, Singleton.”

Your Petitioner begs to call your attention to the sixth section of the said Act of 4th William IV., No. 11, under which the Minister for Lands justifies his refusal to grant compensation, by which section it is enacted, that grantees of land through which rights of roads are reserved by the Crown, cannot demand compensation for roads subsequently taken.

Your Petitioner does not question the action of the Minister, but submits to your Honorable House, that when such Act was passed it was never contemplated to apply to such cases as your Petitioners.

That as far back as the passing of the said Act, viz., 28th August, 1833, it was not in contemplation that townships would be founded on private lands, and that the operation of that Act in private townships would have a very arbitrary and injurious effect, as it would enable the Government to take valuable allotments, and convert them into roads without compensation, merely because, in the original grants, of rights of roads were reserved—neither was the construction of Railways contemplated, the taking of the present road being consequent only on the construction of the Northern Line.

That in the case of your Petitioner, the Government has taken up, without compensation, two acres one rood and four perches, for an allotment of which sixty-six feet by one hundred and thirty-two feet (being less than a twentieth part of the land so taken), your Petitioner was offered and refused £100—adjoining allotments of the same dimensions having been disposed of, respectively, at £129 and £125.

Your Petitioner respectfully submits, that if he had possessed only one allotment, and was a poor man, that allotment being perhaps his only property, the Government would not have taken it away without compensation. The fact that your Petitioner possessed more than one allotment in the said town does not alter the principle.

Your Petitioner begs to inform your Honorable House, that he laid his claim before the Honorable the Executive Council; but was informed that the Council did not hold him entitled to compensation, as the Road in question improved the value of his land.

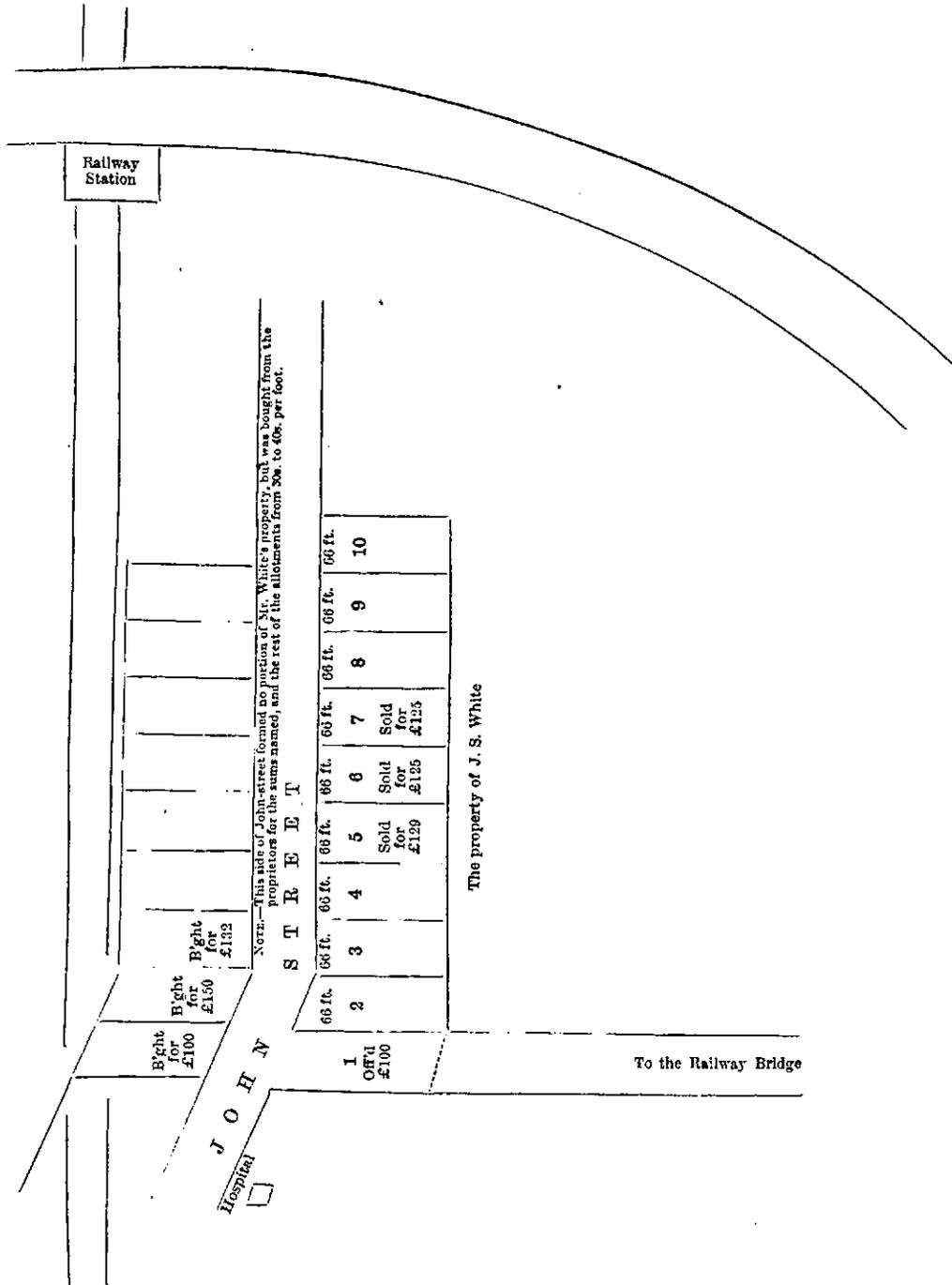
But your Petitioner most respectfully submits that there is a serious question involved in this matter, which he trusts your Honorable House will duly consider. Morpeth, West Maitland, Lochinvar, Black Creek, and Singleton are all private townships on the same line of road, and all built on lands which were granted subject to the said road reservation; and the question is, Ought town allotments to continue to be subject to the reservations of grants of country lands?—for it must be remembered that in Government grants of town lands there are no such reservations. Therefore, the tenure of lands in private townships is rendered essentially different from that in Government townships.

Moreover, your Petitioner respectfully submits that the presumed improvement of his land is not just ground for refusing compensation. All proprietors of land along the same street participate in the benefit and lose nothing. Moreover, the owner of the adjoining grant must benefit equally, as the road runs along the side line; yet, instead of the land being taken equally from each, the whole is taken from your Petitioner.

Moreover, the presumed increase of value being an answer for claim for compensation is never now set up. It was many years ago abandoned in England on account of its injustice, and, your Petitioner believes, has never been used in this Colony.

Your

Your Petitioner, therefore, respectfully submits these facts, and the plan hereunder, to your Honorable House,—



And prays that your Honorable House will deal therewith as to your Honorable House may seem meet; and your Petitioner will for ever pray.

JAMES S. WHITE.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE PETITION OF

REVEREND JAMES WHITE;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

7 April, 1868.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[Price, 1s. 1d.]

421--a

1868.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES, No. 118. MONDAY, 16 MARCH, 1868.

3. Reverend James White ("Formal" Motion):—*Mr. Burns*, on behalf of *Mr. Dodds*, moved, pursuant to Notice,—
- (1.) That the Petition presented to this House from the Rev. J. S. White, on the 14th January, 1868, in reference to certain land at Singleton taken by the Government for public purposes without affording compensation to the owner thereof, be referred to a Select Committee for consideration and report, with power to send for persons and papers.
- (2.) That such Committee consist of *Dr. Lang*, *Mr. Burdekin*, *Mr. Wisdom*, *Mr. Burns*, *Mr. White*, *Mr. Tighe*, *Mr. Campbell*, *Mr. Lee*, *Mr. Farnell*, and the Mover.
- Question put and passed.

VOTES, No. 134. TUESDAY, 7 APRIL, 1868.

2. Rev. James White:—*Mr. Dodds*, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report the Petition of the Rev. James White was referred on 16 March, 1868.
- Ordered to be printed.

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1867-8.

REVEREND JAMES WHITE.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 16th March last, “*the Petition presented to this House from the Rev. J. S. White, on the 14th January, 1868, in reference to certain land at Singleton taken by the Government for public purposes without affording compensation to the owner thereof, with power to send for persons and papers,*”—have agreed to the following Report:—

Your Committee have examined the witnesses named in the margin,* from whose evidence it appears:—

*Rev. J. S. White.
Mr. P. F. Adams.
Mr. J. Simmons,
senior.

That the Government made through land, the property of Mr. White, in the town of Singleton, in the year 1866, a road from John-street towards the Railway Bridge.

That two acres one rood and four perches were taken for this purpose, for which the Government have refused to afford Mr. White any compensation, on the ground that there was, in the original grant from the Crown of the estate of which his land formed part, a reservation of the right to make roads.

That the land taken from Mr. White is of the estimated value of £205.

Your Committee are of opinion that the case of Mr. White involves hardship, and beg therefore to recommend it to the favourable consideration of the Government.

ALEX. DODDS,
Chairman.

No. 3 Committee Room,
Sydney, 7 April, 1868.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 19 MARCH, 1868.

MEMBERS PRESENT :—

Mr. Farnell,	|	Mr. Campbell,
Mr. Dodds,	|	Mr. Burns,
		Mr. Tighe.

Mr. Dodds called to the Chair.

Entry in the Votes and Proceedings appointing the Committee, read by Clerk.

Printed copies of the Petition *referred*,—before the Committee.

Committee deliberated.

Ordered,—That the Rev. J. S. White be summoned to give evidence at the next meeting.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 20 MARCH, 1868.

MEMBERS PRESENT :—

Mr. Dodds in the Chair.

Mr. Farnell,	|	Mr. Campbell,
Mr. Burns,	|	Mr. Tighe,
		Dr. Lang.

Chairman stated that the unexpected arrival in Sydney, of the Rev. J. S. White, of Singleton, had induced him to call this meeting of the Committee earlier than the day mentioned at the last meeting.

Rev. J. S. White called in and examined.

Sketch of witness's land *produced*.

Witness withdrew.

Committee deliberated.

Ordered,—That P. F. Adams, Esq. (*Deputy Surveyor General*), be summoned to give evidence at the next meeting.

[Adjourned to Wednesday next, at *Eleven o'clock*.]

WEDNESDAY, 25 MARCH, 1868.

MEMBERS PRESENT :—

Mr. Dodds in the Chair.

Mr. Burns,	|	Mr. Campbell,
Mr. Tighe,	|	Mr. Farnell,
		Dr. Lang.

P. F. Adams, Esq. (*Surveyor General*), called in and examined.

Plan, shewing the position of the road referred to in the Petition of Rev. J. S. White, *produced*.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 3 APRIL, 1868.

MEMBERS PRESENT :—

Mr. Dodds in the Chair.

Mr. Burns,	|	Mr. Farnell,
Mr. Tighe,	|	Dr. Lang.

Mr. Joseph Simmons, senior, called in and examined.

Witness withdrew.

Rev. J. S. White called in, and again examined.

Witness withdrew.

Committee deliberated, and—

[Adjourned to Tuesday next, at *Eleven o'clock*.]

TUESDAY,

TUESDAY, 7 APRIL, 1868.

MEMBERS PRESENT :—

Mr. Dodds in the Chair.

Mr. Farnell, | Mr. Tighe,
Mr. Burns.

Committee deliberated.
Chairman brought up Draft Report, which he read in full.
Same considered, paragraph by paragraph, and *agreed to*.
Motion made (*Mr. Burns*), and *Question*,—That the Draft Report, as read, be the
Report of this Committee,—*agreed to*.
Chairman to report.

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1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PETITION OF REV. JAMES SMITH WHITE.

FRIDAY, 20 MARCH, 1868.

Present :—

MR. BURNS,
MR. CAMPBELL,
MR. DODDS,

MR. FARNELL,
DR. LANG,
MR. TIGHE.

ALEXANDER DODDS, ESQ., IN THE CHAIR.

The Rev. James Smith White examined :—

1. *Chairman.*] You are resident in Singleton? In the immediate neighbourhood.
2. You caused a petition to be presented to the Assembly some time back? Yes.
3. It appears by that petition, that you are the owner of certain land in the township of Singleton? Just bordering on the township.
4. Did you receive a notice from the Crown Lands Office, or from the Minister for Lands, that a portion of that land was required for public purposes? Yes.
5. Can you produce that letter? A copy of the letter, dated September, 1865, is contained in the petition.
6. What did you do after you had received that—did you make any objection to it? Yes; the objection is also stated in the petition.
7. "Your petitioner made the following claim," and so on? Yes.
8. And the land was afterwards taken by the Government? Yes.
9. Can you state the quantity that was taken? The quantity originally required was 9 acres 3 roods and 10 perches of land; that was for the whole of the roads.
10. Is the Committee to understand that that was the quantity taken by the Government? They have taken the whole quantity, but it was not for the whole quantity I lodged a claim—only for a portion.
11. Will you state the quantity referred to in this petition for which you made a claim, from Singleton to the bridge? 2 acres 1 rood and 4 perches is what I claim for.
12. That was taken for the formation of this road? Yes.
13. As shewn on the plan embodied in the petition—No. 1 from John-street to the railway bridge—is that the land taken? Yes, that is the land.
14. Did you make a demand upon the Government for a specific sum as compensation for this land? Yes, £300.
15. Did you receive a reply from the Government declining to accede to your request? Yes.
16. Is the land there valuable? Yes.
17. Is it building land? Yes, a portion of it is building land.
18. Will you state the position of it with regard to the railway station in Singleton—is it in that neighbourhood? Yes, it is within about 20 chains of the railway crossing.

The Rev. J. S.
White.

20 Mar., 1868.

- The Rev. J. S. White. 19. Part of the land is in John-street, is it not? Yes, the whole of it.
20. Is that the main street in Singleton? It is the main street now for traffic.
21. Is land valuable there? It is.
- 20 Mar., 1868. 22. Can you state why this road was taken—Is it a road made in order to get to the railway bridge—Was it for railway purposes? It was taken in connection with the railway; it was to afford an approach to the railway bridge, or to the road which passed over the same bridge as that over which the railway passes.
23. Have you any knowledge what this land is worth per acre? I received, about a fortnight ago, for 66 feet frontage and 132 feet in depth, representing as nearly as possible the fifth of an acre, £140 cash; and for another portion adjoining that, nearer to the terminus, a person contracted to pay £129 in seven years, paying a ground rent in the meantime, with the right to purchase; and to another person, who came under an engagement of the same kind, for an allotment still nearer to the terminus, I undertook to let the land for seven years, with the right of purchase, at £126. In the case of two of the parties, circumstances rendered it necessary for me, in order to my own interest, to purchase back the land from them, and to them I paid fully that value; in fact, in one case, more than that.
24. *Mr. Burns.*] I believe your land is in the now main street of Singleton, leading from the railway station? Yes.
25. Then it forms part of the town of Singleton? Yes; a portion of it was divided into allotments some time ago, and included in the town. The southern boundary of the town was my northern boundary.
26. That was in consequence of the land being adjacent to the railway station? It was divided before the terminus was there.
27. Are there many buildings being erected now in the immediate locality? Yes, there are.
28. John-street is the leading street of Singleton? It is for traffic now.
29. The road which was made through your property was made in order that there might be a nearer means of access to the railway bridge? Yes.
30. I believe it is a great public accommodation? Yes, it is.
31. When you applied to the Government for compensation for taking this land, did they state that they considered your land had been improved by the road passing through it? That was stated in the letter of the 22nd September. That is alleged as the ground of the refusal.
32. Is the allegation of the ground being improved, so far as you are aware, well founded? I have not been able to test the truth of it.
33. There have been no means, since the road has been made, of ascertaining whether the statement is correct? No.
34. Have you sold none of the adjoining land since the road was made? Yes, I sold the allotments to which I have referred, facing John-street.
35. The ground on which the Government justified the taking away of the land without compensation was, that your grant contained the usual reservation enabling them to make roads? Yes.
36. You object to the exercise of that power, on the ground that the Government made the road for railway purposes, and not for the purposes contemplated when the grant was made? Partly.
37. *Mr. Farnell.*] Is Singleton a private township? Yes.
38. I suppose this subdivision is a subdivision of an original grant? Yes.
39. What was the area of that grant? I think a section.
40. Did that grant contain any reservations in reference to the right of Government to make roads? I am not aware; I never saw Mr. Singleton's grant.
41. You do not know the date of the grant? I do not know the date of Mr. Singleton's grant at all; my grant was from Mr. Andrew M'Dougall's grant.
42. I am speaking in reference to the original grant of land you have in possession? The land is not in Singleton; it adjoins Singleton; the southern boundary of Singleton is the northern boundary of my land. Singleton was built on the private property of Mr. Singleton. My land is a portion of the grant of Mr. Andrew M'Dougall, and that grant contains the usual reservation.
43. You have extended the township at Singleton by extending these allotments? Yes, and a portion of the — estate has been laid out, which is extensively built upon.
44. Is there any reservation in the original grant of this land, giving the right to the Government to take land for roads? Yes.
45. Which portion do you say the Government have taken for this road in John-street—marked on the plan here? They have taken this portion (*pointing to the same on the plan*), leading from John-street to the railway bridge? The land does not extend to the railway bridge, but towards it.
46. Your original claim against the Government was for some 9 acres of land? Yes.
47. Have you abandoned your claim for compensation for 9 acres of land, or have you received the difference between the value of 9 acres and of 2 acres? No, I have received no compensation.
48. Have you abandoned your claim for 9 acres, or have they not taken the 9 acres? They have taken the 9 acres.
49. You have abandoned your claim for 9 acres, and now only claim for 2? Yes.
50. What reason do you assign for that? I gave in objections for taking that on the northern side of the river, and those objections were disregarded; and as to this open land, I thought in all probability any claim I might make would not be attended to, so I did not press it.

51. The usual notification was given in the *Government Gazette* to persons having claims The Rev. J. S. White.
to send them in? Yes.
52. I see also by your petition that you put in a claim, and that the Government refused it? Yes. 20 Mar., 1868.
53. I understand from your petition, that you believe that this land taken by the Government for making a road has not, strictly speaking, been appropriated to the purpose contemplated by the Act 4 William IV, No. 7? Yes.
54. Was this road laid out by the Government subsequently to the laying out of the railway? Yes.
55. Does this road lead to the railway station? It leads to John-street, which leads to the railway station.
56. It leads to John-street from whence? From the bridge, I presume.
57. Is that the bridge crossing the railway? No, the railway crosses the bridge.
58. Would this road be any convenience to persons in the neighbourhood if there were no railway there at all? I do not think so.
59. Was this road necessary for the convenience of people living in that part of the country? No.
60. Do you believe that this road was made solely as a convenience for people going to the railway? I believe so.
61. You have stated something to the Committee in reference to the value of this land—You stated that you had sold the fifth of an acre for cash for £140? Yes.
62. That would be at the rate of £700 an acre, would it not? Yes.
63. What would be about the value of the land taken from you for this road? As nearly as I could estimate, the value would be £300.
64. Was this land as valuable before the making of the road as it is now? The remaining portion of the land?
65. Any portion of this—Was the land in this particular locality as valuable previous to the making of a railway, or before it was contemplated to make a railway at all, as it is now? No.
66. Then the construction of this railway and making this road has improved the value of the land to some extent? The making of the railway has enhanced the value of the land, but I have had no means of ascertaining that the making of this road has had anything to do with it at all.
67. Is this road a convenience to a large number of persons? It is made so now.
68. Does it not give you frontage to a portion of your land that had no frontage previously? Yes.
69. Is there a large public traffic along that road? Yes.
70. I think you state in your petition, that in England the principle of estimating the increased value given to the remaining portion of land held by a proprietor through whose property a railway passes, in diminution of the claim for the land taken, has been abandoned, on account of its injustice? Yes.
71. Do you think where land is increased in value by the making of a public road, that there should not be an allowance made on the sum awarded in compensation for the intrinsic value of the land? I scarcely apprehend your question.
72. Suppose the land taken from you were worth so much an acre? Before the railway was made?
73. I am not speaking in reference to the railway, or in reference to the road. Suppose the land were taken from you and valued at so much per acre, do you not think it would be fair, in estimating the compensation to be given, to take into consideration the increased value that would be given to the remaining portion of your land? No.
74. The making of this road has to some extent improved the value of land in that vicinity? I have no means of testing that fact. Whatever improvement it has made in my land, it has made on the land of those from whom nothing was taken.
75. Did you, when the Government first gave notice of their intention to lay out this line of road, protest against taking the road in the direction contemplated? No.
76. Are you aware that the Government issue several notices before the final confirmation of a road? Yes.
77. On the first notice of their intention to make a road in a certain direction, did you interfere or protest against the line of road indicated in the notice in the *Gazette*? Not against the direction, but against the taking of the road.
78. Did you make any objection at the first proclamation? Yes.
79. Not to the proclamation that is issued for persons to come in within a certain time for the purpose of putting in a claim for compensation? No, I never made any objection to the direction of the road.
80. The Government finally carried out this road, and then put a notification into the *Government Gazette* calling upon persons to put in their claims for compensation? Yes.
81. In answer to that, you put in a claim? Yes.
82. And, as it appears by your petition, the Government refused to entertain that, upon the ground that there was a reservation of that grant? Yes.
83. Then there is no blame attachable to the Government for taking your land for the purpose of this road, as you did not in the first instance protest against the taking of the road in that direction? They could not have taken it in any direction that would not have gone over my land.
84. Could they not have gone on the adjacent land, known as the hospital land? They could not have made a road on the hospital land without encroaching upon the building, I think—not to have taken the whole width—or without coming very near the building.

- The Rev. J. S. White.
20 Mar., 1868.
85. Would you have rather that this road had not been made through your property at all? I could of course have made a road for myself, at what width I pleased, and in what direction I pleased.
86. That would have been a private road? Yes.
87. Private roads do not add so much to the value of property as public ones? That depends upon circumstances.
88. Private roads would only contemplate that private individuals could use them? They could be dedicated to the public.
89. I suppose you saw the first notification of the Government to lay out the line of road in that direction? Yes, of course I got the usual notice. I think it is in the first letter in the petition.
90. *Mr. Tighe.*] What is the extent of the land you originally purchased in this neighbourhood? 58½ acres.
91. How long is it ago since you first possessed it? I can hardly say.
92. Some years? Yes.
93. When you purchased it, did you make yourself acquainted with the conditions of the original grant? No, I knew nothing of the conditions of the grant till after it was purchased, and I had read the grant.
94. You knew nothing of this condition of the Government reservation? No, I had never seen any grant, and I knew nothing of the reservation on the grant, and it was not till after I had purchased that I became acquainted with the fact.
95. Suppose you had been made acquainted with this before you made the purchase, do you think you would have given so large a sum as you really did give? I think so.
96. Then you think this power of the Government to go through land does not injure the value of it? I would have thought in my case it was not at all possible the Government would have availed themselves of it. If I had had any idea that a road would have been made through it, I certainly would not have given what I did give, but I was under the impression that a road would never be made through the land; that although the right existed, circumstances would never arise to render it necessary.
97. If you had known you had been liable to the risk, would you in that case have refused to give as much as you did for the land? I can scarcely say. I did not know it at the time.
98. At the time it never occurred to you? No.
99. With the exception of this piece of land you have marked here as No. 1, for which you were offered £100, is the other portion of the land taken by the Government open land, not divided into allotments? It is divided.
100. It is also divided into allotments? Not the whole of it.
101. There is none divided into allotments but that shewn upon the plan? No, the frontage to John-street.
102. Then, consequently, the land on the west of these subdivided allotments may be called open land? Yes, it may be called open land.
103. I think you told the Committee that you abandoned the claim for 9 acres, because the road went through open land? Yes, forest land.
104. Would not the same reason prevail in this instance, as regards the land to the west of the divided allotments? No, the land to the west of the divided allotments was land that was enclosed, and that had been cultivated, and I contemplated subdividing it at my convenience as building allotments.
105. And the other was open forest land? Yes.
106. Not of sufficient value? It was not enclosed by a fence even.
107. Was this road opened before or after the land was subdivided? After.
108. At whose instance was it opened—was it petitioned for or prayed for? Not that I am aware. The Government acted on their own responsibility, I believe.
109. Is the amount of compensation you ask for, the amount that represented the value of the land at the time it was taken, or that notice was first given to you that it would be required? Yes, as nearly as I could reckon.
110. You did not look to the present value? I looked to the value at the time the road was asked for.
111. Did you look at the value of the land as it was, or as it would, in all probability, continue to be, supposing the road had never been made; or, did you add something for the increased value that the advantage of the road might give it? No, I reckoned the value of the allotments as they might be subdivided from time to time—of course some portions would acquire an increased value—but I reckoned the value at the time the land was required by Government for the road.
112. Then did you ask the selling value of the land, supposing it to have been put into the market at that time? Yes, if I had carried out my plan of subdivision.
113. The last clause in your petition states that the notion which the Government seem to have—that the presumed increased value of the remaining portion of your land is an answer to your claim for compensation—has been abandoned many years in England. Upon what authority is it stated, that this is an improper view to take of the matter? The fact I have met with in my reading; I could not cite any authorities. It is a fact with which I have been made acquainted in conversation with those who may be supposed to understand this matter.
114. Did you read that it would be a complete answer to a claim for compensation; or, did you merely read that it might be taken as an element in calculating the amount of compensation to be given? I think it is distinctly stated in the Railway Act, that the value of land taken is to be estimated altogether irrespectively of the increased value given by the railway passing through it.
- 115.

115. Was the railway made at the time this land was taken away, or was it contemplated? The Rev. J. S. White.
It was made.

116. *Dr. Lang.*] You have stated that the construction of the railway has given a greatly increased value to all landed property in the neighbourhood? Yes. 20 Mar., 1868.

117. It has given this increased value to the land of private proprietors from whom the Government did not take anything? Yes.

118. And you allege that, as a considerable portion of your land has been taken away for the purpose of enhancing the value of the lands of those from whom no such portion has been taken, that you have a special claim? Yes.

119. That is the ground of your claim? Yes.

120. The pecuniary amount of your claim you state to be £300? Yes.

121. Does the road, the land for forming which the Government have taken from you, greatly increase the value of the adjoining land? I have not been able to test the fact, either in my own case or in the case of any of my neighbours, because I am not aware of any land having been sold or offered for sale, or that any one has offered to buy.

122. But as a general principle, the existence of this road that has been taken from your property is a general convenience to the inhabitants of the district? Yes.

123. And you think that, as this has been afforded solely at your expense, and others have escaped from whom the Government have taken nothing, you have a special claim? Yes.

124. You are aware that the reservation alluded to in the Government letter is usual in all the old grants of the Colony,—the right of making roads? I believe it is general, but not universal. There are several grants, I have learned lately, that contain no such reservation. The grant under which I hold contains it.

125. But you allege that that general reservation in all the old grants of the Colony does not apply to the particular case of a greatly enhanced value being given to land by the construction of a railway? I do not exactly apprehend the question.

126. You conceive that the cases to which these reservations referred are of a different character from the present case? I think so. I do not think they contemplated the formation of a railway, or the enhancement of the value of adjoining land.

127. And that, therefore, notwithstanding the reservation of the right of making roads generally, that does not give the Government the right to take a portion of your land away without compensation? Certainly not.

128. *Mr. Tighe.*] When you were offered £100 for this allotment No. 1, if you had accepted it, your claim would have been reduced to £200? Yes.

129. And then the man who bought it would have been sacrificed to that amount, or would have come upon the Government for the £100? He would have come upon me, for I should have had to covenant for quiet possession.

130. If he could have come upon you, could not you have come upon the party from whom you purchased, by the same rule? I do not know, indeed. I may be in error in stating the law of the case: it is a point of law I am not competent to decide. Any man who had bought the land, and had afterwards had it taken away from him, would consult his legal adviser as to what he should do.

131. *Mr. Burns.*] How long after you received the notice of the Government of September, 1865, of their intention to take this land, did you lodge your claim? I did it within the specified time. A certain time is allowed—I think forty days. I think I may state the date of my claim was 8th September.

132. This road, I believe, leads to a lane which is used jointly for the railway and for the road traffic over the Hunter? Yes.

133. And the road is, in fact, a feeder to the bridge both for railway purposes and for road traffic? Yes.

134. Are you aware of any precedents in which the Government have given compensation under any similar circumstances to yours for taking away land? I am not aware. I have heard of the case of a lady named Spain, who is alleged to have got compensation, or who had a recommendation made in her favour, under circumstances somewhat similar.

135. The circumstances in your case are rather exceptional, on account of the road being required for railway purposes and also for ordinary traffic? Also the Main Northern Road is still open through my land, so that in fact this has been a diversion of the Great Northern Road. The Great Northern Road is a common segment—the road for which I claim compensation and the portion of the Great Northern Road which is still open through my land and goes to the old crossing-place.

136. The Great Northern Road did not originally go through your land? Yes, there are two branches of one road through my land.

137. The amount you now seek from the Government is the amount that, according to your estimate, it was worth previous to the road having been opened? Yes.

138. *Chairman.*] I think you stated it was your intention to have cut up this land into allotments? Yes.

139. In order to carry out that plan, it would have been necessary to form streets at the back? Yes.

140. Would you have adopted a similar plan to this for laying out the land? Yes.

141. Would you have reserved a road there from No. 1 leading to the bridge? Probably I would.

142. The land you have referred to as being 9 acres is on the other side of the Hunter? Yes.

143. It is not contemplated to lay that out as building allotments, is it? No; there was land in the neighbourhood which was sold as building allotments—two or three allotments were sold.

- The Rev. J. S. White.
20 Mar., 1868.
144. Why did you abandon your claim to that? As I have said, it was just forest land; it was unenclosed, and the land was not otherwise valuable; it would not have suited for cultivation, even if it had been cleared.
145. Land in Singleton has increased in value very much of late years? Yes, I think so.
146. Also for building? For building purposes. Of course that answer must be taken in connection with a certain period of time.
147. Within the last ten years? It has fluctuated a good deal in value. I might say it has increased in value since I went to Singleton, but that it has decreased in reference to some particular period during the time I have been there.
148. *Mr. Campbell.*] Is there any large area of agricultural land on the north bank of the river at Singleton? There is a considerable portion on the Dunolly estate.
149. The produce, of course, would pass over this bridge and along this road? Yes, or across the main crossing.
150. Of course the bridge is now supposed to be the better road of the two? Yes; the other road is still open.
151. Do you know whether it is the intention of Government to close the old road? I do not know. I heard, this morning, that they could not close it.
152. In the event of their closing the old road, would it in any way tend to compensate you for the loss of land in this part? No, I do not think so. I look upon their closing that road as compensation for the new road which they have taken from me. They have taken four or five roads from a portion of my land, and it is proposed, if possible, to close a portion of this road only to compensate me for another road which was intended to be taken from me; but at the same time, the old crossing would be left available for the cultivation of the land we have spoken of.
153. Did the Government take any portion of this estate of yours for railway purposes? Yes.
154. What compensation per acre did they give for that? I could not say, for they made no distinction between what they allowed for the value of land and what they allowed for what they called severance.
155. If I understand this plan aright, John-street is one of your frontages? Yes.
156. In laying out these allotments, it appears to me, if you had intended to lay out these allotments likewise (*referring to the plan*), you made no provision for getting to them from John-street? Yes, I left a lane down a portion of the land, which is now taken as a road.
157. A narrow lane? Yes, considerably narrower than the present road.
158. You have always intended that a road of more or less width should be made here? Yes, for my own convenience.
159. Is the land there liable to inundation, or is it adapted for building purposes? In the flood of 1857 a portion of it was under water, and also in the flood of 1862, I think.
160. That applies to nearly all the town of Singleton, as well as to this land? Yes, a portion of the land represented as cut up here is altogether free from liability to floods, but nearly the whole of Singleton is liable.
161. With the exception of the old crossing-place, which is still in existence, this is the only way by which produce can get to the railway? Yes.
162. The continuation to the railway is down John-street? Yes.
163. *Mr. Tighe.*] I understand you to say that you had previously dedicated a narrow portion of this road—Is that correct? Yes.
164. Then the Government have not really taken the whole? That was originally done; but as none of the land in the back part was sold, the parties who held the allotments here gave up their right to anything beyond the two frontages.
165. When did they give up their right—before the road was formed by the Government, or after? Before. When I sold two of these allotments there was no road indicated; they had a frontage to John-street, and no other.
166. Did everybody give up his right, without one single exception? There were only two persons who had a right; no other persons had then bought.
167. When you sold these allotments, did you represent this road on the plan? Yes.
168. Those who bought these allotments you consider had a right to this road? Yes.
169. What is the breadth of that road? 60 links.
170. What is the present width? 100 links.
171. Then the fact is, that the Government have really only taken 40 links instead of 100? They have taken, according to their own allowance, 2 acres 1 rood and — perches.
172. I understood you to say that you had previously set apart 60 links for a road? Yes; but that was merely for my own convenience, and the convenience of those who purchased, and I resumed it.
173. You represented it on the map at the time you offered the land for sale? Yes.
174. Supposing more allotments had been sold, and any of the purchasers had refused to relinquish his right to the road of 60 links, in that case the Government would have deprived you of only 40 links? But the Government say here, after a survey has been made, that they take a certain portion from me, and for that portion so taken I claim.
175. Just so. I only want to understand the thing properly. I do not say whether the Government had or had not a right to take the land, but I ask you whether, if you had previously set apart a road of 60 links, the Government had not then taken from you only 40 links? They say they have taken 2 acres 1 rood — perches.
176. I am not speaking of the area, but of the breadth of the road? But the breadth of the road is determined by the measurement of the area.
177. *Mr. Farnell.*] You have stated that the Government have taken five roads through your property? Yes.
178. Have you ever received compensation for any of those roads? For none of them.

179. Have the Government fenced each side of this road they have taken? They have fenced one side. The Rev. J. S. White.
180. The side bounding your property? Yes; the other part was fenced, I believe; that I had nothing to do with. 20 Mar., 1868.
181. Did you make application to the Government to fence it? Yes.
182. You sold allotment No. 1, did you not? No.
183. This road has not in any way severed one portion of the land from the other? No.
184. This road you have spoken of as having laid out on the northern portion of your land, for the purpose of giving persons who had purchased your allotments the right to go down to some other road that was contemplated by you, did you in any way dedicate it to the public—was it open? No; there was always a slip-rail. It was a track I opened for my own convenience to Singleton, when I was inclined to take that road.
185. *Mr. Tighe.*] Every individual who had the right to use that road, I think you say, gave you authority to resume? There were only two persons who had bought the land.
186. Were there no leaseholders or tenants? No.
187. Did these parties give you the right to resume in writing? Yes.
188. Do you produce it? Yes. (*The witness produced the same.*)
189. *Mr. Farnell.*] Have you by any act dedicated this road? In no other way than by indicating it as for the convenience of persons who purchased, and for myself.
190. Did you indicate it on the map as a road or right-of-way? It is represented as a right-of-way.
191. Not a public road? Not a public road; there is nothing to indicate a public road, and the parties have given up the right.
192. You did not do any act that would have prevented you—supposing you had not sold any of these allotments—closing the road and selling the whole land as one block? No. My impression was, that when the allotments were offered for sale, a good many would be sold, but there were none sold on the day of sale; the two which were sold were sold privately afterwards; and for the sake of those two I did not think it advisable to allow the thing to be open.
193. *Chairman.*] Any permission you gave to these parties was relinquished by them? Yes. There was a fence and slip rail there till the day it was taken by Government.
194. *Mr. Tighe.*] Does this £300 represent the cash market value at the time, or the value of the land if it had been sold on very easy terms? I think £300 would have been the reasonable value.
195. The market cash value? I do not suppose any one would have given me £300 cash for it, but I believe I might have got £300 for it on the usual terms. Land is generally sold on certain credit, interest being paid.
196. What do you think was its market cash value; not what it ought to have been, but what was its real market cash value? I would not venture to say. I took my estimate from the lowest. £100 was offered for this (*referring to plan*), and I reckoned each portion of it to the extremity of my land became of less and less value, and took the mean.
197. Was that £100 a cash offer? I believe it was. It was offered by a man of means.
198. Did you understand you would receive that money, or that payment was to extend over a number of years, by instalments? The person who offered was Mr. Morrison, a man of wealth, and I believe he would have bought it immediately. That was offered before the terminus was contemplated.
199. You have calculated that the land would be worth £300 if it were sold on easy terms? Yes, in the usual way.
200. Does not an inducement held out in the way of easy terms often encourage people to give more than the market value for land? I have no doubt it does, and sometimes it may happen that the land rises in value in the meantime, and the purchaser finds that he has made a good bargain.
201. *Mr. Burns.*] The general custom in transactions for land is, for the person to pay so much deposit, and to give security for the residue, and to pay by bills? Yes, I believe that is the practice.
202. Your estimate is, that if you had sold your land on those terms, you could have obtained about what you claim? Yes, about £300.

WEDNESDAY, 25 MARCH, 1868.

Present:—

MR. BURNS,	|	MR. FARNELL,
MR. CAMPBELL,	|	DR. LANG,
	|	MR. TIGHE.

ALEXANDER DODDS, ESQ., IN THE CHAIR.

Philip Francis Adams, Esq., examined:—

203. *Chairman.*] You are the Surveyor General of this Colony? Yes. P. F. Adams, Esq.
204. Will you be pleased to look at the petition before you? Yes. 25 Mar., 1868.
205. Are you aware whether the facts alleged in that petition are or are not correct? It is stated that notification was made to Mr. White that a portion of his land would be taken by the Government for a parish road? It has been done. A parish road has been carried out, in accordance, or nearly so, with the application. I do not think it was in consequence of

P. F. Adams, of a petition; I think it was in consequence of the railway bridge being built. I do not recollect any petition.

206. When I speak of a petition, I refer to this petition that is presented to the Assembly
25 Mar., 1868. —The road was taken by the Government, and notice served in the usual way? In the usual way.

207. Have you examined the grant of this land? It has been examined in the Survey Office.

208. Are you prepared to state its conditions? The deed contains the general right to make roads wherever the Executive see fit.

209. Has it been the practice heretofore for the Government to take land from parties for railway purposes, without giving them compensation in any way? Not for railway purposes.

210. Can you state under what Act this parish road is taken? 4th William IV, No. 11.

211. Are you aware whether it was in contemplation to found private townships at the time of the passing of this Act—townships on private land? Yes, I think so.

212. Has the Government any power under the Act 4 William IV, No. 11, to take land in Government townships for the same purpose? From private individuals?

213. From private individuals, in Government townships? I think the Act says, "in any land throughout the Colony."

214. Then, it is your opinion that the townships proclaimed by the Government are not exempt—that is to say, Government townships are not exempt under the Act 4 William IV? No lands throughout the Colony are exempt, but the Act provides for compensation in certain cases where the deeds do not reserve the right to make roads.

215. *Mr. Tighe.*] But these deeds—have they the right reserved? The deed in Mr. White's case has the general right reserved.

216. *Chairman.*] Do you not think that, where this power exists, it would operate very injuriously against the interest of individuals—the power to take land without compensation? It has never, to my knowledge, been exercised to the prejudice of individuals.

217. Have you a plan of this land? Yes. (*The witness produced the same.*) This is the plan of the road.

218. Will you describe the area of the land taken, the extent, and to where it leads? 2 acres 1 rood 4 perches. The road leads from John-street, Singleton, to the Main North Road, where it crosses the railway, about three-quarters of a mile beyond Singleton.

219. Is it near the bridge? Yes, and beyond the bridge.

220. I understood from the plan attached to the petition, that the land commenced at John-street, and extended towards the railway bridge? The same proclamation goes beyond the bridge, but it appears that the part beyond the bridge is not referred to in the petition. The petition refers only to that part which is on the township side of the river.

221. He does not claim compensation for the land taken on the north side of the river? Apparently not.

222. Can you inform the Committee anything as to the value of this land? I think the land is as valuable as it ever was, notwithstanding the general decrease in the value of property. I think Mr. White's property, upon the whole, is more valuable now than it ever was.

223. By reason of that road? Yes.

224. Would persons whose land is not taken at all benefit in the same way by this road? There would be scarcely any one besides Mr. White, excepting Mr. Heuston, whose property would be touched by this road.

225. Are you prepared to give any estimate of the value of the land, and of the quantity taken? I am not, for I had only to judge whether the property was injured or improved. The area taken was 2 acres 1 rood 4 perches.

226. The Government refused to give any compensation for this land? Yes; in consequence of the additional value which is believed to have accrued to the remaining property, they did not consider him entitled to anything from Government.

227. Supposing the whole of his property had been taken, would you not then have considered it a very great hardship to have taken this road without compensation? Then the Government would of course have paid him, because he could derive no benefit.

228. Suppose parties had land in the immediate neighbourhood of this road, would they not benefit in an equal degree with the owner of this land? Yes.

229. Suppose none of their land were taken, would they not benefit in the same way? Yes, they would derive the advantage certainly.

230. *Mr. Burns.*] The Government opened this road, I believe, as an approach to the railway bridge? Yes.

231. If a bridge had not been erected, no road would have been wanted through Mr. White's land? None whatever.

232. Has it not been the practice of the Government to give compensation for land taken for railway purposes? Yes.

233. Did not this road, according to your view of the matter, come under the category of land that ought to be paid for in the same way? No; this is the Main North Road, or rather, a deviation of the old Main North Road; and if any persons have claims for compensation in this case, they would be found amongst the people who own land on the old Main North Road.

234. What claims they may prove in no way affect his? No, but Mr. White gets the benefit, and they the loss.

235. How do you mean that he gets the benefit, and they get the loss? He gets the benefit of the frontage to the Main North Road.

236. Does not John-street form part of the frontage to the Main North Road? Yes, to the old Main North Road; but the deviation over the bridge will turn the traffic from the part of John-street which originally carried the traffic.*

P. F. Adams,
Esq.

237. The view you take in the matter is, that in consequence of the deviation of the Main North Road, the value of the land belonging to Mr. White will be increased, and that he is consequently not entitled to compensation for the land taken from him? Yes.

25 Mar, 1868

238. Have you had any means of determining that the remaining portion of Mr. White's land is increased largely in value, in consequence of the new road made? I have been over the line of road, in consequence of a similar application from Mr. Heuston; and my conviction was, on seeing it, and the building erected on it, that neither Mr. Heuston nor Mr. White had the slightest ground for compensation. I reported accordingly.

239. Have you known of land in the immediate locality having been sold since the road was made through Mr. White's land? No.

240. Have you any knowledge of sales having taken place previously? No.

241. Has it not been the practice of the Government in some cases to give compensation, even where there has been reservation in the grants as to the right of the Government to make roads? In the case of a wide road cutting a piece of land in such a way as to damage it beyond any advantage that might accrue to the remainder, there the Government, as a matter of justice, places a sum of money upon the Estimates to pay for the injury.

242. Mr. Heuston's land is adjoining, I believe? Yes.

243. Has he much land? He has rather less frontage to the road than Mr. White, but I am inclined to think Mr. White owns the larger portion of land.

244. Mr. Heuston also applied for compensation? Yes.

245. And it was refused on the same ground? Yes.

246. *Chairman.*] Are you prepared to state whether the presumed increase in the value of land by the passage of a road through it, is never set up in England now as a bar to a claim for compensation? I am not prepared to say whether it is or is not. I have heard so. But I think the circumstances of England so different from those in this Colony, that the practice there could hardly be applied here. In England there is scarcely such a thing as land quite unimproved. Here we have a quantity of land which is almost valueless, but which, by the deviation of a road, may be made valuable. Such circumstances are not anything like so common in England as here.

247. *Mr. Farnell.*] You have stated that this road was made on account of a railway bridge? Yes.

248. Was it made because persons could not travel the Main North Road on account of that bridge—did it interfere with the traffic? The traffic previously went across the ford or punt; and there had for years been agitation for a bridge to carry the traffic on the Main North Road, but it was always refused on account of the expense. When the Government built the railway bridge, the opportunity was taken of using it also as a traffic bridge for the Main North Road, and made the deviation now under consideration.

249. Then, that deviation was made for the convenience of persons crossing the bridge, instead of the old road by the punt? Yes.

250. This road was proclaimed, as roads usually are, under the Parish Roads Act, and due notice was given? Yes.

251. Mr. White had an opportunity of knowing this? He had.

252. Did he offer any objection to making this line of road? We took his letter, dated 8th September, in the light of an objection to the road.

253. Is this road for railway purposes? No, for the Main North Road.

254. It is, strictly speaking, a parish road? A main road, not a parish road. Although the Main Roads Act does not provide for the proclamation of these roads as main roads, we proclaim them under the Parish Roads Act.

255. If this road were for railway purposes, it is to be presumed that the railway authorities would have conducted this matter, or have applied to the Surveyor General to mark out the road? It was never considered a railway matter.

256. Land taken for railway purposes, as I understand the meaning of the law, is taken for making a railway over it, or for building stations in connection with a railway? Yes.

257. If you look at Mr. White's plan, you will see on No. 1 a road? Yes.

258. Do you know whether Mr. White ever reserved a road of 60 links there? No, I am not aware that he did.

259. Do you know, when the surveyor went to mark out the road the allotment No. 1 was in existence? There is no appearance of it on the plan.

260. Has the surveyor who marked out this road, made any note or comment with reference to any allotment? No, I do not think so.

261. Have you ever given compensation to persons where you have taken roads, where there has been reservation in the grants giving the Government the right to take these roads? Yes, they have given compensation in cases such as I have previously described, or where so little land has been left as a balance that it would have been obviously unfair.

262. Do you know whether Mr. White has ever made application to close any roads which have been rendered unnecessary by the opening of new roads? I think not.

263. Mr. White has told us that no less than five roads have been proclaimed through his property? I dare say it may be so. His property is very large. He owns so much property around Singleton, on two sides, that the town cannot be approached without going through his property.

264. And this road that has been proclaimed through his land is, strictly speaking, now part and parcel of the new North Road? It is.

265.

* NOTE (on revision):—This reply was made under the supposition that this question referred to George-street. The reply should have been—The portion of John-street nearest to the bridge, on which the traffic converges, is now virtually the Main North Road.

- P. F. Adams, Esq. 265. Do you know whether the Government fenced in his side line where the road runs? I am not sure with respect to the portion mentioned in the petition; but in other cases, on the other side of the river, it was, and most probably it was in this case.*
- 25 Mar., 1868. 266. I think you stated the ground for not giving Mr. White compensation is, that his property has been very much increased in value? Yes.
267. Is there a large public traffic on that road? The main road traffic will go over the bridge, in preference to going over the ford.
268. Is Mr. White legally entitled to compensation for the taking of this land, under the law by which the road has been proclaimed? No.
269. Is it your opinion that, in equity, he is entitled to compensation for taking a road through this land which has been divided and subdivided into allotments—do you think that is a reason for giving compensation? No, I do not. I think Mr. White ought to be very glad to have his property improved.
270. You think this road has improved the whole of the property bounded by this road? Yes, I think so.
271. Could you have made that road through any other person's property, to have been as convenient to the public as a thoroughfare? Possibly it might have been made, but the present course of the road was mainly determined by the small amount of injury it would do to property. At the same time, it gives them the full benefit they would have in any other way.
272. It does not in any way sever Mr. White's property? No; the object has been to avoid injury to property.
273. *Mr. Tigue.*] I think you told us that the making of this railway bridge was the reason that rendered it necessary to take this land? Yes.
274. Who recommended or applied for this—was it the officials or the people up there? I cannot recollect.
275. When you speak of the railway bridge, as this has been called, do you mean a bridge for railway purposes, or a bridge in connection with the railway, yet not for the advantage of the railway, but of the high road? So far as the traffic of the main road is concerned, it has nothing to do with the railway. When the railway bridge was made, advantage was taken of it also to carry the main road traffic.
276. Then, so far as that, it is not strictly a railway bridge, in so far as it relates to this road? Yes.
277. In that case, I suppose, the taking up this road from Mr. White cannot, by any reasonable means, be brought within the operation of the Railway Act, in giving compensation? No.
278. Do you think if compensation were given to Mr. White for taking away this property, many claims equally valid would come upon the Government which are not now considered? Certainly; it would form a precedent for giving compensation in many cases.
279. If that precedent were established and acted upon, it would be equivalent to altering the law that provides for the making of deeds in which the Government claim the right to go through property? It would have very much the effect of repealing the law which relates to those deeds.
280. Is this condition in the grants in pursuance of an Act of Parliament, or by what means does this clause come into these deeds? The Government, in alienating land, has, of course, the power to make its own conditions, and these were the conditions adopted in all deeds subsequent to — In consequence of the previous omission of reservation of right of road to the Crown, the Act 4 William IV No. 11 was passed, to determine what the rights of the Crown were in connection with those deeds.
281. Can you tell us why this was introduced into deeds—Was it in pursuance of any Act of the Imperial Parliament, or of any instructions from the Crown? I could not say.
282. It has been the custom since 1822 to put it in all deeds? Yes. In 1810, reservations of "indigenous timber," and "a road," were occasionally made.
283. You say this clause has been sometimes waived by the Crown. Are there special reasons in this case why it should be waived? No.
284. Then to waive it in this case would perhaps lead to its being waived in all cases? Very nearly.
285. You told us of an Act that provided for compensation in some cases where the land was taken by the Crown for public purposes? It is in one clause in the Act I have quoted.
286. Has that clause any application to this case? No; the deed of grant reserves the right to the Crown; therefore it does not come under that clause of the Act.
287. Mr. White, in his petition, says that increase in value, as an answer to a claim for compensation, is never used in England—that it has been abandoned. Do you know whether anything like the clause we have been speaking of—the reservation to the Government of the right to take up land for certain public purposes—is part of the law of England? I should think grants from the Crown in England must be of an age so remote that it is doubtful whether they would contain such a clause.
288. Do you think that the fact of the Crown not having reserved to itself any right to take away land for public purposes in England, and in this country when it sells or grants lands having reserved such a right, destroys the analogy between the rules should apply here and in England? I think so.
289. *Chairman.*] You have stated that, were compensation granted in this case, it would form a precedent for numerous cases of the same kind? Yes.
290. When you say that, I presume you refer to ordinary bush lands, not to townships—to ordinary

* NOTE (on revision).—Cost of fencing was allowed in this case.

ordinary lands through which roads pass? I should hardly go so far as that, but it would form a precedent for all similar cases to this. P. F. Adams, Esq.

291. Because you are perhaps not aware that Mr. White has not made application for any compensation for land of less value not being building land—Would it form a precedent for numerous applications in the same way for compensation for building land, that is to say, in townships? It might, perhaps, be made a precedent. 25 Mar., 1868.

292. Are there parish roads taken through townships? Yes, but very seldom.

293. Then in that case it could not form a precedent in numerous cases, if they are seldom taken through townships? It would form a precedent.

294. Can you state an instance where any parish road has been made through a private township in the Colony without giving compensation? Yes, nearly every private township of any importance in the Colony—Raymond Terrace, Morpeth, Balmain, Glebe, West Maitland, Cook, Redfern, Woollahra, Paddington, Kempsey, &c.

295. *Mr. Tighe.*] Do I understand you that the rule is this with the Government,—to give or withhold compensation according to the circumstances of each case—If the land is improved, you give no compensation; if the land is destroyed, you give compensation? Yes, or if its value is unquestionably depreciated.

296. In this case, do you think the rest of this land is so much improved as to compensate for the loss of the land taken? Yes.

297. How much do you consider it increases the value of this land per cent.? I can hardly say.

298. Perhaps it is a good deal a matter of opinion? Yes; it can only be determined by a very careful consideration of all the facts connected with it.

299. Would you call this a township? Yes, it is so now.

300. Was it when it was taken by Mr. White? Yes, it might be considered a part of the same.

301. Were there any inhabitants upon it when he took the land? I think very few, if any.

302. Why do you call it a township? Because the road we have made forms an extension of one of the principal streets of the town now.

303. But a road would not make a town? No, but traffic will make a street.

304. Are there inhabitants there? It is being built on; or if it were sold, it would be built on at once and inhabited.

305. How long is it since you took this road? The proclamation was in 1866.

306. Was it a township then? No, I think there were very few more houses then, than there were when the road was proclaimed first, the year before.

307. *Chairman.*] Are you not aware that nearly all the land on the opposite side of John-street is built upon with substantial houses, opposite this land? I cannot exactly call to memory that part of the town just now.

308. As shewn by the plan annexed to the petition, the public hospital is in the neighbourhood? Yes, that is a fine building, at the extreme end of the street.

309. Adjacent to Mr. White's land? Yes, opposite to Mr. White's land.

310. What is the width of this road? One chain, I think. The town is fast extending that way.

311. It is in the neighbourhood of the railway station, is it not? Yes, not far from the railway station. I am not sure, but I think the street goes direct to the railway.

312. Mr. White states, in his petition, that he sold some of the land with frontage to John-street at £125 an allotment, being at the rate of £625 an acre. You cannot inform the Committee whether that statement is correct or otherwise? I do not think, even with the increased value given to the land by this road, it is worth so much as that.

313. *Dr. Lang.*] I understand that the ground on which the Government refused Mr. White's application in the first instance was, that there had been a reservation in the original grant of the land which he holds, authorizing the Government to run roads through it in whatever directions might be necessary? Yes, precisely.

314. Do you think it was contemplated by the Government that, besides the common road that would be required for the purposes of society, such constructions as railways would be erected? I do not think that the grants at the time they were made could have contemplated railways, and for that reason railways have always been paid for. But this is a main road and not a railway—the railway has already been paid for.

315. The special ground on which the Government have refused compensation to Mr. White is, that the land has been so much improved by the construction of the railway as to render any claim for compensation unreasonable? Precisely so.

316. But do not the other proprietors of ground from whom nothing has been taken derive the same benefit from the construction of the railway as Mr. White does? Yes, but there is a very small portion that could be affected beyond Messrs. White's or Heuston's property.

317. And you do not think there is ground for special claim for compensation in this case? I do not.

318. There are other persons, I understand, whose property is improved by the construction of this particular road? Yes. The properties immediately adjacent and all around will derive more or less benefit.

319. Do you think it is right that the community should derive advantage in this way, at the expense of an individual member of it? I think Mr. White derives the chief benefit, far more than every one else.

320. *Mr. Campbell.*] Suppose the wishes of the inhabitants had been acceded to prior to the railway bridge being made, would this have been a likely spot for them to have selected for the building of a bridge? I think it would.

- P. F. Adams, Esq.,
25 Mar., 1868.
321. In preference to the old crossing? Yes. I think the railway bridge crosses at the best site there is for a bridge at Singleton. There is no doubt as to that fact.
322. *Mr. Tighe.*] What is the reason the Government do not take a portion of the land for this road to the north of Mr. White's dividing line, instead of the south, and by that means take Government property? It would have passed through or close to the hospital and valuable improvements, and have made the road crooked; now the road is as straight as possible, passing through Mr. White's and Mr. Houston's property.
323. Does Mr. White derive any other advantage beyond the construction of the railway in the neighbourhood, through the making of this new road? Yes; the advantage he derives from the making of this new road is far greater than any he receives from the railway, because he has the Main North Road passing his frontage, which before passed half a mile away.
324. That is his special advantage in addition to the common one? Yes.
325. *Chairman.*] Does not this road contribute very much to the traffic of the railway—all the produce of the neighbourhood must pass over this road in going to the railway? Yes.
326. *Mr. Tighe.*] Have you any cases similar or parallel to this in your office—or nearly like it? The nearest parallel case is, I believe, the passing through Mr. McDougall's property of the approach to West Maitland Bridge. Cases in which compensation is pressed are comparatively rare, as it is generally optional with the Crown to take the road in some other direction, should the claims be oppressive; but in this case the bridge cannot be otherwise approached.
327. *Mr. Burns.*] Is not this case exceptional in this respect,—that this road was made partly with a view to the new North Road, and partly with a view to railway purposes? Yes, it is an exceptional case in that way; we have seldom cases of that sort.
328. *Chairman.*] The land would not have been required at all if it had not been for the building of the bridge, for the Northern Road was lower down the river? Yes, but any other bridge would have been the same.
329. Have you any recollection of the case of Mrs. Paine, who applied for compensation in some way for land taken on the northern side of the Dunmore Bridge? I think Mrs. Paine's property was very much injured, or else compensation was given for the loss of her lucerne crop and fencing.
330. Did not the land form part of the northern approach to the bridge? I think it did.
331. And she got compensation? She got compensation either for the loss of her crop or for the cost of her fencing, but I have no recollection of its being for land taken.

FRIDAY, 3 APRIL, 1868.

Present:—

MR. BURNS,	|	DR. LANG,
MR. FARNELL,	|	MR. TIGHE.

ALEXANDER DODDS, ESQ., IN THE CHAIR.

Mr. Joseph Simmons, senior, examined:—

- Mr. J. Simmons, sen.
3 April, 1868.
332. *Chairman.*] Where do you reside? At Singleton.
333. How are you employed? As auctioneer, land salesman, and agent.
334. Have you had considerable experience in that business? I have had considerable experience, covering a number of years.
335. How many years have you been engaged as an auctioneer? I may say in the Colony some thirty years, but at various times—not continuously.
336. Where do you now reside? At Singleton.
337. Have you been there for some time? Sixteen or eighteen months.
338. Have you conducted sales of land at Singleton? I have.
339. Have you sold a good deal of land privately? Not a large quantity. The land sales that have taken place during my sojourn in Singleton have generally passed under my hands.
340. Have you a knowledge of town allotments? Derivable from parties who have disposed of blocks of land fronting the different streets, more particularly as applied to the neighbourhood in which the land under the consideration of the Committee is situated.
341. Do you know the land belonging to the Rev. Mr. White of Singleton? I do; the particular paddock alluded to is immediately opposite my residence.
342. Have you seen the plan of it? I cannot say I have.
343. Can you say whether the land has been subdivided into allotments? Not that particular paddock.
344. Are you aware of any sales of land in this neighbourhood? Yes.
345. Will you state to the Committee what you know regarding sales of property in that neighbourhood? I know that some allotments, belonging in the first instance to Mr. Munro, on the opposite side, were sold, and I have ascertained from some of the purchasers the price they paid. I find that Mr. Raddock paid £3 a foot for land with a frontage to John-street—about 60 feet frontage.
346. What might have been the depth of that? I think about 140 feet.

347.

347. Have you made any calculations as to what that would be per acre? No, I have not; but at a rough guess, about £720 an acre. Mr. J. Simmons, sen.
348. Are you aware whether land sold at that rate immediately opposite Mr. White's property? Not immediately opposite Mr. White's property—nearer to the railway terminus. 3 April, 1868.
349. Part of the same grant? That I cannot say. I think, as far as the situation is concerned, it is not at all preferable to Mr. White's land.
350. Do you think it inferior to Mr. White's? No, I think about upon a par, taking into account that a large amount of the road traffic passes Mr. White's frontage in John-street.
351. Are there many buildings in that locality? A great number.
352. Is it increasing in value? It appears so to me. During some sixteen or eighteen months that I have been residing there, there have been some houses erected immediately opposite the spot; and within a few months of my settling down in Singleton, I believe several business premises were put up, immediately in front of Mr. White's land, leased to parties.
353. You do not know of your own knowledge of any actual sales of Mr. White's land? Not of sales; I know the land immediately opposite has been built upon.
354. Can you inform the Committee as to what you would consider the value of this property per acre, of Mr. White's—You have given some idea of the value of the land opposite or nearly opposite? I can only form a sort of business value. Supposing the owner were about selling the property, and asking my opinion about the price it was likely to realize, I certainly consider that land worth about £100 an acre. I am supposing the land to be the square paddock; I should say it would average from £80 to £100 an acre. Supposing a speculator were to purchase it at that price, I should consider it a good purchase, for the purpose of subdividing it and selling it by the foot. I have not heard of any being sold by the acre. In that locality I should sell all by the foot. Only a short time ago, land past the hospital, in the occupation of Mr. Silver, was sold by peremptory order, and it brought 20s. a foot, and the depth of that was shallow.
355. In stating that estimate, do you think it was worth so much per acre previous to the opening of the road leading to the bridge? The impression upon my mind is, that the road has not increased the value of that land. Supposing I had been the possessor of that land, I should have preferred to have had the land without the road; because my idea would have been to have made the road through the centre of the land, so as to give a double frontage. Mr. White's road being at one end of the allotment, and the opposite land being unoccupied, I do not consider that that particular road gives additional value to the frontage.
356. Then, in your opinion, the opening up of the road has not increased the value of the land? I should not like to say it has not increased the value of the land; it may have done so to the end, towards John street, coming into the business part of the town, in the immediate neighbourhood of the hospital, to the extent perhaps of 200 feet. The peculiar position of that portion might make it suited for business premises, but I do not think the remainder is at all enhanced in value. I am under the impression that, if I had been asked two years ago to have purchased the land, I should have preferred doing so without the road, because I could have cut a road myself through the centre of the property.
357. *Mr. Farnell.*] If a road were taken through Mr. White's property, as you suggest, where would it lead to? Mr. White would have an opportunity of cutting a road through to another road, and would thus have two frontages.
358. Where would that ultimately lead to? John-street.
359. Are you aware that this road which has been taken off Mr. White's property is merely a deviation of the Great Northern Road? Yes, I am.
360. Is it not the fact that a public road is more valuable to the property through which it passes than a private one? Not in all cases.
361. The whole of the traffic of the Great Northern Road passes along this road, does it not? I believe some portion is still brought over the Falls, since the Corporation has repaired that portion of the road on the Singleton side.
362. Do people prefer going over the Falls to crossing the bridge? I am not prepared to say; but I understand they do, as a matter of fact.
363. How long is it since you sold land at Singleton? I sold some, two or three miles out of Singleton, the week before last—part of the estate of the late Captain Russell.
364. What did that bring per acre? £3 5s. to £3 7s. 6d.
365. Have you made any sales lately in the town of Singleton? Not any.
366. Is Singleton incorporated? It is.
367. Is this land of Mr. White's included in the incorporation? I do not think it is. I think it is just outside the boundary, immediately opposite the boundary corner.
368. Have you any idea at what rate that land is assessed? I have not.
369. Is land in very great demand in Singleton? I generally find, when land is offered for sale, there are plenty of *bonâ fide* purchasers.
370. If Mr. White's land were subdivided and put up for sale, do you think you would have any difficulty in selling it at the price you have stated—£100 an acre? I am strongly impressed with the idea that, if he were disposed to sell that particular paddock, he could do so at the price I have stated—from £80 to £100 an acre—not selling it by the acre, but subdividing it into allotments of from 30 to 60 feet frontage, with the average depth.
371. You think, if that were subdivided into allotments in that way, it would bring from £80 to £100 an acre. I do. I am putting the lowest estimate upon it. Supposing that had been put up two years ago, as a speculator I should not have hesitated to give £80 an acre for it, subdividing it into allotments for sale myself.

- Mr. J. Simmons, sen. 372. You do not know of any sales that may have been made lately? Yes, I have spoken of one. I alluded to the sale of property occupied by Mr. Silver, and since bought by Mr. Lloyd.
- 3 April, 1868. 373. *Mr. Burns.*] Do you know whether land in the vicinity of Mr. White's has been at all increased in value since this road has been made to Mr. White's land? I can only judge from hearsay. Mr. Heuston, who died the other day, often complained to me that the cutting of the road was rather an injury to his property.
374. What I want to know is, whether the land generally in the locality has been increased in value by the traffic through Mr. White's land? I should say the land leading from Mr. White's paddock on the opposite side down to the railway, as the traffic has increased, has increased in value.
375. You say all the traffic has not been diverted to the road, but that a portion goes over the Falls? I do not speak of my own knowledge. I know that the coach crosses the Falls, and that several teams cross the Falls; but I imagine these are almost isolated cases.
376. Do you know whether this deviation through Mr. White's land was made chiefly for the accommodation of the Railway Department, or for the Great Northern Road? I cannot say.
377. You know it leads to the railway bridge? Yes.
378. When you speak of Mr. White's land not having been improved by this road, you think so because the road has been made upon the corner of the land instead of passing through it? I think if it had passed through the centre, it would have been a great advantage.
379. Do you think the remaining portion of Mr. White's land would have been increased in value, equal to the value of the land taken away for the road? I should not think so. I should have preferred to have had the land without the road.
380. You believe Mr. White sustained loss by the road being taken? I should not like to say that he sustained loss. I only give my opinion, and I say, if the land were mine, I would prefer to have it without the road.
381. *Mr. Tighe.*] Do you mean that if the road were made through the centre of the property, he would then have derived a greater advantage from the road than through its being made where it is; or, do you mean that if it had been taken through the centre of the property it would have been an advantage, but having been taken where it is, it is a harm? No, I do not think it has been a harm, but that the good has not been commensurate to the loss. I would myself have preferred having the paddock without the road, in order that I might have cut my own road through the centre.
382. I understand that when Mr. White wanted to make a road himself through this property, he chose the position which was afterwards taken by Government, but did not lay out so wide a road there—Is that true? I am not aware. It may be his idea is different from mine. I am only speaking of my own opinion.

The Rev. J. S. White again called in and further examined:—

- The Rev. J. S. White. 383. *Chairman.*] Have you with you a plan of this land at Singleton? No.
384. I think you stated that, in laying out the land, you laid the street in the direction of the bridge? Yes.
- 3 April, 1868. 385. Was it the same width? No.
386. Merely the line? The line.
387. Suppose the portion of the road in question had never been reconveyed by the only two persons who purchased the allotments, would it then necessarily have been opened unconditionally? No, it would not. Even if it had not been reconveyed to me, it never would have been unconditionally opened to the public, because the persons who bought, bought under a lease of seven years with the right to purchase; and if during that period they had failed to pay interest, or at the expiration of the term failed to purchase, all their right and interest in the road would have reverted to me.
388. Supposing the person from whom you purchased could have been sued by you for the value of the land taken as the road in question, and you had sued and obtained a verdict, how would the matter have stood between that person and the Government? In the position I am now in; and he would not have been in a position so favourable for the consideration of his claim, because the Government have taken a very large extent of land from me for roads. Out of about 100 acres they have taken six roads.
389. Could you, by any re-arrangement of roads over the portion of land in question, have given to the portion taken as a road the same value as it is now alleged to have? Yes, I could.
390. By opening a street in some other direction? Yes; I could have opened a road, of course, anywhere from John-street that would have suited my convenience. This particular part happened to be opened, because it was a bridle track by which I went to town when I wished to travel that way. It was a slip-rail, and I used it instead of opening any other.
391. *Mr. Burns.*] I suppose if you were left to deal with the matter yourself with regard to having a road, you would have a road through the middle of this property? I may mention that the plan originally contemplated by myself was to have a road through the middle, and it was at the suggestion of another that I yielded to the road taking the course it did.
392. If the Government had made the road through the middle of the land, the injury you have sustained would not have been so great as you have sustained from having it in the corner? I do not think it would.
393. *Mr. Tighe.*] Would you consider that you had sustained any injury, if the Government had made it through the middle of your land? Yes, I should consider always that, by losing my property, I sustained injury.

394. And you imagine that you would have a right to seek recompense for being deprived of your land, even though the road were made through the centre of your property? Yes, I think there is a *prima facie* case. If a man is deprived of what is rightfully his, to that extent he sustains injury.
395. *Mr. Farnell.*] Have you received compensation for any of the roads taken from you? None.
396. Did you ever put in a claim for compensation? I have made objection to the road, and have claimed compensation for two, but have been refused.
397. Have the Government not compensated you for land taken from you for the railway? Yes, they compensated me for the area taken for the railway proper.
398. However, that has nothing to do with this? No.
399. I think you stated that the allotments you laid out, you sold conditionally; you gave the parties a seven years' lease with the right of purchase at the end of seven years? Yes.
400. Consequently, any road you might have laid out for their convenience, if at the end of the seven years they did not choose to purchase, reverted to you? Yes, or if they did not pay the interest when due. But this road was made for my private convenience, or for the convenience of those who might purchase the back land.
401. If you could have sold all your land in allotments, you would then have dedicated those lands to the public? Of course I should have been under the necessity.
402. To give those persons a right of way out? Yes, I could not have sold the back allotments without.
403. If you had sold this land in allotments, you would not have retained the fee simple of this road? No; like all other proprietors, I should have had to give roads.
404. *Chairman.*] What was the extent of your original purchase? 58½ acres.
405. Do you know what was the extent of Mr. McDougal's grant originally? I think I am not far from the truth when I state 900 acres.
406. Is it all on the southern side of the Hunter? Yes.
407. Is not 2½ acres rather a large proportion to take out of these 50 acres? It is rather more than 2 acres—2 acres 3 roods 39 perches.
408. Is it not rather a large proportion to take? I think so.
409. *Mr. Tighe.*] Might the Government have conveniently taken half the road from you and half from the neighbouring proprietor, if they had liked? Yes, I think so. Since I had the honor of being here before, I have inspected the place more narrowly, and I think the land was taken from me to avoid a low piece of land which would have rendered it necessary to make a considerable causeway; but the road could have been taken direct from the bridge, and not have interfered with my land until within a few chains of the frontage.
410. *Chairman.*] By bringing it nearer the centre? No, it would have been still further from the centre—it would have started from the bridge.

The Rev. J. S.
White.
3 April, 1868.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. THOMAS LARKIN.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 20 September, 1867.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.
The humble Petition of Thomas Larkin and Robert Pooley, both of Picton, in
Colony of New South Wales, Contractors,—

SHEWETH :—

That in or about the month of August, one thousand eight hundred and sixty-one, Spencer Sivyer entered into three contracts with the Government of New South Wales, for the construction and metalling of a portion of the Southern Road in Bargo, known as Numbers 20, 23, and 26.

That your Petitioners, Thomas Larkin and Robert Pooley, became the sureties for the said Contractor in reference to such contracts, and entered into the usual bond required in such cases.

That the said Contractor failing in the performance of such contracts, it was ultimately arranged that your Petitioners should undertake and complete two of such contracts, namely Numbers 20 and 26, upon the terms and conditions contained in the specification and condition of the said original contracts.

That, by the specifications of the several contracts, it was amongst other things provided, that, on the road so formed or repaired, a coating of metal of a description approved of by the Superintendent, broken to a two and a half inch gauge, should be evenly spread over a width of fifteen feet on centre of road, and a thickness of nine inches on centre, gradually decreasing to a thickness of five inches at a distance of seven feet six inches from centre; and that by the general conditions of such contract it was also provided, that to secure the proper quantity of metal being spread on the road, it would be measured in heaps before being spread, as well as on the road when spread, and the Contractor was to give notice to the Road Superintendent when a heap of metal was ready.

That Mr. Moggeridge was the Superintendent of Roads at the time when your Petitioners entered upon the completion of the said contracts.

That during the period of Mr. Moggeridge's superintendence, the metal was measured at the quarry, and twenty-four cubic feet, or one ton of metal, at such quarry was deemed as sufficient to cover one yard of road of the thickness and dimensions specified in such contract.

That such measurement at the quarries is, according to the testimony and experience of Contractors and Engineers, sufficient for such purpose.

That contract Number 20 was in fact completed and paid for by the Government, upon the basis of such measurements and no others.

That to Mr. Moggeridge, Mr. Quodling succeeded as Superintendent, and insisted upon a different principle of measurement, which was as follows :—He first took the measurement in cubic yards at the quarry, he subsequently measured, or professed to measure, the stone in bulk on the line, insisting upon 26 feet 3 inches for every yard forward on the line, instead of 24 feet as required by Mr. Moggeridge.

That against this your Petitioner protested, but being unable to obtain certificates without succumbing to these requisitions, your Petitioners complied with them under protest.

That on presenting final accounts, your Petitioners were informed that nothing would be paid them unless they agreed not to dispute the amount at law ; and that your Petitioners, being wholly unable to answer the demands of their Sub-contractors without obtaining payment on account, were obliged under *duress* to give such promise.

That your Petitioners are aggrieved and greatly injured by the course pursued by the Superintendent, Mr. Quodling, and still more by the course which the Commissioner has taken, in availing himself of the extremities of your Petitioners to enforce an acquiescence in his terms which, your Petitioners are advised, a resort to a legal tribunal would certainly have rectified.

Your Petitioners, therefore, humbly pray, that your Honorable House will take into consideration the facts above stated, and grant such relief as may appear to your Honorable House expedient.

THOS. LARKIN.

[Price, 3d.]

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

PETITION OF THOMAS LARKIN;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
21 *April*, 1868.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[*Price*, 1s. 5d.]

219-a

1867-8.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF
THE LEGISLATIVE ASSEMBLY.

1867.

VOTES, No. 50. FRIDAY, 27 SEPTEMBER, 1867.

3. Petition of Thomas Larkin, (*Formal Motion*):—Mr. Roberts moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into, and report upon, the Petition of Thomas Larkin, presented on the 19th September.
- (2.) That such Committee consist of the following Members:—Mr. Byrnes, Mr. Morrice, Mr. Lackey, Mr. Tighe, Mr. Farnell, Mr. De Salis, Mr. Graham, Mr. J. Stewart, Mr. Sutherland, and the Mover.
- Question put and passed.

1868.

VOTES, No. 142. TUESDAY, 21 APRIL, 1868.

5. Petition of Thomas Larkin:—*Mr. Farnell*, on behalf of the Chairman (Mr. Roberts), brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee, for whose inquiry and report the Petition of Thomas Larkin was referred on 27 September, 1867,—together with Appendix.
- Ordered to be printed.

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1867-8.

PETITION OF THOMAS LARKIN.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 27th September last, "*to inquire into, and report upon, the Petition of Thomas Larkin, presented on the 19th September,*"—"*with power to send for persons and papers,*"—have agreed to the following Report:—

Your Committee have considered the alleged grievance complained of in the Petition referred to them; and having taken the evidence of the Petitioner and other persons on the subject, are of opinion,—

That Petitioner has failed to prove his claim for extra work said to have been performed by him on Contracts Nos. 20 and 26.

That the principal grievance and point in dispute between the Petitioner and the Government is, as to whether 24 cubic feet or $26\frac{1}{4}$ cubic feet of broken metal is the proper quantity to coat a road 15 feet wide with metal to a thickness of 9 inches on the centre, gradually decreasing to 5 inches in thickness, at a distance of 7 feet 6 inches from centre, and 1 yard forward. The Petitioner, on the one hand, insists that 24 cubic feet are sufficient, and claims the value of the difference between 24 and $26\frac{1}{4}$ cubic feet on the contracts performed by him; while, on the other hand, Mr. Quodling, the Road Superintendent, insists that $26\frac{1}{4}$ cubic feet is the requisite quantity of metal to coat a road of the dimensions above stated. Your Committee have diligently inquired into the matter, and have come to the conclusion that the Road Superintendent's view of the matter is the correct one.

And your Committee therefore beg to report to your Honorable House, that they consider the Petitioner has no claim whatever upon the Government for compensation.

RICHARD H. ROBERTS,

No. 2 Committee Room,

Chairman.

Sydney, 21 April, 1868.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 3 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Roberts,	|	Mr. J. Stewart,
Mr. Graham,	|	Mr. Farnell,
		Mr. Tighe.

Mr. Roberts called to the Chair.

Entry in Votes and Proceedings appointing the Committee—*read*.

Committee deliberated as to their course of proceedings.

Motion made (*Mr. Farnell*), and *Question*,—That the following witnesses, non-resident in Sydney, be summoned for the next meeting, viz.:—Mr. Thomas Larkin, Picton; Mr. Joseph Wallis, Nattai; Mr. William Webb, Picton,—*agreed to*.

[Adjourned to Thursday next, at 11 o'clock.]

THURSDAY, 10 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Roberts in the Chair.

Mr. Farnell,	|	Mr. Tighe,
Mr. Graham,	|	Mr. J. Stewart,
Mr. De Salis,	|	Mr. Morrice,

Mr. Sutherland.

Mr. Thomas Larkin called in and examined.

Witness produced certain documents for the information of the Committee, and also handed in the following papers, viz.:—copy of H. J. Moggridge's letter to H. Quodling, 4 January, 1862; T. Larkin's statement of the case; Wm. Webb's measurement of the stones used; copy of T. Larkin's letter to H. Quodling, 20 September, 1862, and reply. Ordered to be appended. (*Vide Appendix A 1 to A 5.*)

Witness withdrew.

Mr. Joseph Wallis called in and examined.

In the course of examination, objection was taken by Mr. Tighe to a question put to witness by the Chairman.

Witness withdrew.

Committee deliberated.

Objection waived, witness recalled, and examination continued.

The following documents were handed in, viz.:—Letter to Messrs. Larkin and Pooley, 25 January, 1861. Copy of account current, Commissioner for Roads with Larkin and Pooley. Memo. of work to be done, and two certificates, signed Henry Quodling. Ordered to be appended. (*Vide Appendix B 1 to B 5.*)

Witness withdrew.

Committee deliberated, and—

Ordered,—That the following witnesses, viz., Mr. William Webb, Picton; and George Bell, Picton; be summoned to give evidence at next meeting.

[Adjourned to Friday, 18 October, at 11 o'clock.]

FRIDAY, 18 OCTOBER, 1867.

MEMBERS PRESENT:—

None.

In the absence of a quorum, the meeting called for this day lapsed.

FRIDAY, 25 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Roberts in the Chair.

Mr. J. Stewart,	|	Mr. Farnell,
		Mr. De Salis.

Letter from W. C. Bennett, Esq.,—informing that he is obliged to leave Sydney on important public business, and requesting that his attendance here this day may be dispensed with,—*read*.

Committee

Committee deliberated.
 Mr. William Webb called in and examined.
 Witness withdrew.
 Committee deliberated.
 Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 8 NOVEMBER, 1867.

MEMBERS PRESENT:—

Mr. Roberts in the Chair.

Mr. Farnell,	|	Mr. Morrice,
Mr. Graham,	|	Mr. De Salis.

Mr. W. C. Bennett, the witness summoned for to-day, not being in attendance,—
 Committee deliberated, and,—

Ordered,—That Mr. Bennett be again summoned for next meeting, and that a special letter be sent by the Chairman informing him that, in the event of his being unable to attend, an officer of his department should represent him at the next meeting, to produce the official papers relative to Mr. Larkin's claim.

[Adjourned to Thursday next, at 11 o'clock.]

THURSDAY, 14 NOVEMBER, 1867.

MEMBERS PRESENT:—

Mr. Roberts in the Chair.

Mr. Farnell,	|	Mr. Morrice,
	|	Mr. De Salis.

Chairman stated that he had received from Mr. Bennett a letter, dated 11th instant, explaining the cause of his absence at the last meeting of the Committee.

William Christopher Bennett, Esquire (*Commissioner and Engineer for Roads*), called in and examined.

Witness handed in several documents in reference to Messrs. Larkin and Pooley's Contracts. *Ordered* to be appended. (*Vide Appendix C 1 to C 3.*)

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Henry Quodling be summoned to give evidence at the next meeting.

[Adjourned to Wednesday, 27th instant, at 11 o'clock.]

WEDNESDAY, 27 NOVEMBER, 1867.

MEMBERS PRESENT:—

Mr. Lackey,	|	Mr. De Salis,
Mr. Farnell,	|	Mr. Morrice.

In the absence of the Chairman, Mr. Farnell called to the Chair *pro tem.*

Henry Quodling, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY, 4 DECEMBER, 1867.

MEMBERS PRESENT:—

None.

In the absence of a quorum, the meeting called for this day lapsed.

FRIDAY, 20 DECEMBER, 1867.

MEMBERS PRESENT:—

None.

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY, 21 APRIL, 1868.

MEMBERS PRESENT:—

Mr. Roberts in the Chair.

Mr. Farnell, | Mr. Morrice.

Chairman submitted Draft Report, which he read at length.

Same considered paragraph by paragraph, and *agreed to*.

Motion made (*Mr. Farnell*), and Question,—That the Draft Report, as read, be the Report of this Committee,—*agreed to*.

Chairman to report.

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1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PETITION OF THOMAS LARKIN.

THURSDAY, 10 OCTOBER, 1867.

Present:—

MR. ROBERTS,	MR. J. STEWART,
MR. FARNELL,	MR. DE SALIS,
MR. TIGHE,	MR. MORRICE,
MR. GRAHAM,	MR. SUTHERLAND.

RICHARD H. ROBERTS, ESQ., IN THE CHAIR.

Mr. Thomas Larkin called in and examined:—

1. *Chairman.*] Where do you reside? In Picton.
2. What are you? A miller and storekeeper.
3. You have had a petition presented to the Assembly, on the 20th September last? Yes.
4. You know a person of the name of Spencer Sivyer? I did know him.
5. What was he? A contractor. He had a contract from the Government for the metalling of three portions of the Southern Road, at Bargo.
6. Were you one of his bondsmen? I was one of his bondsmen, and Robert Pooley was the other.
7. He failed to carry out these contracts? He did.
8. Did the Government then allow you to carry them on? They consented for us to carry out the contracts for two portions, Nos. 20 and 26, and they took over No. 23 themselves.
9. You carried out these contracts? We did.
10. And fulfilled them on the terms and conditions contained in the specification? Yes, as far as we could judge of it.
11. Who was the superintendent under whom you did the work? We commenced under Mr. Moggridge.
12. Did you finish either of these contracts under Mr. Moggridge? No, Mr. Moggridge was only about a month with us, when Mr. Quodling was appointed.
13. Can you refer to the terms of the specification? I think I have a copy of the specification here. The amount was a lumpsum.
14. Not at per yard? Not at per yard. There were so many yards forward to do. This is a copy of the specification (*produced*) for contract No. 20. This is the specification (*produced*) for No. 26, which is the same, with the exception of a difference in the distances.
15. Were there any general conditions as to the contract? Yes. This is the form of contract (*produced*), and here is a copy of the general conditions (*produced*).
16. You state in your petition that, under Mr. Moggridge's superintendence, "the metal was measured at the quarry, and 24 cubic feet, or 1 ton of metal, at such quarry, was deemed as sufficient to cover 1 yard of road of the thickness and dimensions specified in such contract"? That is correct.

Mr. T. Larkin.

10 Oct., 1867.

- Mr. T. Larkin. 17. *Mr. Tighe.*] These papers you have produced bear no signature? They are only copies.
18. *Mr. Farnell.*] You do not know whether they are true copies? I could not swear that they are, but to the best of my knowledge they are.
- 10 Oct., 1867. 19. *Chairman.*] After Mr. Moggridge's departure, Mr. Quodling insisted upon more than 24 feet? He altered the system; he measured the cube yards in the quarry, and insisted upon 26 feet 3 inches to every yard forward.
20. Have you any letter from Mr. Moggridge which will shew that the 24 cubic feet is sufficient for making the road of the dimensions specified? I have a copy of one; the original is, I suppose, in the office. (*Copy handed in. Vide Appendix A 1.*)
21. By this subsequent measurement of Mr. Quodling's, you complain that you sustained some considerable loss? Yes.
22. Have you any statement you wish to hand in to the Committee? Yes, I have. (*Statement handed in. Vide Appendix A 2.*)
23. *Mr. Tighe.*] Was Mr. Moggridge in the Government Service at the time he wrote the letter you have just handed in? He was.
24. He had been removed to another part of the district? His district was shortened to Berrima, I think, and Mr. Quodling came up as far as that.
25. *Chairman.*] Have you, at any time, taken steps to prove that 24 feet, or a less quantity of metal, will cover a yard of road of the required width and thickness? I have. I have had measurements made by a person named Webb, whom I took up on purpose. This is Mr. Webb's measurement. (*Handed in. Vide Appendix A 3.*)
26. You state in your petition—"that on presenting final accounts, your petitioners were informed that nothing would be paid them unless they agreed not to dispute the amount at law; and that your petitioners being wholly unable to answer the demands of their sub-contractors, without obtaining payment on account, were obliged, under duress, to give such promise." Of course you mean by this that they refused to pay you the claim you now set up, unless the 26 feet 3 inches of metal were put upon the road? It had been put on—we were compelled to put it on, but we did it under protest. When I went to get a settlement, I was told they would give me so much money—£800 I think it was—and if I did not like to take that, I would not get anything; and if I did, it was to be understood that they would not allow me to sue them; so I took the £800, and gave a receipt for it.
27. *Mr. Farnell.*] You state you took these contracts by the lump? There was a lump sum for them.
28. How do you mean? Of course I did not know anything about the tendering. It was so much money for the whole, and then it was done by the yard forward—so many yards forward would amount to so much money.
29. Did you take a certain length of miles? Yes.
30. How many miles did the original contract specify? I really do not know. It is so long ago, it has gone out of my memory.
31. Do you yourself understand anything about these measurements, in reference to the 24 cubic feet covering a certain superficial area? I proved it there, as Mr. Webb's measurement will show. I proposed to the Commissioner to form a portion of the road, and see what it really did take, but he would not do that. Then I formed a portion myself, and took Mr. Webb to measure the stone. Mr. Moggridge had told me previously that 24 feet was ample; he told me 22 feet was sufficient, but that the Government always expected 24 feet, so as to be sure they got the quantity.
32. There is nothing in the specification in reference to putting this metal on the road by the ton? No, but that was Mr. Moggridge's system—to have a check, because it took less supervision. If he got 1,000 yards in the quarry, and got 1,000 yards on the road, he knew he had the quantity.
33. Do you know whether 24 cubic feet of blue metal weighs 1 ton? I cannot tell you that. It is called a ton.
34. I suppose you do not know anything about the specific gravity of the stone? No.
35. You have never weighed it? No. That system originated, I believe, from bringing the stone from Pennant Hills in boats—they took 24 cubic feet to the ton.
36. I suppose you are aware that a space 15 feet wide, 9 inches deep in the centre, and 5 at the sides, and 1 yard onward, is equal to 26 feet 3 inches cubic measurement? I am quite aware of that, but it is impossible to get the metal into it.
37. How do you account for it that 24 cubic feet of stone will cover the same area of road? From its being broken.
38. The broken metal will not consolidate sufficiently to allow of 26 feet 3 inches being contained in that area? It would take a long time to do it.
39. That is, if you put 26 feet 3 inches of metal on 1 yard of a road 15 feet wide, the thickness will be greater than that required by the specification—9 inches in the centre, and 5 inches at the sides? Yes, certainly it would.
40. Then I understand you to say the 24 cubic feet of stone, when placed upon a road of the dimensions before stated, will measure, when so placed, the thickness required by the specification? They will. 24 feet are ample.
41. That is, 9 inches in the centre, and 5 inches at the sides? Yes.
42. Then I understand your claim upon the Government to be for the difference between 26 cubic feet 3 inches and 24 cubic feet? Yes, that is the extra metal put on.
43. It appears from the statement I saw here, that this stone was measured in heaps at the quarry? Yes.
44. Would 24 cubic feet of that stone at the quarry, when it was removed on to the road, cover the road according to the specification? It would, and rather more—it increases some 10 per cent. in moving.

45. How do you account for that? I cannot tell, unless it is that when the men break the stone, they break it on the heap, which makes it go close together. Mr. T. Larkin.
46. And when put on the road it does not go so close together? No, not immediately. 10 Oct., 1867.
47. Is there any stipulation in the contract for allowing any given time for the road to consolidate before it is measured? No.
48. I see you make out the amount of your claim to be £635 2s. 6d., less interest? Yes; but then there is some extra work in that—some extra metal we got for the Government.
49. Can you inform the Committee how you got that amount? No, I cannot. Mr. Wallis, who is here, has the accounts, and he can give you better information on that than I can.
50. You have applied to the Government for this amount? Yes.
51. And they have refused to pay you? Yes, only a certain sum, as I stated just now.
52. Have you made any application to be allowed to sue the Government? They told me, without application, that they would not allow me to do so—that if I took the money I was distinctly to understand I would not be allowed to sue them.
53. You state in your petition something in reference to agreeing not to dispute the amount at law? That amounts to what I say—that I was not to be allowed to do it.
54. You were informed, according to the statement in your petition, that nothing would be paid unless you agreed not to dispute the amount at law? Yes, that was the purport of it.
55. Then you state you were obliged under *duress* to give such promise? Yes.
56. Did you give such promise? I gave the receipt—that was all; I did not give any promise.
57. You gave a receipt for the money you received? Yes, for the money I received. I am not quite certain it was not drawn for a receipt in full.
58. For the completion of the contract? Yes; but as it was compulsory I thought that made no difference. I had no alternative. I was obliged to pay the men, and I could not do it otherwise than by getting the money from the Government.
59. *Mr. Tighe.*] Were you bound by the agreement to use any roller upon the road after the metal was laid down? No, there was nothing of the kind in the specification.
60. Did Mr. Quodling measure the metal after it was laid down? I saw him do it once or twice.
61. After it was laid? Yes, when the men were putting it down.
62. When he measured it, did he find it above what you were obliged to put on? No, because we had gauges to put it on by. The men had blocks of wood, 9 inches deep for the middle, and 5 inches for the sides.
63. Did you say that, when Mr. Quodling measured the metal after it was laid, he did not find it thicker than it ought to have been according to the contract? No, because we did not put it on thicker. It was when we came to the end he said we had not metal enough on. At that time the roads were in a bad state, and we were obliged to put it on in some places a foot thick.
64. Then he did not find it thicker when he measured it? No.
65. Then wherein lies your grievance? We had to make it thicker afterwards. We had to put on extra metal to make it thicker.
66. If, when he measured it, he found it in accordance with the contract, how has he compelled you to put more on? Because he said he had not got the quantity. As I have said, we could not spread it regular in every place, on account of the state the roads were in.
67. Then he made you put more on after it was measured and found to be correct? Yes. We could not have it a uniform thickness all over, because in some places it was a foot thick or more, in the holes where the roads were so dreadfully bad; and then in some places he found it not quite so thick. But Mr. Wallis can explain all that to you better than I can, for he had charge of the work.
68. Whom did you see when you went to the Government office for a settlement? I saw Mr. Bennett and Mr. Rae.
69. Which officer was it that told you that, unless you accepted what they considered was due to you, you would get no settlement? I believe, Mr. Bennett.
70. It was Mr. Bennett that told you this? Yes.
71. When he told you this, did you not conceive it to be somewhat unfair on his part? I did certainly.
72. And you knew he was a subordinate officer of the Government? Yes, I knew he was Commissioner of Roads.
73. If you felt yourself wronged, why did you not go to the head of the department? I did not think it necessary to see Mr. Arnold (who was Minister at the time) after that, because Mr. Rae went to consult Mr. Arnold, and came and told Mr. Bennett what passed.
74. How do you know he consulted him on this matter? He told me he had been to see him, and when he came back, that was the answer I got, and I naturally supposed he had consulted him.
75. Did you never make a complaint of this to the Government or anybody else? No, not since, till I got my petition presented to the House.
76. *Mr. De Salis.*] Why did Mr. Quodling refuse to pay you—was it because the road was not sufficiently metalled according to contract, or was it because he stated there was not 26 feet 3 inches of metal on each yard in advance? That was the reason—because there was not 26 feet 3 inches on each yard in advance.
77. No other reason? No other reason.
78. *Mr. Morrice.*] You say that, first of all, when Mr. Moggridge had the superintendence of the road, your contract was to lay the metal 15 feet wide, 9 inches thick in the centre, and 5 inches at the sides? That was the principle of the contract, so far as I could understand, and that there should be so much metal on the road.

- Mr. T. Larkin. 79. And 24 cubic feet of metal would, on those conditions, have done one yard forward of the road? Yes.
- 10 Oct., 1867. 80. That was in Mr. Moggridge's time? Yes.
81. And Mr. Moggridge approved of it? Yes; there is his letter to Mr. Quodling to shew that he did.
82. After that Mr. Quodling came to be superintendent? Yes.
83. Did he alter the contract? He altered the system of carrying it out.
84. By requiring 26 cubic feet 3 inches, instead of 24 cubic feet, to the yard forward? Yes.
85. Did he require any more in depth? No, it was nothing about that. When he came up to make up the account, he found, after the road was done, that there was not sufficient to put 26 feet 3 inches of metal to the lineal yard on the road, and we then had to put on 700 yards more.
86. At his request you put on this extra metal? Yes, we were obliged to do it.
87. Did he give you that in writing? Yes, here is an order for it. Here is my letter to him, and his letter to me directing me to put the extra metal on. (*Letters referred to handed in. Vide Appendix A 4 and A 5.*)
88. *Chairman.*] Does your claim comprise any extra work, exclusive of these contracts? Yes, there are some extras; but Mr. Wallis can explain them to you better than I can; he kept the accounts all through; I was merely cashier, and attended to the works at times; he had the management of them.
89. *Mr. Tighe.*] Did the Government refuse to pay you for the other extra work? They were not asked, I believe; but Mr. Wallis can explain all these matters to you—I cannot.

Mr. Joseph Wallis called in and examined:—

- Mr. J. Wallis. 90. *Chairman.*] What occupation do you follow? I am a farmer now.
- 10 Oct., 1867. 91. Where do you reside? At Mittagong.
92. Do you know Mr. Thomas Larkin, of Picton? Yes.
93. Do you know that he had the carrying out of some contracts for metalling and framing roads? Yes, I carried them out for him; in fact, I bought Mr. Robert Pooley's share.
94. You were interested, then, in these contracts? Yes.
95. Do you know what contracts they were—the numbers of them? C 20 and C 26 on the Southern Road.
96. I suppose you are aware that Mr. Larkin carried them out as the surety or bondsman of a former contractor named Sivyer? Yes.
97. Who was the Road Superintendent at the time you commenced these contracts? When I first commenced the contracts Mr. Moggridge was Superintendent; he was afterwards succeeded by Mr. Quodling.
98. What was the nature of the contract you had to carry out—what was it for? For forming, draining, and metalling the road.
99. Will you state to the Committee how the road had to be metalled—in what form, and what quantity? After the road was formed, it was to be metalled 15 feet wide, 9 inches thick in the middle, and 5 inches on the outside.
100. Did you metal it to that specification? I did, and Mr. Quodling ordered me to have blocks made to the proper height and dimensions, and laid along the road when the men were metalling it, which I did.
101. As a gauge? As a gauge.
102. Did Mr. Moggridge, during the time of his being Superintendent, measure any portion of the road, or had you any portion of it complete? No, but he measured some of the metal at the quarry.
103. He did not measure any of it after being spread upon the road? No.
104. There was some dispute between the contractors and Mr. Quodling, the Superintendent, as to the proper quantity of metal to be placed on this road? Yes, after the contracts were metalled, Mr. Quodling insisted that there should be 26 feet 3 inches put on the road, instead of 24 feet, which was required by Mr. Moggridge.
105. Have you any idea of the usual quantity that has always been placed upon roads of this thickness? I had a sub-contract from a person named Barker, taken under Mr. Moggridge's superintendance, and I put 24 cubic feet to the lineal yard there.
106. And that was found sufficient? That was found quite sufficient—it does it amply.
107. Did Mr. Quodling insist upon this extra quantity of metal being placed on the road? Yes. The Government owed us something like £1,400 at the time, and he would not give us anything of it—not a fraction—until 700 cubic yards more metal was put on contract C 20, which the certificates will shew was already paid for at the time.
108. Then you had been paid for contract No. 20? Yes, and he insisted on 700 cubic yards being put on that contract after payment.
109. The claim which is now set up in the petition, for some six hundred and odd pounds, is for additional work, as well as for these two contracts? Yes.
110. Was this additional work upon these contracts? It was.
- Witness requested to withdraw. Committee deliberated. Examination resumed.*
111. *Mr. De Salis.*] When you mentioned to Mr. Quodling that your contract was complete when you applied for payment, what did he state to you? He said he wanted more metal put on.
112. Where did he tell you to put that metal on—did he point out any spot on which it was insufficient? Yes, on contract C 20, at a place they call "Jim the Wheeler's."

113. That contract you had been already paid for? Yes. Mr. J. Wallis.
114. Do you consider there was less metal on that contract, at the spot mentioned, than anywhere else? Yes, because Mr. Moggridge gave us a written order to put on half a ton to the lineal yard of road, instead of a ton, substituting pitching for the other half ton. 10 Oct., 1867.
115. Mr. Moggridge had approved of that contract No. 20? No, Mr. Moggridge was not at the time superintendent, but Mr. Moggridge was superintendent at the time he gave us the written order for substituting pitching for the half ton of metal.
116. Have you a copy of that order? Yes, this is the order. (*Handed in. Vide Appendix B 1.*)
117. Have you carried out this substituted order? It was carried out.
118. Was it approved of? It was carried out under Mr. Quodling's superintendence.
119. Did he approve of it? Yes, at the time.
120. Did he approve of contract No. 20, generally speaking? Yes, he never found any fault.
121. Then, supposing you had applied for payment for No. 20, at that particular time, would you have been paid for it in full? I cannot say, because we had another contract at the same time, and he used to pay us on account of the two—we were carrying on both at once.
122. When you say he approved of the contract, what do you mean—did he give you any paper to that effect? No, he never objected to anything on C 20.
123. Had you a final payment for No. 20? No, we had no final payment; the only payments we had were according to the certificates. I could not get a copy of the returns, and I did not know, till I went to the office and got a copy, what the payments were for. He used to pay money, or order it to be paid into a bank, and I never could find out what it was for. He refused to furnish the information.
124. Are you satisfied that half a ton of metal was put on, according to the substituted order? Yes, the returns will show that.
125. Then there was put on very much more than half a ton of metal on the yard? Yes.
126. *Mr. Tighe.*] What would be the extent of your claim against the Government, supposing the 2 feet 3 inches of extra metal only were taken into consideration? It would take me a little time to make that out, because Mr. Quodling has included all the extras in the certificates? There is one certificate we are short of now.
127. You know the length of road, the value per ton of the blue metal, and the value of laying it, so you could easily reckon for the whole length, at 2 feet 3 inches cubic, of metal to the yard? Yes.
128. When could you furnish us with that account? I could do it in a short time.
129. Can you give any good reason why you have allowed this claim to sleep so long as six years? I have applied to Mr. Arnold, Mr. Moriarty, and Mr. Bennett, for payment, and never could get a satisfactory answer. The only answer I had from Mr. Arnold, about three years ago, was that he could not interfere in it, but if Mr. Quodling would sign the certificate he would pay it.
130. *Chairman.*] Were not some steps taken, previously to your present application, in reference to the claim? There was a petition drawn up to the Assembly, Mr. Caldwell presented it, and it was ordered to be printed; but Mr. Caldwell did not take any further steps in the matter. It was Mr. Larkin who got that done.
131. Do you know whether Mr. Larkin asked him to take any further steps? I believe he did.
132. *Mr. Morrice.*] What reason did Mr. Quodling give for making you put on this extra metal? He wanted to make out that these dimensions were 26 feet 3 inches cubic.
133. Did Mr. Quodling give you that reason,—that that quantity of metal, measured in the heaps, would spread over that width of road? Yes, I suppose so; he thought it would take 26 feet 3 inches cubic to metal a yard of road; but I had metallated a large quantity before that, and I knew perfectly well that less than 24 feet would do it.
134. *Mr. Tighe.*] Suppose you had put only 24 feet over it, and had got the same amount of money you did get, would you in that case be fully satisfied? I cannot exactly say; I think still there would be something coming to us.
135. For what? For the extras.
136. Did you ever apply to the Government for these extras? I did; I sent in a bill and applied to Mr. Arnold, at the same time I applied for the extra metal.
137. I think it would be advisable for you to give us an account of your claim for the 2 feet 3 inches of extra metal, and then another account of the other extras separately? It would be rather a difficult matter, because Mr. Quodling has put them altogether, and kept the accounts always together. This is a general statement of the accounts between us. (*Handed in. Vide Appendix B 2.*)
138. At what time did you send in the petition to the House by Mr. Caldwell? I think it was in 1864.
139. Did he refuse to go on with it, or merely neglect it? I think it was neglected. I believe that was the case.
140. Did you press it upon him after you found he was not pushing it? I did not interfere at all. It was Mr. Larkin who had taken up the matter at that time.
141. *Mr. Farnell.*] Mr. Larkin has told us these contracts were taken by the lump? Yes, by the lump sum.
142. Was that to do a certain length of yards or miles? A certain length of yards.
143. Can you tell us how many yards of road you formed according to the contract and specification? 4,340 lineal yards of metallating in contract C 20, and 4,400 yards in contract C 26.
144. These contracts were to be carried out according to the specifications, of which you now hold a copy in your hand? Yes.

- Mr. J. Wallis. 145. *Mr. Tighe.*] You were satisfied, I think you say, for No. 20? Yes; and over-paid, in fact, some £30.
- 10 Oct., 1867. 146. *Mr. Farnell.*] Then C 20 is not in dispute? No.
147. C 26 is the contract in dispute? C 26 is the one that is not finally paid for. We have received money on account.
148. By the petition of Mr. Larkin, it appears that the only grievance is that Mr. Quodling compelled the contractors to put 26 cubic feet 3 inches of metal upon five superficial yards of the road; whereas the previous superintendent only insisted on 24 cubic feet, as being sufficient to form the road and cover it with a coating of metal to the thickness specified in the specification? Yes.
149. Will 24 cubic feet of metal cover a road 15 feet wide and one yard onward, to the depth of 9 inches in the centre, and gradually decreasing to 5 inches at a distance of 7 feet 6 inches from the centre? It will, and overdo it.
150. What would be the thickness of the metal on the same area—namely, 5 superficial yards—by putting 26 cubic feet 3 inches on it? I should fancy it would make nearly 2 inches difference.
151. In the centre, or all over the surface of the metal? I fancy all over.
152. Something has been stated in reference to the metal being measured in the heaps. It has been stated the 24 cubic feet, as measured in the heap, will cover five superficial yards of road to the thickness required in this specification—Will it do so? Yes, and more than do it.
153. How do you account for that? Because the metal being measured solid, and broken afterwards, it increases.
154. That is, that when put upon the road, it will not consolidate to the same extent as it does in the heap? No.
155. Consequently, it will cover a larger area on the road than when measured in the heap? Yes.
156. Of course you are aware that 26 cubic feet 3 inches is the exact measurement of 5 superficial yards, 9 inches in the centre, decreasing to 5 inches at the sides—if it were a solid block of stone, it would be according to these dimensions? Yes.
157. And the reason why you cannot put 26 cubic feet 3 inches of metal upon an area of 5 superficial yards of the dimensions named, is, that it will not sufficiently consolidate to be of the thickness specified in the specification? You cannot place it at the height according to the specification.
158. It will be a greater height than the specification states? It will be a greater height than the specification states.
159. Is there anything in the contract that provides for the road consolidating before it is measured? No.
160. How soon after it is spread is the metal on the road measured? We used to have a return once a month; we were supposed to have a return once a month, I should say.
161. As these contracts are taken by the lump, why is the stone measured or weighed? It is measured in heaps at the quarry, so that the superintendent should have a check upon the contractor, to know whether he puts the required quantity, that is, a ton to the lineal yard of road. Mr. Moggridge used to measure it in tons, so that if there were a thousand yards of road to be done, there were a thousand tons of stone to be put on.
162. Mr. Moggridge allowed 24 cubic feet to the ton of blue metal? Yes.
163. How did he arrive at that? That I cannot say. I suppose he considered it weighed about a ton.
164. Was a ton of this stone ever weighed after being measured? No, it was only that that quantity was called a ton by Mr. Moggridge and Mr. Bennett.
165. The weight of the metal has nothing to do with the contract? No.
166. Did the Government require you to put 26 cubic feet 3 inches upon the road? Yes.
167. Was it put on the road? It was.
168. And I understand that to be part of your claim on the Government, for the difference between 24 cubic feet and 26 cubic feet 3 inches, for No. 26 contract? Yes.
169. Can you tell us how many yards of this extra metal you put on? About seven hundred.
170. Do you mean seven hundred yards lineal? Cube. Seven hundred cubic yards were put on No. 20 after we considered it completed and paid for.
171. Do you make a claim for these seven hundred yards on No. 20? Yes.
172. I thought I understood you to say that, as far as No. 20 was concerned, it was all settled and paid for? Yes, the bulk sum of the original contract.
173. You claim the two feet three inches as extra? Yes; we considered we had put sufficient by putting 24 cubic feet to the lineal yard. Mr. Quodling insisted on having 2 feet 3 inches more on the whole length, and he ordered it to be put on No. 20.
174. Did you put any extra metal on C 26? Very little, if any.
175. Can you tell us the amount of your claim for the extra 2 feet 3 inches? £420; 700 cubic yards of extra metal, at 12s. per yard; that was the average rate that we got on contract C 20, on which it was put.
176. *Mr. Tighe.*] What extra is there on No. 26? There was the sandstone.
177. *Mr. Farnell.*] What extras do you claim for C 26? There was some sandstone put on C 26.
178. *Chairman.*] To what amount, and what value? There were 2,036 $\frac{1}{4}$ cubic yards of sandstone on C 26, at 10s. per yard, £1,018 4s. 9d.
179. Is that one of the extras you are charging for? That is one of the extras we are charging for, but we have received money on account of that.

- Mr. W. Webb. 204. *Chairman.*] How do you account for it being less than 27 feet in the solid? . It would be impossible to press 27 cubic feet of broken stone into the same space that would be occupied by the same quantity of solid stone. I do not know the exact gauge that the stone was broken to, but I believe most of the stone is broken to a 2-inch gauge.
- 25 Oct., 1867. 205. 2-inch or 2½-inch? Yes.
206. *Mr. Farnell.*] Do you know anything about this contract that was taken up by Messrs. Larkin and Pooley—whether they completed the contract, or how much metal they put on? I believe they completed the contract, but I do not know.
207. You were called in by them merely to ascertain the quantity of metal it would take to cover a certain area of road—that is, five superficial yards? Yes.
208. When you say 22 feet 6 inches, what do you mean—do you mean 22½ cubic feet? I thought it was 22 feet 6 inches—I should have said 22 cubic feet. What was running in my mind was the average.
209. According to the petition, the petitioners state that the Superintendent of Roads ordered them to put on to these 5 superficial yards 26½ cubic feet of metal—Have you ascertained what would be the difference in the height of the stones in the centre and at the edges by putting on 26½ cubic feet instead of 24, as was insisted upon by the former superintendent? No, I have not ascertained.
210. There is something stated in this petition with reference to 24 cubic feet of this stone being equal to a ton—Have you ascertained whether that is so? I have never weighed it.
211. You do not know the specific gravity of this stone? I do not.
212. Consequently, you are unable to state the quantity to the ton? Yes.
213. I suppose you know nothing about the contract itself? No; I was merely taken up to try the question of the quantity of stone it would take to do the road, and I am certain the quantity we put on was thoroughly sufficient.
214. *Chairman.*] Of course that was not consolidated by means of rolling; or was it usual to do so? No, they never did it on the road.
215. *Mr. Farnell.*] But if you could sufficiently consolidate the stone, 26½ cubic feet of stone would exactly fill the space of 15 feet, by 9 inches in the centre and 5 inches at the sides? Yes, if you could put it on in a solid form.
216. But you could not consolidate this broken stone so as to go into that space? No. In order to do that, you would require a power sufficient to make it into a solid body again; but there would be interstices in the broken stone into which you could pour bushels and bushels of shot before it was thoroughly consolidated.
217. *Mr. De Salis.*] How did you try the experiment you made? I mentioned that, I think, in the first place.
218. Did you put bits of stick into the ground, or had you blocks? We had a board at the side.
219. In the centre? In the centre we had it raised. Before the metal was put on, the road was formed by allowing a rise in the centre of 1 foot to 30 feet width.
220. *Mr. J. Stewart.*] How did you ascertain the height of the rise in the centre? By a tape.
221. From side to side? From side to side.
222. That would give the width only? If the whole ground were level, and we had a stick placed in the centre 9 inches high, we made up the road to that height. I think we did it in that way; but it is really now so long since, that I forget the exact particulars.
223. *Mr. De Salis.*] You forget how you tried this experiment? No, I do not. I know we had a stick in the centre to represent 9 inches from the level.
224. Did you fill the space with stone, and pass a level over it? No, we passed no level over it. We merely ascertained the depth of the stone. We could ascertain that from the 9-inch stick placed in the centre of the road being on a level with the crown of the stone.
225. When was this experiment tried,—was it before the dispute that Mr. Larkin had with Government, or afterwards? It was at the time, I believe.
226. Was it before Mr. Larkin proceeded to cover the road with metal, or after? I do not think the contract was finished at the time.
227. Was there any dispute between Mr. Larkin and the Government at the time you were called in? There was with the road surveyor.
228. Then it was in consequence of the dispute between the road surveyor and Mr. Larkin that you were called in? Yes.
229. You are quite sure you were accurate in your examination? I am quite sure. I have had a great deal of experience in measuring stone, especially broken stone, as there have been disputes with contractors which have come before the Court, and I have been referred to.
230. Have you ever been called upon to measure stone similarly laid before? I do not think any contractor round us has had a similar dispute.
231. *Chairman.*] Not with previous superintendents? No. In fact, I know Mr. Moggridge allowed 24 feet as sufficient.
232. *Mr. De Salis.*] Are you aware, personally, of that, from having been called in? No, but I recollect speaking to Mr. Moggridge about it.
233. He told you 24 feet was sufficient? Yes, he considered 24 feet sufficient, and said he had allowed it.
234. *Mr. Farnell.*] You mean 24 feet to cover an area of 5 superficial yards, according to the depth in the specification? Yes. I could not say exactly whether it was before this, or some little time after, that I had some conversation with Mr. Moggridge about the matter—not in any business way, nor with the thought of its being mentioned again.
235. Did you ever speak to Mr. Quodling, the superintendent? I have spoken to him, but I do not think on this matter.
236. I suppose you heard that he insisted upon 26½ feet to cover the area of 5 superficial yards? Yes, and it was in consequence of that I went up to measure.

THURSDAY, 14 NOVEMBER, 1867.

Present:—

MR. DE SALIS, | MR. FARNELL,
MR. MORRICE.

RICHARD H. ROBERTS, ESQ., IN THE CHAIR.

William Christopher Bennett, Esq., called in and examined:—

237. *Chairman.*] You are in the Public Service? Yes.
238. In what capacity? Commissioner and Engineer for Roads.
239. Do you know anything of the contracts which this petition has reference to—which were taken in the name of Sivyver? Yes.
240. And were carried out by Messrs. Larkin and Pooley? Yes.
241. I suppose you have the original contracts with you? I have.
242. Are you aware whether there is any dispute about the settlement of these contracts? Yes. After the contracts were let, I left the Public Service and went to England; and while I was away, Mr. Moggridge was removed from that district, and Mr. Quodling succeeded him.
243. When Mr. Quodling went into the measurement, did he find that the quantity of metal put upon the road was 2 cubic feet 3 inches per lineal yard less than was specified for, and did the contractor state that the actual quantity had been put upon the road, and had been approved by Mr. Moggridge, and that it had been measured on the road? But there was a provision in the specification for measuring the metal before it was spread, and Mr. Quodling so measured it, and the discrepancy arose from not taking the depth of the heap accurately; for if you put a board on the top of a heap of metal it will rest on the extreme points of the stones, and the interstices, both at the bottom and top of the heap, will be included in the measurement.
244. I suppose you are aware that the practice is to break one stone on the top of others in a heap, which thus acquires a certain amount of consolidation which it is not possible to acquire on a road, unless rolled? But there is nothing to state when the measurement is to be made.
245. But stone when broken in a heap will occupy less space than when spread? It may or may not; it is impossible to measure to an inch on a road. The whole difference will be three-fifths of an inch, and when spread over a road it is impossible to measure to so great a nicety.
246. How were the contracts let prior to 1861—were they let in tons of 24 cubic feet to the ton, or of 27 cubic feet? They never were, to my knowledge, let in tons at all; the contracts were let for certain depths on the road, and there was no mention of a ton—in fact, the ton was only used by Mr. Moggridge before we got charge of the road. Mr. Moggridge had sole charge of the road until 1858, when Captain Martindale was placed over them, and I acted under Captain Martindale.
247. In the evidence, Mr. Moggridge states that a ton of 24 cubic feet was specified for, and was considered enough for a lineal yard of road? There is nothing about it.
248. He also states, "It has always been considered by Mr. Bennett and others that 24 cubic feet were sufficient?" That is a mistake. I was in England at the time. Mr. Moggridge's measurement was always given in lineal yards, and there was no reference to tons, except in payments on account; and he represented to me that the ton was something that the men employed by him were used to, and that they would not understand the cubic yard. As we were then introducing a new system, we did not wish to make too many alterations, and therefore yielded in that particular.
249. I suppose you are aware that a block of stone when solid will occupy less space than when broken? It will; but the specification says the metal is to be measured in the heap and to be measured on the road also; and that, of course, would be understood by me to mean, that we were to have the proper quantity, whichever was the greater quantity; and the 7th clause says, "In case of any defective description, or ambiguity in the specification, or in memoranda of contracts, the explanation given by the said Engineer shall be final and binding on the contractor." Then the following clause says, "To secure the proper quantity of metal being spread on the road, it will be measured in heaps before being spread, as well as on the road when spread, and the contractor is to give notice to the road superintendent when a heap of metal is ready."
250. Will you hand in the contracts? (*The witness handed in the same. Vide Appendix, C 1 and C 2.*)
251. Have you at any time made a trial of the exact quantity of metal it did take to metal a yard of road? That is, a trial of the difference between metal stacked in a heap and metal spread on the road. I never have, because it would all depend upon the manner in which it was spread. It was a matter of hair-splitting with the contractor I did not think we were called upon to go into.
252. We have had evidence produced by the contractor to the effect that he had a piece of road ballasted and formed, and that considerably less than the quantity required was sufficient? He did not state how the quantity was measured, and, as I have already said, by putting a board on a heap of metal, the board would rest upon the tops of the stones, and would include the vacant spaces from the lower stones to the under side of the board.
253. It is stated that Mr. Moggridge, during the time of his acting as superintendent over this road, ordered a certain amount of pitching to be done in lieu of metal—Are you aware of that? No, I am not.
254. The original contract stated a yard of metal, and he substituted a certain amount of pitching and half a yard of metal? I must have been in England at the time. I am not aware of it.

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- W. C. Bennett, Esq. 255. Have you seen the printed evidence? No, I have not.
- 14 Nov., 1867. 256. You will see that at the bottom of page 2 (*handing Appendix to witness*)? That was ten days after I left for England.
257. The contractor complains that Mr. Quodling insisted upon the full quantity of metal being placed on the road, as well as pitching? The contractors were allowed a large quantity of pitching, but Mr. Quodling can best answer that himself. I think it very unlikely.
258. You cannot say anything with reference to the pitching? No, except that Mr. Larkin was paid for a large quantity and at a very high price—10s. a yard.
259. He does not complain of having had to do this pitching, but of having to lay the extra quantity of metal for which the pitching was to be substituted? I cannot say anything about it, except that I am inclined to think Mr. Quodling did not do anything of the sort. Besides, Mr. Larkin made no claim for it in his accounts, which I have here.
260. *Mr. Morrice.*] Between the time of Mr. Moggridge and Mr. Quodling who superintended the work? Mr. Collett was Commissioner.
261. It was in his time it was done? Yes.
262. *Mr. Farnell.*] What was the nature of the contract between Messrs. Larkin and Pooley and the Road Commissioner? They were to cut 1,050 lineal yards drains, 1,100 lineal yards formation, repairs to 3,300 yards of existing formation and drainage, 2 acres-side clearing, with 4,400 lineal yards of metalling, and 2 second-class culverts. That is contract 26.
263. To what thickness, and for what width, was the metalling to be spread? Over a width of 15 feet on centre of road, and a thickness of 9 inches on centre, gradually decreasing to a thickness of 5 inches at a distance of 7 feet 6 inches from centre.
264. I understand you to say that this metal is measured first in a heap, and then on the road? Yes. The general conditions expressly say, "*To secure the proper quantity of metal being spread on the road, it will be measured in heaps before being spread, as well as on the road when spread, and the contractor is to give notice to the road superintendent when a heap of metal is ready.*"
265. How many cubic feet of metal will cover a yard forward of the road at the width specified? $26\frac{1}{4}$ feet is the squaring up of the dimensions, 9 inches by 5 depth, 15 feet wide and 3 feet long.
266. Does it take $26\frac{1}{4}$ cubic feet of metal, measured in a heap, to cover 5 superficial yards of road according to the specification? I should have insisted upon that.
267. Do you think they could put that quantity upon the road so as to measure the dimensions specified in the specification? Yes.
268. Could you sufficiently consolidate that, after it was broken, to make it fit into those dimensions? After consolidation it would fit into less; it would not be so thick as 9 by 5 after it was consolidated by traffic.
269. Would those dimensions exactly measure $26\frac{1}{4}$ cubic feet? Yes.
270. You could put a solid mass of stone to fit into that space? Yes.
271. If that were broken up, do you think you could sufficiently consolidate it to fit it into the same space? No, I do not think you could.
272. Then, consequently, $26\frac{1}{4}$ cubic feet of broken stone would measure more than the dimensions as specified in the specification? No.
273. I should like you to explain that? It is broken stone in both cases. You assume in your case a solid block of stone —
274. I do not assume anything; it is the fact, that if a solid block of stone were broken up, it could not be sufficiently consolidated to go into the same space as it had before filled? In the one case you speak of solid stone as compared with broken stone; in my comparison, it is broken stone in both cases.
275. I am not asking for comparisons, but simply asking the question, whether, if $26\frac{1}{4}$ cubic feet of solid stone were broken up and put on to the surface of a road according to these dimensions, it would not measure more than 9 inches in the centre and 5 on each side? It depends upon how you measure the heap; if from the upper points of the stone it would measure more, and if from the bottom, less. The proper way would be to take the mean of the gauge of the metal.
276. I understand you to say that you—that is, your department—measured the metal on the road? Yes, and Mr. Moggridge measured it in the heap.
277. Do I understand you to say that you now measure metal in heaps as well as on the road? We measure all metal in heaps, and have nothing to say with regard to metal on the road.
278. How would you measure that metal on the road according to the specification? I should measure it in the heap.
279. The specification states that it was to be measured on the road as well as in heaps—How was it to be measured on the road, by the party whose duty it was to measure it? I am not aware.
280. It has been stated in evidence that 24 cubic feet would cover an area of 5 superficial yards, according to the dimensions in the specification—Do you know, from your own knowledge, whether it would or not? It all depends upon the mode of measurement, or how the depth is taken.
281. You usually blind the roads, do you not? Not where it is possible to avoid it.
282. Whether it were blinded or not blinded, do you think you could not sufficiently accurately measure that to ascertain near about the quantity of metal laid upon the road? It would be difficult to tell to a fraction of an inch what the depth was, and it is only a fraction of an inch in this case.
283. The petitioner's complaint is this—that he had been performing these contracts under Mr. Moggridge, who had insisted only upon 24 cubic feet of metal being put upon one yard forward on an area of 5 superficial yards? Yes.

284. And then he complains that Mr. Quodling insisted upon 26½ cubic feet? Yes.
285. And seeks to be paid for the difference between 26½ and 24 cubic feet? Yes.
286. Have you, in your experience, ever ascertained whether 24 cubic feet of metal would cover that area, and to the dimensions specified in the specification? It depends upon the way in which it is spread; by loosely spreading it, it might be made to cover a larger area, and by packing, a much smaller.
287. If Mr. Moggridge has passed any quantity of this road work, and allowed 24 cubic feet, while the Engineer of Roads insisted upon 26½ cubic feet, Government must have been defrauded of 2½ cubic feet in every yard previously? Yes.
288. There is something said here about measuring this metal in heaps, and that 24 cubic feet measurement weighs a ton? Yes.
289. And that it was measured in that way, and put on the road in tons, as a more convenient way for making the calculation? It was the practice with Mr. Moggridge, before the department came under Captain Martindale, to allow this measurement on account, because the men then had not any idea of what a cubic yard was, and could not have worked the calculations.
290. *Mr. De Salis.*] How was the ton ascertained—by weight? It was an arbitrary thing; it was assumed that a ton weighed 24 cubic feet; 24 cubic feet was called a ton. Of course the actual weight would vary according to the density of the stone.
291. *Mr. Farnell.*] If a gentleman connected with the City Corporation, who had an everyday experience of weighing metal to be placed on the streets, were to tell you that 24 cubic feet was equal to a ton, or would cover an area of 5 superficial yards, would you think he was correct? I should tell him it would depend upon the character of the material and the mode of spreading it.
292. Assuming it to be spread correctly, according to contract—such a road as one would pass? I should tell him I would not take it as 26½ feet.
293. *Chairman.*] There is no condition for consolidating this by any means? No; it is quite clear to me that the object was to secure the proper quantity by measuring it in the heap before it was spread as well as when it was spread on the road.
294. *Mr. Farnell.*] Do you know whether, if 26½ cubic feet of metal was spread on the area specified, it would not raise the road to 18 inches in the centre and 9 inches on each side? Certainly it would not.
295. Do you know how much it would raise it? It would depend upon the points you measured at. I should say it would raise it only to 9 inches in the centre and 5 inches at the sides, if it were properly measured by the mean measurement, taking it at 15 feet wide.
296. That is as much as to say you could break up a solid stone of 26½ cubic feet, and so consolidate it on the road as to make it occupy the same space? No.
297. You say so? I beg your pardon; I say broken metal in both cases.
298. I ask you, if you put 26½ cubic feet of stone on a road, what would be the dimensions, and you say 15 feet wide by a thickness of 9 inches in the centre and 5 inches at the sides, for each lineal yard? According to the specification.
299. According to the specification, 26½ cubic feet—I understand that to be cubic feet? Yes, solid feet of metal, but not solid stone; it is cubic feet of metal, which is a very different thing.
300. I understand you it has not been taken in tons? No, here is the contract.
301. Then I understand you to give it as your experience, that it requires 26½ cubic feet to cover the area, according to the specification? Yes.
302. Has this person ever made any application to you for the payment of any money? Yes; the matter I understood was settled, and I have here his receipt in full.
303. *Chairman.*] Under no protest? No protest or pressure whatever.
304. He mentions in his petition that it was so? Here is his receipt in full. (*The witness handed in the same. Vide Appendix C 3.*) The tenor of the receipt is this—"We, the undersigned, hereby acknowledge to have received from the Commissioner for Roads the sum set down opposite to our several names, being in full of our demands respectively for the services specified in this abstract, and of all other claims on account of these contracts"—that is, "Balance of Contracts 20 and 26, and all extras and other claims on same contracts."
305. Did ever the petitioner, on presenting his final accounts, put in any formal protest, or any protest? No. The petitioners presented final accounts to the amount of £1,400, for metal, &c., which were gone into by me, with Mr. Quodling, on my return from England, and which, after considerable delay, were gone into again in Mr. Arnold's presence, when they agreed to waive all claims, if they received the amount of £800.
306. Was anything said to the contractors by any person in the department, that they would not be paid unless they agreed not to dispute the amount? Most decidedly not. They were told the department would give them £800, and if they refused to take that, the matter should go to a legal tribunal; but there was nothing whatever of the tenor set forth in the petition said to them.
307. You have no documents in your department from the contractors protesting against this arrangement? No, I do not think we have any document subsequent to the signing of this (*referring to Appendix C 3.*)
308. Then the petitioners have no legal claim upon the Government on account of these contracts? Not the shadow of a claim, for these two clauses (7 and 8) taken together completely set aside any claim; and I considered they were dealt with very liberally by Mr. Arnold at the time—much more so than I should have been inclined to have dealt with them.
309. *Mr. Morrice.*] When you say 24 cubic feet, you do not mean that that is solid, but broken stone? Yes.

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- W. C. Bennett, Esq. 310. When that quantity was spread on the road, would it cover any more than the 15 feet? It would not cover 15 feet of the exact specified dimensions.
- 14 Nov., 1867. 311. Not of 9 and 5 inches? No.
312. When the road was measured, did it measure any more than was specified? No.
313. *Mr. Farnell.*] Have you any standard now fixed for measuring the metal to be put upon a road? 27 cubic feet to a yard, measured in the heap.
314. You have abolished the measurement on the road? Yes.
315. You found it impracticable to measure it on the road? It always gave rise to dispute with the contractors, and when I came to office I discontinued the practice. It was found easy enough in Ireland, where the contractors acted according to the spirit of the contracts, and took what the engineer's measurement was; but here they dispute every point; and, in order to allow as few openings as possible for dispute, the one measurement was made absolute—the number of cubic yards.
316. The contractors stated further, that they laid down a piece of road 3 yards long, according to the dimensions in the specification, and that it took only 22 cubic feet to a lineal yard—Do you think that correct? It may be; it all depends upon the mode of spreading. They might cover it even with less, and that is the strongest possible proof of my point. They themselves allege that they have covered the specified area to the required depth with 22 cubic feet; and if 22 feet is the correct quantity, 24 feet cannot be. By laying on the metal lightly they may cover a larger space.
317. Just on the same principle as may be adopted in measuring corn? I am not acquainted with the measurement of corn, but I dare say it is just the same thing. I think your illustration is most apropos.
318. Have you had much trouble with contractors generally in the carrying out of their contracts? At first we had; latterly we have not.
319. In making the measurements? Latterly we have not, because the men now understand the mode of measurement. We found it difficult at first to make the men understand what a cubic yard was. They said, "We know what we can bring in our drays." We had many difficulties to contend with at the time, as I need not tell Mr. Morrice, who is well acquainted with the Southern Road, and we did not wish to subvert everything.
320. There are now more persons who are qualified to become contractors? Yes; many have been trained in the service.
321. *Mr. De Salis.*] Will you be kind enough to look at this contract—Is there anything in that contract saying how much metal is required to be in the heap? Nothing directly.
322. Who made that agreement—Mr. Sivyver himself, or the Government? Mr. Sivyver with the Government.
323. Who wrote out that—a Government officer? Yes.
324. At what time did the alteration you spoke of in the management of the road take place—before or after the making of this contract? Subsequent to the completion of this contract.
325. Then there was a different management before from what there was after? There were three—Captain Martindale, Mr. Collett, and Mr. Moriarty.
326. What was Mr. Moggridge's position in reference to this contract? He was the officer actually superintending—Captain Martindale's subordinate.
327. Would you consider the interpretation of this contract by Mr. Moggridge to be binding on the Government? As long as he was superintending it—yes; after he ceased to superintend it—no.
328. In this contract a certain measurement is mentioned for the measurement of the metal on the road? Yes.
329. But no certain measurement in the heap? The same dimensions in the heap; that was the intention.
330. What is the certain measurement? 15 feet wide, 9 inches deep in the centre, and 5 at the sides, 3 feet long.
331. Surely not in the heap? Not in the heap, but the same measurement squared up.
332. A certain measurement is mentioned for the metal on the road, but no certain measurement is mentioned for the heap? The size of the heaps is never mentioned.
333. It is not mentioned there? No.
334. Is it possible that it was intended to make allowance for the measurement on the road when you were measuring it in the heap? No, not in my mind. Mr. Moggridge may have intended it; but I certainly never did, nor Capt. Martindale, with whom the contract was made.
335. Will you have the kindness to read this letter (*handing witness Appendix A 1*)? That reference to my opinion is entirely unfounded.
336. Does it not appear from Mr. Moggridge's letter to Mr. Quodling, of 4th January, 1862, that he intended to make such allowance in the case of that contract, and was in the habit of doing so in the case of other contracts? It appears so in this letter; but I must contradict the part referring to me.
337. Is it true that you also consider 24 feet sufficient, as stated in that letter? No, decidedly not.
338. In Mr. Larkin's statement there is the following passage: "A few days afterwards I had an interview with Mr. Bennett and Mr. Rae, Commissioner for Railways, at the Works Office, when the former gentleman said that the Government had agreed to allow us £800, and should we not accept this, the latter desired us to distinctly understand that they (the Government) would not allow themselves to be sued"? I do not recollect that, and I think it utterly untrue that Mr. Rae said what he is alleged to have said. At the same time I should

- should say that it is so long since that I have quite forgotten the circumstance of the interview. I do not think it likely Mr. Rac would have said anything of the sort.
339. By the contract the metal is to be measured when spread? Yes.
340. How much would you expect when you measured it as spread? $26\frac{1}{2}$ cubic feet.
341. Then, according to that, the metal when spread would measure exactly the same as it would in the heap? Yes, it ought to measure the same, if measured in the proper way.
342. Then the metal that is put on lightly, measures exactly the same as it does when in a heap? No.
343. How do you reconcile the discrepancy? I qualify my answer by saying, if measured in the proper way.
344. If there is a difference between the metal when spread and when in a heap, must you not make allowance? Not if it is measured in a proper way, and spread in a proper way.
345. Then metal spread lightly will measure the same as when in a heap? Metal spread lightly is not metal spread in a proper way.
346. Who was the Engineer of Roads mentioned as having the power of interpreting ambiguities? I was at the time; I was Engineer under Captain Martindale. Captain Martindale was the Commissioner, and I was the Engineer. Now I hold both offices.
347. Do you consider that there is any ambiguity in an amount which can be measured? Decidedly not.
348. Then you have no power to interpret this? I did not think my interpretation was called for.
349. *Chairman.*] Have you seen the statement of the balance said to be due to the contractors? No. (*The Chairman handed to witness Appendix B 2.*)
350. You see they have been charging interest? It is so long since I dealt with this matter, that I cannot say whether this is a *fac simile* of the account sent in to us which I dealt with.
351. Had the superintendent, Mr. Moggridge, when he was in charge of this particular portion of road, the power to vary or alter the contract in any particular form? Not without the consent of the Commissioner.
352. Then he had not the power of substituting pitching for metal? No; but most likely he did that with the consent of the Commissioner.
353. *Mr. Morrice.*] You do not know whether any pitching is paid for? There is a large amount of ballasting paid for—4,000 and odd yards, at a very high price.
354. Can you say whether this pitching was where the holes in the road were filled in, because I know there was some pitching done there? It is all the pitching that was claimed in Mr. Larkin's account, but I cannot say as to the particulars.
355. *Chairman.*] If the superintendent ordered the contractor to substitute a certain amount of pitching for a certain amount of metalling—say half the quantity of pitching, and half the quantity of metalling—and the succeeding superintendent required the full quantity of metalling in addition to the pitching, would not the contractors be entitled to receive additional payment? The pitching would be extra.
356. *Mr. Morrice.*] You cannot say whether the pitching was in lieu of metalling? No.
357. *Mr. Farnell.*] Have the road superintendents any power to alter or vary the contracts? Not without the consent of the Commissioner.
358. Can you give us any idea what the word "ton" here is used in reference to, in these measurements by Mr. Moggridge? The department was created late in 1858, and these works were retarded by bad weather, and operations were not commenced on them until 1859. We found some difficulty in dealing with the contractor; and the word ton, which was an arbitrary dimension, having been used by Mr. Moggridge with the contractors, they were allowed to continue its use, to prevent complication.
359. I understand that the word "ton" was used in this way,—that a ton was to do a certain number of yards forward? There was no such intention; they were paid on account by tons, as the small men understood that unit best.
360. Allowing 24 feet to a ton? Yes.
361. I understand you to say, that you do not know, of your own knowledge, whether 24 cubic feet of this metal would weigh a ton? No.
362. You do not know the specific gravity of this stone? I did not enter into that, because I did not see that it had any bearing upon this question. Besides, 24 cubic feet of one kind of stone would not be the same as 24 cubic feet of another.
363. It is said that 24 cubic feet of the metal from Pennant Hills, which is placed on the Sydney streets, weighs a ton, and that 27 cubic feet of scoriæ is of the same weight? I think that is very likely, because scoriæ is very porous.
364. All payments to contractors are made upon the certificate of the superintendent, are they not? Yes.
365. Do you know whether Mr. Moggridge was a long time in the service as a road superintendent? Yes; he had been, I think, from 1854.
366. Over large contracts? Very little metalling was done under him before Captain Martindale took charge—small detached lengths.
367. If very much metalling had been done under his superintendence, Government must have lost a large amount of money? Only a very small amount could have been.
368. Was Mr. Quodling any length of time in the service of Government? He was transferred from the Royal Engineers to the Road Department, upon my leaving. Mr. Quodling is an efficient and zealous officer; Mr. Moggridge was so also.
369. It appears they differed as to the quantity of metal? It is a difference as to the mode of measuring.
370. Had Mr. Quodling any experience of road metal previous to entering your department?

W. C.
Bennett, Esq.
14 Nov., 1867.

W. C. Bennett, Esq. ment? I do not know that he had had any experience of road metalling. He had had a large experience, of a varied character, of surveys and works. I think he had had thirty years' experience in the Royal Engineers.

14 Nov., 1867. 371. Were these contracts completed entirely to the satisfaction of yourself? I did not pass them; they were completed before I returned.

372. *Mr. De Salis.*] Can you ascertain when the contract was finally completed—When did Mr. Larkin claim to be paid? It does not appear, from the papers in the office, that there was any final arrangement made on either contract until date of receipt in full. Mr. Quodling can give date of completion of work.

373. On what date was the £800 paid? On the 29th July, 1863.

374. *Mr. Farnell.*] Have you a letter in your department from Mr. Larkin to Henry Quodling, dated 20th September, 1862? I do not see it among the papers I have brought. Mr. Quodling very likely has it.

375. These contracts were let, were they not, for a lump sum? Yes, at schedule rates.

376. That is, a certain length of road for a certain amount of money? Yes.

377. *Mr. De Salis.*] Can you ascertain when contract No. 20, here referred to, was paid for? The last payment but one was made April 14th, 1862.

378. It is stated that after this contract had been paid for, Mr. Larkin was called upon to put 700 cubic yards additional of metal on that contract, for which he received no payment—do you think that is the case? I do not think so; Mr. Quodling could answer that question.

379. *Chairman.*] Mr. Quodling had full power, after succeeding Mr. Moggridge, to alter or vary the mode of measuring? To measure as he thought proper. His certificate became the Commissioner's so long as the Commissioner did not question it.

WEDNESDAY, 27 NOVEMBER, 1867.

Present:—

MR. DE SALIS,

MR. LACKEY,

MR. MORRICE.

JAMES S. FARNELL, ESQ., IN THE CHAIR.

Henry Quodling, Esq., called in and examined:—

H. Quodling, Esq. 380. *Chairman.*] What is your office? I am District Engineer for No. 4 Contract, G. W. Railway.

381. Have you ever been Superintendent on the Southern Road? Yes.

382. Do you know anything of a contract taken by Mr. Spencer Sivyver? Yes, I believe it was taken by him, but that was before my time; I not know that I ever saw him.

383. Do you know whether Thomas Larkin and Robert Pooley were securities for the performance of the contract by Spencer Sivyver? Yes, I believe so.

384. Was any work carried out by Messrs. Larkin and Pooley under you, as road superintendent? Yes. I am not aware that Mr. Pooley took any interest in the work—I rather think not; but that is immaterial.

385. There was a Mr. Wallis connected with it? Yes.

386. Was it Larkin and Pooley who carried out the contract that Sivyver failed to perform? Mr. Wallis principally.

387. There has been some dispute in reference to the measurement of the stone that was put upon this Southern Road? I am aware of that.

388. I suppose you perfectly understand the specification and contract under which they were to perform this work? Yes.

389. If you look at the Appendix, page 5, you will see the specification of the Great Southern Road, 2nd District, Contract 20, Division 1. The only point in dispute between the contractors and the Road Department is in reference to the metalling of this road? Yes.

390. Under the head of "metalling," you will see what quantity of metalling required to be put upon the road? (*The witness referred to the specification.*)

391. Do you know a person named Moggridge who was road superintendent? Yes; I succeeded him.

392. These persons, Messrs. Larkin and Pooley, had a great portion of this contract under Mr. Moggridge? No, not a great portion.

393. They performed some portion of it? Yes, some portion of it.

394. It is stated in the petition, and has been stated in evidence, that Mr. Moggridge required that 24 cubic feet of metal should be put on every yard forward of this road, according to the specification; and that when you succeeded Mr. Moggridge, you insisted upon 26½ cubic feet being put on? Yes.

395. The contractors are asking for the difference between this 24 and 26½ cubic feet, and what we want to know is, whether 24 cubic feet broken to 2½-inch gauge is sufficient to cover the area of 1 yard forward, which is 5 superficial yards, according to the specification? I was of opinion it was not. I had no interest in exacting more than the contract required.

396. "Of opinion"—Do you know from practical experience whether it will or will not? I have not tried it practically. I am aware that Mr. Larkin formed a portion of road and tried it; at least, I believe he did.

397.

397. What was the result of Mr. Larkin's trial? I cannot tell. I did not recognize it in any way. H. Quodling, Esq.
398. We have it in evidence that 22 cubic feet of broken stone will cover that superficial area? I should be very much surprised if I saw it done. 27 Nov., 1867.
399. How do you arrive at the fact that it requires $26\frac{1}{4}$ cubic feet of stone to cover 5 superficial yards of road? By simply computing it.
400. If you compute the dimensions according to the specification, there is just $26\frac{1}{4}$ cubic feet—that is, solid feet? Yes.
401. Could you sufficiently consolidate the broken metal to make it measure the dimensions given in the specification, that is, a width of 15 feet on centre, and a thickness of 9 inches on centre, gradually decreasing to 5 inches in thickness at a distance of 7 feet 6 inches from centre—a yard forward? It is a difficulty to come at it in that way, for there are irregularities on the surface of the stones which would be included in the measurement.
402. To illustrate what I mean: If you take a block of stone, or any other substance of solidity, and break it up, could you so consolidate it as to make it fit in the dimensions mentioned in the specification? No.
403. Consequently, $26\frac{1}{4}$ cubic feet of broken metal, if put on to that superficial area, would measure more than 9 inches in the centre and 5 inches at the side? If a mass of solid stone were broken into metal, it would.
404. If it were put on as broken metal? Yes.
405. According to calculation, there is $26\frac{1}{4}$ cubic feet in these dimensions. That, if it were solid, would fit into this space, but if it were put on to this area of 5 superficial yards, could you sufficiently consolidate it to make it come within the dimensions specified in the specification? It is not consolidated when it is in a heap of broken metal.
406. But it is more consolidated in the heap than when spread upon the road? I should think not, or very little, if any. It is the contractor's interest to make the heaps up as lightly as possible. I do not know whether it is provided for in the specification that the stone is to be free from dirt, but I have generally found that the contractors do not object to remove this dirt, because in removing the dirt they throw up the heaps with forks, which causes the stones to lie more lightly together, and makes them measure more than they would when lying as broken up on the heap.
407. Mr. Moggridge insisted upon only 24 cubic feet of metal being put upon the road, and that quantity made the road equal to the dimensions specified in the specification? That was Mr. Moggridge's opinion.
408. Could you sufficiently consolidate $26\frac{1}{4}$ cubic feet of stone to make it come within these dimensions? That would depend upon the manner in which it was put on. If the metal were thrown on in the usual way upon the formation, it would not measure more than 9 inches in the centre and 5 inches at the sides.
409. But you never practically tested it? No.
410. You cannot speak from your own knowledge? So much depends upon the manner of manipulating the stone. If the stone were handled as people measure prawns in Sydney, perhaps 26 feet of stone might cover the area to a greater thickness.
411. There has been something said, in the correspondence between Mr. Larkin and Moggridge, about measuring these stones in a heap, and allowing 24 cubic feet to a ton? Yes.
412. Is it customary to allow stone to be put on a road by the ton? I do not understand what is meant by a ton; it certainly is not a ton weight.
413. You do not think 24 cubic feet would be a ton weight? I think not. Much would depend upon the nature of the stone—some would weigh much heavier than other.
414. What kind of stone is this which has been put upon the road? Blue metal.
415. Have you ever measured or weighed it? Neither.
416. You do not know the specific gravity of this stone? No, not when broken.
417. Do you know whether the City Corporation allow 24 cubic feet of blue metal to a ton? I do not.
418. Did you ever receive a letter from Mr. Larkin, dated 20 September, 1862? (*The witness referred to Appendix A 4.*) I believe this to be a copy of the letter I received from Mr. Larkin.
419. Is it true that he put that metal on under protest? Yes; he was continually protesting against it, as were the other contractors.
420. Do you know whether he has been paid in full for this contract he has performed? I was removed from the district, first to Albury and then to the Northern District.
421. Then it was not completed under you? No.
422. You did not give the final certificate? I did not; but I signed a document that was submitted to me by Mr. Bennett for signature. I cannot remember exactly how recently—perhaps two years ago. I had kept a number of papers connected with this matter, but as I then considered the thing settled I destroyed them. Mr. Larkin, I think, then gave a document to the effect that the matter had been compromised between him and Mr. Bennett; in fact, a receipt in full of all demands. I think it was worded to that effect.
423. If you look at the document in the Appendix C 3, you will see your signature to it—(*The witness referred to.*)—Did you sign that document? Yes; that is the document I refer to that was submitted to me by Mr. Bennett.
424. Was there any extra work performed by Messrs. Larkin & Wallis? Yes.
425. Do you know whether that was paid for? I believe they were paid for everything extra.
426. Do you know anything of the work referred to in Appendix B 1? Yes, that work was done.

H. Quodling, Esq. 427. Did Messrs. Larkin & Wallis ever send you in any formal protest other than that mentioned in the letter of the 20th September—did they send you any written protest? I cannot call to mind that they did. There was constant correspondence going on between us, but generally verbal.

27 Nov., 1867.

428. The Petitioners state that they were not able to obtain final payments for the contract from the Government until they were obliged, under *duress*, to give a promise that they would not take any proceedings in law in the matter—Do you know anything about that? I know nothing of that.

429. You do not know yourself whether they have been paid in full? I really do not. I cannot call to mind the arrangement, but a document similar to this, or the original of this, was submitted to me, and I was directed to sign it by Mr. Bennett.

430. Was that payment in full of the whole of the Contracts 20 and 26? Without going very closely into it I could not tell, but this was the arrangement made between Mr. Larkin and Mr. Bennett, the then Commissioner for Roads.

431. Will you look at the account Appendix B 2, 379 and 219 cubic yards of metal—Do you know whether any of that work has been performed by the contractors? I believe they were paid for all this metal. By reference to the documents in the office it will be found whether they were or not, but my impression is that they were paid for all this.

432. *Mr. Lackey.*] Did you measure the ballast on the road yourself, or was it done by some officer under you? You are speaking of the metal?

433. Of the metal—of this contract of Mr. Sivyver? I think I measured the whole of the metal myself. Mr. Brown may have measured some, but as a rule he did not measure the metal.

434. Is it usual in the service to exact $26\frac{1}{2}$ cubic feet or 24 cubic feet to the ton? I never heard of 24 cubic feet to a ton when I joined the Road Department, or since. I do not know that it is the practice in any place.

435. Have you seen the original contract between the Government and Mr. Sivyver? Yes.

436. It appears from that, that 24 cubic feet was the specified quantity to be put on to the ton, admitted by Mr. Moggridge? Admitted by Mr. Moggridge only—nothing is said of 24 cubic feet in the specification.

437. The Committee would like to know by what reasons you were actuated in requiring a larger quantity of metal to the yard forward than was required by Mr. Moggridge? I arrived at it by computation. I was under the impression, also, that Mr. Bennett, or Captain Martindale—whoever had the management of these things—that they provided as nearly as possible for the spreading of a cubic yard of metal upon a yard of road. In some contracts that is distinctly stated, and I believe it is now generally put in the specifications.

438. *Mr. Morrice.*] Can you give your reasons for altering Mr. Moggridge's arrangement, and requiring $26\frac{1}{2}$ cubic feet, instead of 24? Simply because I thought Mr. Moggridge was in error, and that a less quantity of metal was supplied to the road than the specification stated. I may also say, that I did not do it altogether on my own responsibility, as I referred the matter to my superior officer, Mr. Collett, and also to Mr. Arnold. Mr. White complained of this very matter. He was also a contractor upon the road, and the matter was referred to Mr. Arnold and Mr. Collett, and on their going up to Bargo the matter was settled.

439. Was it customary on other roads, at the time, or has it been since that, to require $26\frac{1}{2}$ cubic feet instead of 24? The clause in the specification, I believe, is never so worded; but I am not now in the Road Department, and cannot say what is the practice.

440. Then you think Mr. Moggridge was wrong in his measurement? That was my impression, and I may say that I exacted the same thing from the whole of the contractors. There was no distinction made.

441. *Mr. De Salis.*] You were aware that Mr. Moggridge required only 24 cubic feet to the yard? Yes.

442. On being told that, you referred the matter to Mr. Arnold and Mr. Collett? Yes.

443. Stating your opinion that $26\frac{1}{2}$ cubic feet were required? Yes.

444. And you were subsequently guided by the opinion of those gentlemen? Yes.

445. You stated that some other contractors were in a similar position? Yes.

446. Who had made contracts under Mr. Moggridge, who required only 24 feet, and who afterwards consented to supply $26\frac{1}{2}$ cubic feet? Yes; contractors who had taken contracts from the Government on similar terms to those of Messrs. Larkin and Pooley, but they also protested against it.

447. But ultimately assented? Yes.

448. Did you measure any of the broken metal in the heap? Yes, most of it.

449. But none of it when spread? Yes, whenever I passed up and down the road. I seldom went up and down that I did not complain of the small quantity of metal that was being put on. I insisted upon square blocks of wood being put on the side of the road, and I seldom found them in use; but I could not afford an officer to look after the contractors constantly.

450. When you measured the metal in a heap, you insisted upon $26\frac{1}{2}$ cubic feet? Yes, being put to each yard of road forward. I made that calculation.

451. Did the contractors at that time understand that you were insisting upon $26\frac{1}{2}$ cubic feet of metal being put on each yard of road? They did.

452. Will you refer to the 1st page of the Appendix, A 2:—"Mr. Quodling succeeded him—he altered the system of measuring at the quarries—instead of 24 cubic feet, or tons, he measured cubic yards, or 27 feet; and after contract No. 20 was completed and paid for (which his returns shew), he refused to give us a certificate for the balance due to us on the other contract (No. 26), unless we put 700 cubic yards of metal on Contract 20 in excess of what was specified"—Is that correct? It cannot be correct; it is impossible.

453. Which portion of that extract is not correct? The matter occurred a long time ago, and I have no documents to refer to. I have no distinct recollection; but my firm opinion is, that Mr. Larkin has made a great error—that Contract 20 could not have been settled. This £800 (*Appendix C 3*) is the last money he received, and Nos. 20 and 26 are both mentioned. H. Quodling,
Esq.
27 Nov., 1867.
454. I presume, that by saying "paid for," he meant accepted—approved of? It could not have been the case. I cannot call to mind how much of this work was done under Mr. Moggridge, but it was a very small portion.
455. Was it yourself or Mr. Moggridge that approved of No. 20? I had the carrying it out, but I had not the completion of it; it was not paid for at that time.
456. You think Mr. Moggridge did not approve of No. 20? No.
457. It must have been you? It was I who had the superintendence, but I did not approve of either, as this letter (*referring to Appendix A 5*) distinctly shews. Mr. Larkin does not say that Contract No. 20 was paid for.
458. Then you are of opinion that Contract No. 20 was not settled for in any way? Certainly not.
459. When you demanded 221 extra cubic yards to be put upon it? It was not settled for.
460. It was not approved of in any way at that time? No. I had no power to withhold the certificate if the work were satisfactorily done.
461. You are of opinion that the statement that you required 221 cubic yards of metal upon a road for which you had already given your certificate is not correct? It is not correct.
462. *Chairman.*] Will you look to the 7th clause of the General Conditions for road contracts, which states that "In case of any defective description or ambiguity in the specification, or in memoranda of contracts, the explanation given by the said Engineer shall be final and binding on the contractor." When you informed Larkin and Wallis that they should put $26\frac{1}{4}$ cubic feet of metal upon this road, and they disputed it, did you refer the matter to the Engineer or the Assistant Engineer? By the Assistant Engineer I presume the Commissioner was meant.
463. Did you refer the matter to him? Yes, and also to the Minister for Works.
464. Did they decide that $26\frac{1}{4}$ cubic feet of metal should be put upon these roads? Yes, both of them.
465. If you look at clause 8 of the General Conditions, you will see that it states, "To secure the proper quantity of metal being spread on the road, it will be measured in heaps before being spread, as well as on the road when spread, and the contractor is to give notice," and so on—Did you measure all the metal in heaps that was put on that road, while you were Superintendent? I measured the whole of it.
466. In heaps? Yes.
467. And did you afterwards measure it on the road? I repeatedly observed, when I was travelling on the road, that they were not using the blocks.
468. Did you measure it upon the road, according to the terms of the contract? My mode of measuring was by means of these blocks of 9 inches and 5 inches; when they were taken up I have used my tape; but the measuring of the metal on the road has not been gone into, except on those portions where I had reason to find fault.
469. Is there not some difficulty in measuring metal on the road? Yes, but not when the men are spreading it. There is great difficulty when traffic is going on; but on a good, hard, well-formed road, if blocks are used, you can come very closely to the depth of metal that is required.
470. Were these measurements made on the road soon after the metal was spread, or some time after? During the time of its spreading; I never thought of doing it at any other time.
471. According to these conditions, there is a good deal left to the Assistant Engineer—Did you insist that this road should measure 9 inches in the centre and 5 inches at the sides of the road, after it had been metalled for some time and had become consolidated? No.
472. It was to measure these dimensions when newly put on? Yes.
473. *Mr. De Salis.*] Are you satisfied that over every yard of the disputed contract $26\frac{1}{4}$ cubic feet of broken metal have been spread? While I remained, as near as it was possible to put it on.
474. In the aggregate? Yes.
475. *Chairman.*] Will you look at page 19 of the Appendix—you will see there some calculations of the quantity of metal required for a given area of road of a certain thickness, estimated in tons—Do you think that is correct? I do not.
476. You have never tried this yourself? No, I have not; but I do not think it correct, unless the stone were manipulated in a very peculiar way.
477. *Mr. De Salis.*] Supposing the data to be correct, is the calculation correct? I do not understand anything about tons—I do not know why they adhere to these. The calculations would be correct.

PETITION OF THOMAS LARKIN.

APPENDIX.

A 1.

(To Evidence given by Mr. Thomas Larkin, 10 October, 1867.)

Mr. Henry Moggridge to Mr. H. Quodling.

Berrima, 4 January, 1862.

Dear Sir,

The ton of metal, viz., 24 cubic feet, was the quantity specified for, and considered enough for a lineal yard of road—that quantity measured in the heap giving quite the specified thickness of 5 and 9 inches.

It has always been considered by Mr. Bennett and others that 24 cubic feet were sufficient; and the measurements for all contracts let prior to 1861 were made on that understanding, and entered on I forms as tons of 24 feet.

Yours, &c.,
HY. MOGGRIDGE.

A 2.

In 1860, Spencer Sivyer took (3) three contracts from the Government to form and metal a portion of the Southern Road, in Bargo, for the performance of which Robert Pooley and myself were his securities. Sivyer commenced the contracts, but failed to fulfil them. Government then took one of them into their own hands, and allowed us to take up the other two.

Mr. Moggridge was then Superintendent of Roads, by whom the specifications were drawn, and under whose direction the first measurements of metal were made at the quarries, in 24 cubic feet, or as was termed tons, one of which was considered sufficient to cover the road the specified thickness one yard forward. We had carried on the work about (2) two months, when Mr. Moggridge was removed from the district. Mr. H. Quodling succeeded him. He altered the system of measuring at the quarries. Instead of 24 cubic feet or tons, he measured cubic yards or 27 cubic feet; and after contract No. 20 was completed, and paid for (which his returns shew), he refused to give us a certificate for the balance due to us on the other contract (No. 26), unless we put (700) seven hundred cubic yards of metal on contract (20), in excess of what was specified, which for some time we refused to do. During this interval, we had several interviews with the Minister for Works (Mr. Arnold), also Mr. Moriarty, Commissioner for Roads. Both refused to interfere in the matter. They said it entirely rested with Mr. Quodling. This gentleman insisted that we had not put sufficient metal on the road. We asserted that we had, having by his (Mr. Quodling's) measurement put on a ton or 24 cubic feet to every lineal yard, which was the quantity required by Mr. Moggridge, and which fact he stated in a letter to Mr. Quodling—a copy of which I have. Mr. Quodling still required the extra metal put on. I then wrote to the Commissioner (Mr. Moriarty), and proposed to prepare a portion of the road according to the specification, and to measure a heap of metal and put it on the road the specified thickness, so as to ascertain what quantity it really did require, and which of the Superintendents was right. This proposition was refused. We then, for our own satisfaction, formed a few yards of a road near the quarry, and employed a competent person to measure some metal and put it on, and we found that (22) twenty-two cubic feet measured in the heap was sufficient to cover 1 yard forward the required thickness, viz., 5 inches at the sides and 9 inches in the centre, 15 feet wide. This proved that we had put 2 cubic feet of metal in excess on every yard forward. This statement we laid before Mr. Moriarty, but he still declined interfering; and after some further communication with Mr. H. Quodling, we consented, *under protest*, to put the extra metal on. Before the work was completed, Mr. Quodling was removed, and Mr. Chauncey succeeded him, under whom it was finished. We then, at the request of the Commissioner (Mr. Bennett), furnished the accounts, shewing a balance due to us of £635 2s. 6d., less interest. A few days after, I had an interview with Mr. Bennett and Mr. Rae, Commissioner for Railways, at the Works Office, when the former gentleman said that the Government had agreed to allow us (£800) eight hundred pounds; and should we not accept this, the latter desired us to "distinctly understand that they (the Government) would not allow themselves to be sued." Under these circumstances, we had no alternative but to accept their terms.

The ground of our complaint is, that had Mr. Moggridge continued Superintendent, he would not have required more than 24 cubic feet of metal to the yard forward (which from his experience as Road Superintendent, he knew to be amply sufficient to form the road according to the specification)—not 26 feet 3 inches, as insisted on by Mr. Quodling. Under these circumstances, Mr. Moggridge must have allowed the Government to be defrauded of 2 cubic feet of metal to every yard of road under his superintendence, or Mr. Quodling extorted 2 feet 3 inches extra from us; and we have ample proof that such is the case, as it is well known to any person acquainted with preparing metal for roads that it increases more than ten per cent. in measurement, when removed from the heap in which it was broken, and this accounts for the disparity in Mr. Moggridge's and Mr. Quodling's demands. I think it will be seen that we are entitled to the interest charged in the account, as the various sums on which it is demanded were withheld from us after they were due, more particularly the balance on the sandstone contract.

THOS. LARKIN.

A 3.

MEASUREMENT of a heap of stones, before any were taken away, to form a road 3 yards long, 5 yards wide, 9 inches high at centre, and gradually diminishing in height towards the sides, where at each extremity the sides were 5 inches in height. The road, before the metal was put on, was formed by allowing a rise in the centre of 1 foot to 30 feet width.

	ft.	ft.	ft. in.
First measurement of heap	12	× 9	× 1 10
	9		
	108		
	1	10	
	108	0	
	90	0	
	24)198	(8½ tons	
	192		
	6		

Measurement of the same heap of stones, after the road, as above described, was metalled:—

	ft.	ft.	ft. in.
Second measurement of heap	12	× 6	× 1 10
	6		
	72		
	1	10	
	72	0	
	60		
	24)132	(5½ tons	
	120		
	12		

Taking from 8½ tons 5½ tons, it shews that it requires 2½ tons to form a road 3 yards long, 5 yards wide, 9 inches high in the centre, and 5 inches high at the sides; or that 2 4-9ths yards is sufficient to metal 3 yards of road of the above requirement, or that 22 cubic feet is sufficient to do 1 lineal yard.

I certify the above measurement is correct.

WILLIAM WEBB,
Picton.

A 4.

Mr. Thomas Larkin to Mr. H. Quodling.

Picton, 20 September, 1862.

Dear Sir,

As you refuse to settle with me for Contracts 20 and 26 unless I put more metal on, I have determined on doing so *under protest*. Let me know the quantity required, and I will commence at once.

I suppose you will not object to advance some of the money now due, to enable me to carry out the work. Be kind enough to inform me what day will suit you to meet me at the Sawpits, to measure the metal lying there. Give me as long notice as you can.

Yours respectfully,
THOS. LARKIN.

A 5.

Mr. H. Quodling to Mr. Thomas Larkin, senior.

Berrina, 16 October, 1862.

Sir,

In reply to your communication of the 20th ultimo, I beg to inform you that 700 (seven hundred) cubic yards of metal is required to be spread on Contracts Nos. 20 and 26 before I can furnish a final certificate for the same.

Of the above-named quantity, 221 (two hundred and twenty-one) cubic yards are due to the portion of road metalled between Mitchell's and the southern extremity of the extension of Contract No. 20. This quantity, I beg to suggest, ought to be put on the pitching opposite the wheelwright's, which is in a very bad condition.

I will be prepared to measure the metal you have already broken when it suits your convenience, and I shall then feel bound to recommend a further advance.

I am, &c.,
HENRY QUODLING.

B 1.

(To Evidence given by Mr. Joseph Wallis, 10 October, 1867.)

Messrs. Moggridge and Larkin to Messrs. Larkin and Pooley.

Picton, 25 January, 1861.

Messrs. Larkin and Pooley,

Please substitute pitching 14 feet wide, 9 inches in centre, and 6 inches at edges, complete with half a ton of metal to the lineal yard for the specified formation, with 1 ton of metal to the yard, at the same price.

HENRY MOGGRIDGE.
THOS. LARKIN.

B 2.

The Commissioner for Roads in Account Current with Larkin and Pooley.

Dr.		Cr.	
	£ s. d.	1860.	£ s. d.
To amount Contract C 20, G. S. Road	2,598 10 0	Dec. 14 By Cash, as per voucher	214 10 0
„ amount Contract C 26, G. S. Road	3,080 0 0	1861.	
„ extension Contract C 20, 145 lineal yards, at 12s.	87 0 0	Apl. 13 „ „	896 8 1
„ 1 second-class culvert, C 20, extra	10 0 0	June 11 „ „	1,341 7 8
„ 148 lineal yards, outlet drain, Gd.	3 14 0	July 5 „ „	859 19 9
„ 2,278 $\frac{1}{2}$ cubic yards sandstone, supplied on Contract C 20, at 10s.	1,139 3 4	Aug. 8 „ „	570 16 3
„ 2,036 $\frac{1}{2}$ cubic yards sandstone, supplied on Contract C 26, at 10s.	1,018 4 9	Sept. 6	554 2 10
„ painting culvert, C 20	3 0 0	Oct. 14	1,095 7 6
„ raking in metal from side of road after contract completed, C 20, 68 $\frac{1}{2}$ days, at 7s.	23 19 6	Nov. 21	449 10 0
	7,963 11 7	1862.	
		Jan. 9	290 0 0
		Balance	1,688 9 6
			7,963 11 7
To Balance brought forward	1,688 9 6	Apl. 16 By Cash, as per voucher	290 0 0
„ 3 months' interest on balance, from January 9th to April 9th, 1862, at 8 per cent.	38 15 4	Balance	1,437 4 10
	1,727 4 10		
			1,727 4 10
To Balance brought forward	1,437 4 10	Nov. 14 By Cash, as per voucher	129 17 0
„ 7 months' interest on balance, from April 9th to November 9th, 1862, at 8 per cent.	72 18 1	Balance	1,380 5 11
	1,510 2 11		
			1,510 2 11
To Balance brought forward	1,380 5 11	Mar. 26 By Cash, as per voucher	500 0 0
„ 4 months' interest on balance, from November 9th, 1862, to March 9th, 1863, at 8 per cent.	36 16 1	Balance	917 2 0
	1,417 2 0		
			1,417 2 0
To Balance brought forward	917 2 0	1863.	
„ 3 months' interest, from March 9th to June 9th, 1863	18 7 3	July 20 By Cash, as per voucher	800 0 0
„ 700 cubic yards extra metal supplied by Mr. Quodding's order, on Contract C 20, at 12s.	420 0 0	Balance	555 9 3
	1,355 9 3		
			£ 1,355 9 3
To Balance brought forward	555 9 3		
„ 4 years' interest on £555 9s. 3d., from July 20th, 1863, to July 20th, 1867, at 8 per cent.	177 14 8		
	733 3 11		
„ 379 cubic yards 5 feet 6 inches metal quarried, broken, and stacked, at Bargo, according to Mr. Collett and Quodding's agreement, at 10s.	189 12 0		
„ keeping interval in repair between Contract C 20 and 26, according to Mr. Collett's agreement	30 0 0		
„ spreading 219 cubic yards metal in Bargo, according to Mr. Collett's agreement, at 2s.	21 18 0		
„ filling holes with sandstone on do., according to Mr. Collett's agreement	5 0 0		
	246 10 0		
„ Interest on £246 10s., from 1st May, 1861, to 1st October, 1867, 6 years and 5 months, at 8 per cent.	126 5 4		
	£ 1,105 19 3		

B 3.

Mr. Wallace to have £5 for filling up, with broken sandstone of good quality, all the holes, after clearing out same between the quarry and lock-up, previous to the metal being put on by barrows.

W. R. C.
27/2/61.

Intervals in Contracts 20 and 26 to be repaired as above, and kept in repair till contracts are finished, for £30.

W. R. C.
27/2/61.

Continuation of Contract 20, on south side of Natiai, to be extended, at price of contract, viz., 12s. per yard.

Mr. Wallace to quarry and stack, as directed, 600 cubic yards of blue metal, 2½ inch gauge, at Bargo Brush, for the sum of £300; and to deliver the same within two months from present date, under a penalty of 10 per cent.

W. R. C.
27/2/61.

Mr. W. to spread, by barrow, about 200 cubic yards of metal, more or less, near Bargo Lock-up, at 2s. per cubic yard.

B 4.

SOUTHERN ROAD.—SECOND DISTRICT, DIVISION.

Mr. Henry Quodling, Road Superintendent, hereby undertakes to return, for payment of Mr. Joseph Wallis, the sum of £300, for completing to his satisfaction the following works, and to return 70 per cent. of the value of the work done under this agreement each month, and the remainder when the whole is finished to his satisfaction:—

To quarry and stack, as directed, 600 cubic yards of blue metal, 2½ inch gauge, and deliver the same within two months from the present date, under a penalty of 10 per cent.

HENRY QUODLING.

27th day of February, 1861.

B 5.

SOUTHERN ROAD.—SECOND DISTRICT, DIVISION.

Mr. Henry Quodling, Road Superintendent, hereby undertakes to return, for payment of Mr. Joseph Wallis, the sum of £26 16s., for completing to his satisfaction the following works done under this agreement, when the whole is finished to his satisfaction:—

	£	s.	d.
To fill all holes on the portion of road near Bargo Lock-up, for	...	5	0
And metal same with 219 cubic yards, at 2s. per cubic yard	...	21	18
		£26	18
		0	0

HENRY QUODLING.

31st day of May, 1861.

C 1.

(To Evidence given by W. C. Bennett, Esq., 14 November, 1867.)

Know all men by these presents, that we, Spencer Sivyer, of Camden, in the Colony of New South Wales, contractor, Thomas Larkin, of Picton, in the Colony aforesaid, miller, and Robert Pooley, of Picton, in the Colony aforesaid, publican, are held and firmly bound unto our Sovereign Lady Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, in the sum of six hundred and thirty pounds of good and lawful money of Great Britain, to be paid to our said Lady the Queen, Her Heirs or Successors, to which payment, well and truly to be made, we bind ourselves, and each and every of us, jointly and severally, for and in the whole, our and each of our heirs, executors, and administrators, and every of them, firmly by these presents.

Sealed with our seals, dated the twenty-eighth day of June, in the year of our Lord one thousand eight hundred and sixty.

WHEREAS the above-bounden Spencer Sivyer made the tender hereunto annexed, under the terms and conditions of a notice dated the tenth day of May now last past, and published in the *New South Wales Government Gazette* of the fifteenth day of May (of which Notice a copy, signed by the said Spencer Sivyer, Thomas Larkin, and Robert Pooley, is also hereunto annexed), and at the prices and under the stipulations in the said tender mentioned or referred to, to provide the material for and complete the formation, draining, and metalling, and build the culverts according to the specification on Contracts 20 and 23, at Sawpit Gullies and at Upper Bargo; and to complete the 1,624 lineal yards of drains, 1,000 lineal yards formation, 1 second-class culvert, 4,340 yards of metalling, and 3,340 yards of repairs on Contract 20 at Sawpit Gullies; and to complete the 6,160 lineal yards of metalling on Contract 23, Upper Bargo, according to the specifications attached, marked A, B, C, D, according to and for the several prices set forth on the tenders annexed, marked E No. 5 and E No. 4: And whereas the above-bounden Thomas Larkin and Robert Pooley have severally agreed to become and be bound to Her Majesty, Her Heirs and Successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said notice; and whereas the said tender has been duly accepted by His Excellency the Governor General of the said Colony, on condition that this bond should be entered into by them, the said Spencer Sivyer, Thomas Larkin, and Robert Pooley:

Now

Now the condition of the above-written bond and obligation is such, that if the said Spencer Sivyer shall and do well and truly perform and fulfil the said tender, and the contract arising out of such tender and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulation thereof, within the time hereinafter in that behalf mentioned, then this obligation to be void and of none effect, otherwise to remain in full force and virtue.

Signed, sealed, and delivered, by the above-named
in the presence of

SPENCER SIVYER,
WM. SHUTTLEWORTH.

Signed, sealed, and delivered, by the above-named
in the presence of

THOS. LARKIN,
WM. SHUTTLEWORTH.

Signed, sealed, and delivered, by the above-named
in the presence of

ROBERT POOLEY,
WM. SHUTTLEWORTH.

SPECIFICATION.—2ND CLASS CULVERTS.

Culverts may be built of sound timber of any of the following kinds, blue gum, red gum, iron bark, stringy bark, or box, in the manner shewn on drawing for ordinary culverts.

The necessary excavation being made, three cross sills shall be laid in cuts prepared for them so that there shall be one sill at each end of sleepers, and on the centre length of sleepers. These sills to be not less than 8 feet long and 12 inches in diameter, being notched to receive sleepers, and also in the centre of their length, so that the notch in centre shall be flush with bottom of drains, rising 3 inches on each side to the sleepers.

The lower sleepers to be not less than 30 feet long by 12 inches diameter, to be laid in the notches on sills, and one or not more than two sleepers to be laid on the lower sleeper on each side, so as to obtain the required height of waterway, viz., 2 feet clear from centre of notch on sill to bottom of joists.

These sleepers are to be keyed together with two keys between each pair of sleepers, by keys not less than 6 feet 6 inches in length, projecting back into bank, and halved with cross ties, as shewn on drawing. The cross ties to be 5 feet long, and keys and ties to be not less than 9 inches diameter.

15 joists, to be not less than 6 feet in length, or 9 inches diameter, to be caulked down on sleeper 3 inches, each joist to be treenailed to sleepers with treenails $1\frac{1}{2}$ inch diameter.

The slabs for platform to be of straight free timber, from trees not less than 10 inches diameter, split into quarters so as to be of a wedge shape, not less than 5 inches deep from back to point. The lower tier to be laid with backs on joists as shewn in drawing, to have a bearing on each joist, and the upper tier to be laid with point down between points of lower tier, the slabs of the lower tier to be laid as close together as possible. In laying the slabs, care must be had that each slab breaks joint with the slabs beneath and the slab on each side of it.

The upper slabs to be spiked to alternate joists, with 7 inch spikes.

The slabbing to be 30 feet long x 6 wide; at each end of the platform shall be laid ballast logs not less than 11 feet long x 12" diameter, and halved into and pinned to the ballast logs; and to the joist beneath shall be placed 2 standards at each end of the culvert, 6 feet apart, and not less than 9 feet long x 9" diameter, into which shall be morticed a single rail 6 x 6, 4 feet above slabbing; and at each end of this pannel shall be placed a pannel of similar railing, the posts to be let 3' 6" into the ground.

The platform to be covered with good gravelly soil, to be 6 inches depth at the ballast logs, and 1' 6" on centre line of roadway, so as to form a proper crown to roadway. This covering to extend the whole length of the ballast logs (or 11 feet).

The outlet from culvert to have a fall of 1 in 25 at least, to be 2 feet wide at bottom, with slopes of 1 to 1 where the side road drains discharge themselves, as shewn by red lines on drawing.

The quartered slab flooring and joist in the above specification may be omitted, and a double slab flooring (as shewn in drawing of platform, to save height) be substituted at the option of the Superintendent of Roads.

All timber to be properly barked, and subject to the approval of the overseer.

If required, the contractor to substitute for floor above described a floor of logs laid on 5 joists 9" diameter and 9 feet long, each covered with logs spread on three sides to a face not less than 6 inches broad, and adzed on fourth side over joists to be laid close and secured to alternate joists with treenails entering 4 inches into joists. Ballast logs, 9" diameter and 9 feet long, are to be laid and secured, each with 3 treenails entering 6 inches into outer joists. No ballast will be required where log floor is used.

This is the specification marked in the letter A referred to in our bond to Her Majesty.

SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—W. SHUTTLEWORTH.
June 28th, 1860.

GREAT SOUTHERN ROAD.

2ND DISTRICT. CONTRACT 20. DIVISION 1.

Nattai Creek to Sawpit Gullies.

This contract commences at mark C 20 at the Nattai Creek Bridge, and extends, with two intervals, to the north end of flat opposite Fuller's farm at the Sawpits, mark C 20.

The works required in this contract are 1,624 lineal yards of drain, 1,000 lineal yards formation, one 2nd class culvert, and 4,340 lineal yards of metalling, with repairs to 3,340 yards of road already drained and formed.

Drains (new).—The drains to be 30 feet apart from inside edges, and to be 2 feet deep, 3 feet wide at top, and 1 foot wide at bottom. All sidlings to be first cut down, so that in every case the drains shall be 2 feet below adjoining road surface.

Drains (old).—The existing drains are to be brought to similar dimensions and position where required.

Formation (new).—The road requiring new formation is to be brought to a proper convexity of 1 foot on centre, by spreading the soil excavated from drains evenly over the width of 26 feet in centre of road, gradually decreasing from centre to a distance of 13 feet from centre, and if the soil from drains be insufficient, other soil must be added until the road surface attains the required convexity of 1 foot.

Formation (old).—The road that has been already formed is to be brought to a similar shape, all ruts, holes, &c., being filled in with good material. The traffic is then to be forced over the road until the material used is well consolidated.

Clearing.—All timber on the sides of the road to be cut down for a width of 11 yards from outer edges of drain.

Metalling.—Over the road so formed or repaired, a coating of metal, of a description to be approved of by the Superintendent, broken to a 2½-inch gauge, is to be evenly spread over a width of 15 feet on centre, and a thickness of 9 inches on centre, gradually decreasing to 5 inches in thickness, at a distance of 7' 6" from centre.

Blinding.

Blinding.—A coating of gravel or small shale to be then spread over the metal to the thickness of 1 inch.

Culvert to be built according to specifications for 2nd class culverts.
Tenders to state a bulk sum for the above work complete.

These are the specifications marked in the letter B referred to in our bond to Her Majesty.

SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—W. SHUTTLEWORTH.
June 28th, 1860.

GREAT SOUTHERN ROAD.

2ND DISTRICT. CONTRACT 23. DIVISION 1.

Upper Bargo.

This contract commences near the Bargo Lock-up, and extends northwards 6,160 lineal yards to mark C 23.

The works required in this contract are 6,160 lineal yards of metalling.

Drains.—The existing drains are to be cleaned out and restored to their original dimensions of 3 feet wide at top, 2 feet deep, and 1 foot wide at bottom.

The formation is then to be put in thorough repair, by filling all holes or ruts, taking out all stumps, rocks, &c., and by forming the surface 30 feet in width to a regular convexity of 1 foot on the centre, gradually decreasing to the edges of drains, and the traffic is to be forced over the road until the material used is thoroughly consolidated.

Over the road so formed, a coating of metal, approved of by the Superintendent, and broken to a 2½-inch gauge, is to be evenly spread over a width of 15 feet on centre of road, and a thickness of 9 inches on centre, gradually decreasing to 5 inches in thickness at edges, distant 7 feet 6 inches from centre; and a coating of small gravel or other material approved of by the Superintendent, shall be spread evenly over the metal to the thickness of 1 inch.

Tenders to state a bulk sum for the above works complete.

These are the specifications marked in the letter C referred to in our bond to Her Majesty.

SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—W. SHUTTLEWORTH.
June 28th, 1860.

ROAD BRANCH.

DEPARTMENT OF INTERNAL COMMUNICATION.

Southern Road, District No. 2.

General Conditions for Road Contracts.

1. The works to which these conditions refer, include the supply of all tools, materials, and labour, and everything else requisite to complete the works specified to the entire satisfaction of the Road Superintendent.

2. The contractor to forward an account, each month, of the quantity of work done, and of the cost of the same, signed by Road Superintendent and Overseer.

3. The contractor is on no account to undertake any work without an order in writing, signed by the Road Superintendent or Overseer; and no claim for work executed without such an order will be admitted.

4. Should the Assistant Engineer be dissatisfied with the quantity or quality of the work done, or metal delivered by the contractor, the Commissioner shall have power to annul the contract, and the contractor shall forfeit all claim to payment for work done or materials delivered with which the Assistant Engineer shall be dissatisfied.

5. The Road Superintendent shall have the power of immediately dismissing any agent or workman employed by the contractor, and of having all objectionable materials removed at the contractor's expense.

6. The contractor is to afford every facility for the passing of the traffic during the execution of the work, and, if necessary, to provide new, or keep the existing out-turns in repair, and also to provide proper guards for the drains.

7. In case of any defective description or ambiguity in this specification, or in memoranda of contracts, the explanation given by the Assistant Engineer shall be final and binding on the contractor.

8. To secure the proper quantity of metal being spread on the road, it will be measured in heaps before being spread, as well as on the road when spread, and the contractor is to give notice to the Road Superintendent when a heap of metal is ready.

9. The advantages conferred by the Road Acts for obtaining materials for the roads, will be enjoyed by the contractor as the Commissioner's Agent, subject to the Commissioner's *written* approval in each case; but the contractor will be liable for all damages to be paid under said Acts; and he is not to use or to permit such materials to be used for any other purposes than the execution of the work for which he contracts with the Commissioner.

10. The contractor to be liable to all risks from floods or other accidents during the execution of the works.

11. Payments to be made once a month, at the rate of 90 per cent. of the accounts transmitted, in accordance with clause 2. The remainder to be paid after the Road Superintendent and Overseer shall have certified that the whole of the works have been completed to their satisfaction.

12. All moneys due on account of contracts will be paid to the credit of contractor, in the Bank of New South Wales, or such other bank as contractors may request.

13. All water-tables and side drains to have a proper fall to outlets and culverts, and new outlet drains to be made where directed by the Road Superintendent.

14. The sides of all cuttings, side drains, water-tables, &c., to have a slope of at least 1 to 1, except where in rock or otherwise specified. The sides of all embankments to have a slope of 1½ to 1.

These are the general conditions under the letter D referred to in our bond to Her Majesty.

SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—W. SHUTTLEWORTH,
June 28th, 1860.

Department

Department of Public Works,
Sydney, 10 May, 1860.

CONSTRUCTION AND MAINTENANCE.

GREAT SOUTHERN ROAD.

TENDERS will be received at this Office, until noon of Tuesday, the 5th day of June next, for clearing, forming, draining, and metalling, according to specifications, at the following places on the 2nd District on the Great Southern Road:—

20. Nattai Creek to Sawpit Gullies.
21. Fitz Roy Mines to Fitz Roy Inn.
22. Hanging Rock Extension.
23. Upper Bargo.

Each contract to be tendered for separately, at a bulk sum.

Specifications and forms of tender may be seen, and further particulars obtained, at the Office of the Commissioner for Internal Communication, Sydney, the Police Offices, Picton and Goulburn, and from the Road Superintendent, Berrima, by whom the works will be pointed out on the ground to parties applying.

Each tender must be signed by the party tendering, and must bear at the foot the names and addresses of two responsible persons, who will severally execute and deliver, at the Office of the Crown Solicitor, Sydney, or at the Police Offices, Picton, Goulburn, or Berrima, within ten days from the usual notification of acceptance, a bond to Her Majesty in the penal sum of one-tenth of the gross amount of such tender, as security for its due performance.

The Government does not bind itself to accept the lowest or any tender.

Tenders to be indorsed "Tender for 2nd District, Great Southern Road."

W. M. ARNOLD.
SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—W. SHUTTLEWORTH,
June 28th, 1860.

FORM OF TENDER FOR GREAT SOUTHERN ROAD.

DEPARTMENT OF INTERNAL COMMUNICATION.

Road Branch.

I HEREBY propose to execute the whole of the works required on the road from mark C 20, at Nattai Creek, to mark C 20, in strict accordance with specification, general conditions, and drawing, and to the satisfaction of the Engineer for Roads or other authorized Officer, at the following rates:—

	£	s.	d.
Draining, formation, clearing, and metalling, at 15/6 per yard.....	2,588	10	0
One 2nd-class culvert.....	10	0	0
	<u>£2,598</u>	<u>10</u>	<u>0</u>

The prices in the preceding schedule include all labour, materials, tools, and workmanship of every kind necessary for the full and perfect completion of the work to the entire satisfaction of the Engineer for Roads or other authorized Officer.

To the Commissioner for
Internal Communication.

SPENCER SIVYER.
Camden, June 4th, 1860.

Should the foregoing tender be accepted, we, the undersigned, do hereby agree to be responsible for the due performance of the contract; and we hereby undertake, within seven days from the date of the notification of the acceptance of the said tender, jointly and severally to execute and deliver at the Office of the Commissioner for Internal Communication in Sydney, a bond to Her Majesty in the penal sum of ten per cent. for securing such performance.

THOS. LARKIN, Picton.
ROBERT POOLEY, Picton.
SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—W. SHUTTLEWORTH.
June 28th, 1860.

FORM OF TENDER FOR GREAT SOUTHERN ROAD.

DEPARTMENT OF INTERNAL COMMUNICATION.

Road Branch.

I HEREBY propose to execute the whole of the works required on the road from Bargo Lock-up to mark C 23, in strict accordance with specification, general conditions, and drawing, and to the satisfaction of the Engineer for Roads or other authorized Officer, at the following rates:—

Metalling, draining, and formation, 12/ per yard	£3,696
--	--------

The prices in the preceding schedule include all labour, materials, tools, and workmanship of every kind necessary for the full and perfect completion of the work to the entire satisfaction of the Engineer for Roads or other authorized Officer.

To the Commissioner for
Internal Communication.

SPENCER SIVYER.
Camden, June 4th, 1860.

Should the foregoing tender be accepted, we, the undersigned, do hereby agree to be responsible for the due performance of the contract; and we hereby undertake, within seven days from the date of the notification of the acceptance of the said tender, jointly and severally to execute and deliver at the Office of the Commissioner for Internal Communication in Sydney, a bond to Her Majesty in the penal sum of ten per cent. for securing such performance.

THOS. LARKIN.
ROBERT POOLEY.
SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—W. SHUTTLEWORTH.

C 2.

Know all men by these presents, that we, Spencer Sivyer, contractor, of Camden, in the Colony of New South Wales, Thomas Larkin, of Pieton, in the Colony aforesaid, and Robert Pooley, of Pieton, in the Colony aforesaid, are held and firmly bound unto our Sovereign Lady Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, in the sum of three hundred and eight pounds, of good and lawful money of Great Britain, to be paid to our said Lady the Queen, Her Heirs or Successors, to which payment, well and truly to be made, we bind ourselves, and each and every of us, jointly and severally for and in the whole, our and each of our heirs, executors, and administrators, and every of them, firmly by these presents.

Scaled with our seals, dated the fifteenth day of August, in the year of our Lord one thousand eight hundred and sixty.

WHEREAS the above-bounded Spencer Sivyer made the tender hereunto annexed, under the terms and conditions of a notice dated the nineteenth day of June now last past, and published in the *New South Wales Government Gazette* of the twenty-second day of June, 1860 (of which notice a copy, signed by the said Spencer Sivyer, Thomas Larkin, and Robert Pooley, is also hereunto annexed), and at the prices and under the stipulations in the said tender mentioned or referred, for clearing, forming, draining, metalling, and building culverts, according to the specification and general conditions hereunto annexed, and to the satisfaction of the Engineer for Roads, for the sum of three thousand and eighty pounds (£3,080); and whereas the above-bounded Thomas Larkin and Robert Pooley have severally agreed to become and be bound to Her Majesty, Her Heirs and Successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said notice; and whereas the said tender has been duly accepted by His Excellency the Governor General of the said Colony, on condition that this bond should be entered into by them, the said Spencer Sivyer, Thomas Larkin, and Robert Pooley: Now the condition of the above-written bond and obligation is such, that if the said Spencer Sivyer shall and do well and truly perform and fulfil the said tender, and the contract arising out of such tender and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulations thereof, within the time hereinbefore in that behalf mentioned, then this obligation to be void and of none effect, otherwise to remain in full force and virtue.

Signed, sealed, and delivered by the above-named } Spencer Sivyer, in the presence of	SPENCER SIVYER. (L.S.)
W. SHUTTLEWORTH.	
Signed, sealed, and delivered by the above-named } Thomas Larkin, in the presence of	THOS. LARKIN. (L.S.)
W. SHUTTLEWORTH.	
Signed, sealed, and delivered by the above-named } Robert Pooley, in the presence of	ROBERT POOLEY. (L.S.)
W. SHUTTLEWORTH.	

ROAD BRANCH.

DEPARTMENT OF INTERNAL COMMUNICATION.

Great Southern Road, District No. 2.

General Conditions for Road Contracts.

1. The works to which these conditions refer, include the supply of all tools, materials, and labour, and everything else requisite to complete the works specified to the entire satisfaction of the Road Superintendent.
 2. The contractor to forward an account, each month, of the quantity of work done, and of the cost of the same, signed by Road Superintendent and Overseer.
 3. The contractor is on no account to undertake any work without an order in writing signed by the Road Superintendent; and no claim for work executed without such an order will be admitted.
 4. Should the Engineer for Roads be dissatisfied with the quantity or quality of the work done, or metal delivered by the contractor, the Commissioner shall have power to annul the contract; and the contractor shall forfeit all claim to payment for work done or materials delivered with which the said Engineer shall be dissatisfied.
 5. The Road Superintendent shall have the power of immediately dismissing any agent or workman employed by the contractor, and of having all objectionable materials removed at the contractor's expense.
 6. The contractor is to afford every facility for the passing of the traffic during the execution of the work, and if necessary, to provide new or keep the existing out-turns in repair, and also to provide proper guards for the drains.
 7. In case of any defective description or ambiguity in the specification, or in memoranda of contracts, the explanation given by the said Engineer shall be final and binding on the contractor.
 8. To secure the proper quantity of metal being spread on the road, it will be measured in heaps before being spread, as well as on the road when spread, and the contractor is to give notice to the Road Superintendent when a heap of metal is ready.
 9. The advantages conferred by the Road Acts for obtaining materials for the Roads will be enjoyed by the contractor as the Commissioner's Agent, subject to the Commissioner's written approval in each case; but the contractor will be liable for all damages to be paid under said Acts, and he is not to use or to permit such materials to be used for any other purposes than the execution of the work for which he contracts with the Commissioner.
 10. The Contractor to be liable to all risks from floods or other accidents during the execution of the works.
 11. Payments to be made once a month, at the rate of 90 per cent. of the accounts transmitted, in accordance with clause 2. The remainder to be paid after the Road Superintendent and Overseer shall have certified that the whole of the works have been completed to their satisfaction.
 12. In every case the Commissioner reserves the right of executing any greater or less quantity of the work than that mentioned in the specifications, and where the contract is for a bulk sum, an increase or decrease of the price will be made in proportion.
 12. All moneys due on account of contract will be paid to credit of contractor in Bank of New South Wales, or such other bank as contractor may request.
 14. All water-tables and side drains to have a proper fall to outlets and culverts, and new outlet drains made where directed by Superintendent.
 15. The sides of all cuttings, side drains, water-tables, &c., to have a slope of at least 1 to 1, except when on rock or otherwise specified; the sides of embankments to have a slope of 1½ to 1.
- These are the general conditions referred to in our bond to Her Majesty, dated the fifteenth day of August, 1860.

Witness to the Signatures—
WM. SHUTTLEWORTH.

SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Department

Department of Public Works,
Sydney, 19 June, 1860.

CONSTRUCTION AND MAINTENANCE.
GREAT SOUTHERN ROAD.

TENDERS will be received at this Office until noon of Tuesday, the 10th day of July next, for clearing, forming, draining, and metalling, and building culverts, according to specifications, at the following places, on the 2nd District, Great Southern Road:—

24. Picton to Bargo River Extension.
25. West Bargo.
26. Upper Bargo Extension.

Each contract to be tendered for separately at a bulk sum.

Specifications and forms of tender may be seen, and further particulars obtained, at the Office of the Commissioner for Internal Communication, Sydney; the Police Offices, Picton and Goulburn; and from the Road Superintendent, Berrima, by whom the works will be pointed out on the ground to parties applying.

Each tender must be signed by the party tendering, and must bear at the foot the names and addresses of two responsible persons, who will severally execute and deliver, at the Office of the Crown Solicitor, Sydney, or at the Police Offices, Picton, Goulburn, or Berrima, within ten days from the usual notification of acceptance, a bond to Her Majesty in the penal sum of one-tenth of the gross amount of such tender, as security for its due performance.

The Government does not bind itself to accept the lowest or any tender.

Tenders to be indorsed, "*Tender for 2nd District, Great Southern Road.*"

W. M. ARNOLD.
SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness to the signatures—

W. W. SHUTTLEWORTH.

15 August, 1860.

SOUTHERN ROAD.

SECOND DISTRICT. CONTRACT 26. DIVISION 2.

Upper Bargo Extension.

This contract commences at Lock-up mark C 23 on culvert, and extends with one interval (Keighran's Hill), to mark C 20, opposite Fenis' hut, at Sawpit Gullies.

The works required in this contract are 1,050 lineal yards drains, 1,100 lineal yards formation, repairs to 3,300 yards of existing formation and drainage, 2 acres side clearing, with 4,400 lineal yards of metalling, and 2 second class culverts.

Drains (new).—Drains to be cut on lines marked by Superintendent, and to be of following dimensions:—4 feet wide at top, 2 feet deep, and 1 foot wide at bottom, all sidelings being first cut down, so that in all cases the bottom of drain shall be 2 feet deeper than adjacent road surface. The distance between drains to be 30 feet.

Drains (old).—Existing drains to be restored to their original dimensions of 3 feet wide at top, 2 feet deep, and 1 foot wide at bottom.

Formation (new).—The road requiring new formation is to be brought to a regular convexity of 1 foot on centre, by spreading evenly over a width of 26 feet on centre of road the soils excavated from drains; and if the soil so excavated be insufficient or of an unsuitable description, other soil must be brought and added until the required shape is attained.

Formation (old).—The existing formation is to be brought to a similar shape, all ruts, holes, &c., being first filled with stones or other approved material. The traffic is then to be forced over the whole of the new or old formation until the material used shall be well set.

Clearing.—All timber within 11 yards from outer edges of drain shall be cut down.

Metalling.—On the road so formed or repaired, a coating of metal of a description approved of by the Superintendent, broken to a 2½-inch gauge, is to be evenly spread over a width of 15 feet on centre of road, and a thickness of 9 inches on centre, gradually decreasing to a thickness of 5 inches at a distance of 7 feet 6 inches from centre.

Blending.—A coating of gravel or small shale is to be spread to the thickness of one inch over metal.

Culverts.—Culverts to be built according to the specification for 2nd-class culverts.

Tenders.—Tenders to state a bulk sum for the above work complete.

This is the specification referred to in our bond to Her Majesty, dated the fifteenth day of August, 1860.

Witness to the signatures,—

W. M. SHUTTLEWORTH.

SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

GREAT SOUTHERN ROAD.

SECOND DISTRICT.—2ND DIVISION.

Specification for 2nd-class Culverts.

Culverts to be formed where directed by the Road Superintendent, the bottom to be cleared down to a firm foundation, with such transverse inclination as may be directed.

Three transverse sills, 12 inches in diameter and 9 feet in length, are then to be laid down, the upper side adzed flat flush with proposed bottom; on those sills two 18-inch sleepers, 20 feet in length, are to be firmly placed, at such distance apart as may be directed to form the sides of culvert.

Four transverse bearers, 10 inches in diameter and 9 feet long are to be firmly notched on and treenailed to the sleepers, and the upper surface adzed off flat to receive floor, which is to consist of logs averaging 8 inches in diameter, barked and adzed on three sides so as to form a smooth road with close joints, and adzed on the fourth side over the transverse beams to which the two outside logs are to be treenailed.

At the ends of the logs, two hewn logs 9 x 6 are to be placed, to prevent the displacement of the others.

Fences are to be provided, consisting of 4 posts 12 inches diameter, at each end of culvert, each post to be 3 or 4 feet in the ground, and connected with stout rails 6 x 6, well secured by mortises or other means to the posts.

The entire to be painted three times white.

The timber to be approved of by the Road Superintendent, and no culvert covered in until he has approved of the works.

FORM

FORM OF TENDER FOR SOUTHERN ROAD.

DEPARTMENT OF INTERNAL COMMUNICATION.

Road Branch.

I hereby propose to execute the whole of the works required on the road from mark C 23 to mark C 20, in strict accordance with specification, general conditions, and drawing, and to the satisfaction of the Engineer for Roads or other authorized officer, at the following rates:—

Contract 26. 2nd Division, Upper Bargo Extension, including drains, clearing, and culverts 14s. per yard, £3,080.

The prices in the preceding schedule include all labour, materials, tools, and workmanship of every kind necessary for the full and perfect completion of the work to the entire satisfaction of the Engineer for Roads or other authorized officer.

To the Commissioner for
Internal Communication.

SPENCER SIVYER.
Camden, June 9, 1860.

Should the foregoing tender be accepted, we, the undersigned, do hereby agree to be responsible for the due performance of the contract; and we hereby undertake, within days from the date of the notification of the acceptance of the said tender, jointly and severally to execute and deliver at the Office of the Commissioner for Internal Communication in Sydney, a bond to Her Majesty in the penal sum of for securing such performance.

THOMAS LARKIN,
Pictou.
ROBERT POOLEY,
Pictou.
SPENCER SIVYER.
THOS. LARKIN.
ROBERT POOLEY.

Witness—WILLIAM SHUTTLEWORTH.
August 15, 1860.

C 3.

DEPARTMENT OF PUBLIC WORKS.—ROAD BRANCH.

SOUTHERN ROAD. SECOND DISTRICT. DIVISION V 1826.

ABSTRACT and Acquittances of Amounts paid to Contractors and others employed as herein described, from the of to the of 186 .

Names.	Locality. Nature and quantity of work done by each Individual or Party to be here stated.	No. of Contract or Task.	Rate.	No. of full working days.	Amount.	Total.	We, the undersigned, hereby acknowledge to have received from the Commissioner for Roads the sum set down opposite to our several names, being in full of our demands respectively, for the services specified in this Abstract, and of all other claims on account of these Contracts.	Date of payment, and by whom paid.	Witness.
Larkin & Pooley.	Balance of Contracts 20 and 26, and all extras and other claims on same Contracts.	.....	...	.....	.....	£ 800	R. Pooley. Thos. Larkin. W.G.B. C.W. A.J.C.	Commissioner for Roads. 21/7/60.	Edwd. Fielding John Res.

We hereby certify that the above account, amounting to eight hundred pounds, is correct in every particular; that the persons therein named have fully and fairly performed the work contracted for by them; and that the day labourers have been employed for the time stated against their respective names, and at the current rate of wages.

Overseer.

HENRY QUODLING,
Superintendent.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

CORRESPONDENCE, ETC.,

AND

MINUTES OF EVIDENCE RESPECTING THE DEFALCATIONS IN THE
RAILWAY DEPARTMENT.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

26 *July*, 1867.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[*Price*, 3s.]

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DEFALCATIONS IN THE RAILWAY DEPARTMENT.

No. 1.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

IN consequence of certain charges made by the Accountant of the Railway Branch of the Public Works against Messrs. Chs. Eastwood and E. O. Bulford, and which, although not quite matured, are of so grave a nature, I deem it absolutely necessary to suspend these gentlemen from further duty in the Public Service, until otherwise ordered.

JAMES BYRNES.

Mr. Walker to see.

Seen.—R.C.W.—28/1/67.

Mr. Moody to inform.—J.B.—28/1/67.

Wrote, suspending, and demanding all moneys, &c.—R.M.—28/1/67.

No. 2.

THE COMMISSIONER FOR RAILWAYS to MR. C. W. EASTWOOD.

Department of Public Works,
Railway Branch,
28 January, 1867.

SIR,

I have the honor, by the direction of the Honorable the Minister for Public Works, to inform you, that in consequence of certain charges made by the Accountant of the Railway Branch against you, which, although not quite matured, are of a grave nature, I am to suspend you from further duty in the Public Service until further ordered.

I have therefore to request that you will forthwith deliver up to Mr. R. C. Walker, Accountant of the Railway Branch, all moneys, papers, and writings, property, effects, matters, and things, in your possession or power, relating to the Commissioner for Railways.

I have, &c.,

JOHN RAE.

(P. R. MOODY.)

No. 3.

THE COMMISSIONER FOR RAILWAYS to MR. E. O. BULFORD.

Department of Public Works,
Railway Branch,
28 January, 1867.

SIR,

I have the honor, by the direction of the Honorable the Minister for Public Works, to inform you that, in consequence of certain charges made by the Accountant of the Railway Branch against you, which, although not quite matured, are of a grave nature, I am to suspend you from further duty in the Public Service until further ordered.

I have therefore to request that you will forthwith deliver up to Mr. R. C. Walker, Accountant of the Railway Branch, all moneys, papers, and writings, property, effects, matters, and things, in your possession or power, relating to the Commissioner for Railways.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

(Per R. MOODY.)

No. 4.

REPORT OF THE ACCOUNTANT OF RAILWAYS ON THE DEFALCATIONS IN THE RAILWAY BRANCH OF THE PUBLIC WORKS DEPARTMENT.

THE investigation into the Railway Revenue Receipts, which the Honorable the Minister for Public Works directed to be carried out, from 1863 to the end of January last, in order to trace out the late frauds, is now brought to a close; and it will be seen by the accompanying tabular statement and vouchers, that the total deficiency amounts to £6,671 14s. 9d.

In order to point out how the fraud has been committed, I must first state that, although C. W. Eastwood was never gazetted as Cashier, the duties he performed were really those of Cashier to the Railway Department, as all moneys received in the Department,

ment, or paid by the Department, of whatsoever nature, passed through his hands until 1st July, 1864, when the Treasury took over the payment of all large accounts for the contractors; but all other payments were still made by Eastwood, and he gave the security of £1,000 equal with myself, on account of the responsible position he held.

The manner in which the frauds have been committed (with the exception of about £400, for salaries, wages, fines, &c.) is by falsifying his daily bank vouchers with the cash slips received from the stations—the fraud being committed in the transmission of the money from the Sydney Station to the bank. These slips are sent daily in duplicate with the cash, from every station, in locked bags; which were brought from the Sydney Station to the office by Eastwood, either in a cab or in his own buggy, he being the authorized conveyance for all cash, letters, and documents, between the station and the office. The bags were opened by Eastwood every morning in the Accountant's office, and each station's cash counted and checked separately. When it was found to agree with the amount stated on the cash slip, one of the slips was receipted by Eastwood and returned in the bag to the station-master, as his receipt for the amount remitted, this amount being afterwards checked by the Audit Clerk through another channel. In the traffic of the Railway, large cheques have to be received from the Government Departments, viz.—from the Postmaster General, for conveyance of mails; from Police Department, for carriage of escort, prisoners, &c.; Commissioner for Roads and Commissioner for Crown Lands, for conveyance of passengers; and from the Railway Extension Votes, for carriage of rails, &c. These cheques were all collected by Eastwood, which he entered as soon as received, in the office receipt book; the cheque was then forwarded to the station from which the account was rendered, whose receipt for the cheque was returned to this office. The amount of the cheque was then entered to credit in the station books, by the station-masters, and included in his cash slip the next day. In some cases Eastwood merely entered the amount of the cheque on the cash slip and receipted it to the station-masters, who took credit as usual, and sent back his receipt for the amount; but in the next day's cash, the bank voucher was falsified with the slip, in the manner previously pointed out, to the amount of the cheque he had sent up the day before. If an examination of the Revenue had been made by the Auditor General, it would have been necessary to have seen that these cheques were paid before a discharge could have been given by the party making the audit.

Owing to the few hands allowed for carrying on the duties of the Account Branch, my time was always occupied in preparing urgent and heavy returns called for by Parliament, the Minister, the Treasury, and Audit Office, and thus I was prevented from exercising that supervision I ought to have had over the office. The copies of the returns in this office, and the printed papers, will, I think, be sufficient to shew that I could not perform both duties. The cash portion of the work was left almost entirely to Eastwood; but as a daily check, and to facilitate the cash being paid to the bank within bank hours, one of the clerks in the office assisted him in making up the bank vouchers, while Eastwood counted the cash from the bags. This assistance was usually given by Bulford, and Poole while he was in the office, but it has been done by myself and every one in the office. The cash will, however, be found correct when done by Messrs. Hall, Bryant, Poole, or myself. After the cash was counted, the amounts from the slips were called for Eastwood to enter on the bank voucher. When this was done, he entered a less sum than that called to him, having previously abstracted from the total cash a similar sum to that he omitted from the bank voucher; and thus, when the additions on the bank voucher were made, they of course agreed with the cash on the table, and the deception was complete. The voucher was then taken to the bank (with the cash) by Eastwood, which he brought back signed by the Teller, as a discharge for the amount having been placed to the credit of the Colonial Treasurer. A voucher was then signed me for the amount and sent to the Treasury, for daily comparison with the Treasury pass-book, so that the amount reported to the Treasury always agreed with the bank voucher, which also agreed with the cash shown by Eastwood or Bulford. These bank vouchers were checked by the Auditor General with the Treasury receipts and the office cash book, up to the 30th June, 1864, and then discontinued; but this was quite useless as a check against fraud in the Railway Branch, as the total cash received from the station was never checked by the Auditor General, at any time, for it could only be done by some one from his department coming to compare the Railway Audit books with the books in the Accountant's office, which was always objected to by the Auditor General, although strongly urged by the late and present Commissioner for Railways and myself. The duplicate cash slips retained from the bags were always taken back to the station by Eastwood, and handed over to the Audit Clerk, who checked them with the daily summaries of cash sent to him by the station-masters; and the total cash shown by the Audit Clerk's books to have been remitted to the Accountant, should always agree with the totals of the journal in the Accountant's office, which is the summary from the cash book of the daily receipts. This comparison of the books should have been made by the Audit Clerk monthly, but has not been kept up since 1863. Had I been relieved of the heavy and onerous duties of compiling the numerous returns I have before spoken of, together with the laborious work of the Appendix to the Commissioner's Report (which are quite foreign to the duties of my office), and had been allowed proper assistance, so that I could have a proper supervision of the office, I have no hesitation in saying this comparison of the books would have been kept up, and the fraud could not have taken place; and I think it right to state here, that no real fraud had taken place until a pressure was put on the Office by Parliament and the Minister then in office, to supply heavy and voluminous returns respecting the alleged frauds in the Railway Iron transactions, for which every officer was taken from his proper duties to obtain the necessary information; and at this time Eastwood was left to himself to check the cash and pay it to the bank. When once he had commenced the system of fraud, and found it was not discovered,

discovered, it was easy for him to continue his deception—his greatest security being the confidence every one in the department placed in him, from the Minister downwards.

It will be seen, on reference to the tabulated statement, that sometimes the receipts are by Eastwood, and the voucher by Bulford, and *vice versa*, and a few by Poole and Bulford, and Eastwood and Poole, but the majority are by Eastwood and Bulford. This shews that the check on Eastwood by myself or any other party going over the slips with the vouchers was not sufficient against such roguery, and it required some extra check quite independent of this office, especially where two are concerned in the fraud; and in numerous cases, there are deficiencies in the cash when the vouchers are made up by Bulford in Eastwood's absence. It is necessary to point out that, on the days for paying salaries or wages up the line, Eastwood was obliged to hand the cash over to some one to check for him, as he could not perform both duties. In order to discover these frauds, it is necessary in the first place to compare the Railway audit books with the books of this office, which only shews the total discrepancy for each month; the daily bank vouchers have then to be called over, taking each item from all stations, and when a deficiency has been ascertained, the receipt for the amount has had to be obtained from the station against which the discrepancy appears, in order to prove who received the money, and that the amount was the same on both slips. This is why the matter has been so long in hand.

It is necessary I should point out how these frauds were brought out, and why so long a time elapsed before anything could well be fixed against Eastwood, after it was first discovered there was a deficiency. During Eastwood's absence in Melbourne on leave, I sent for Mr. Vernon, the Audit Clerk, from the Sydney station, in order to ascertain what accounts were outstanding against the stations, and was astonished to find it a very large amount, which he informed me consisted principally of the police accounts, and our own accounts for the carriage of railway materials for the extensions. This did not make me feel suspicious of fraud, as I had often to complain of Eastwood's carelessness and neglect in collecting these accounts, as well as the slovenly way he did all his business; and owing to their being in our own hands and the other Government Departments, they were not followed up as closely as the private accounts. His invariable excuse on these occasions was, that he had not received the accounts from the stations; and having the cash and wages to attend to, could not then go about them. I went with Mr. Vernon to the Inspector General's Office, after going through our office receipt book together, in which all station accounts collected by Eastwood were entered, but we could not arrive at any satisfactory result, as some accounts they said were paid did not appear in our books, while others were entered which could not be accounted for, nor could the vouchers be produced; and as Eastwood was then returning, we thought it best to wait for his explanation. On his return I questioned him about these accounts, and he explained several of them by producing the receipts, and cleared off a large amount from the police accounts by a cheque he got just after his arrival. I also pointed out one cheque for £46 Gs. 8d., which could not be traced properly through the books. I did not communicate this fact to the Commissioner, as blunders of a similar kind, which caused a good deal of searching and trouble, but turned out correct in the end, had often occurred. I had not, therefore, sufficient grounds for reporting the matter as a deficiency, and the Commissioner left for Melbourne, on sick leave, before the amount of the cheque could be proved a fraud. This missing cheque of £46 Gs. 8d., strange to say, was twice entered in the Receipt Book—first on 19th April, 1864, and again on 25th April, 1864—not in Eastwood's handwriting, but in that of Mr. Skardon, the Audit Clerk for the Northern Line, which again tended to divert suspicion from Eastwood, as it was unusual for Mr. Skardon to enter these things, and it was thought the amount had been passed through the books in a wrong manner, which would make it difficult to trace. But in order to find out this and some other amounts not satisfactorily explained, I directed Mr. Vernon to make a search through the traffic of 1864, with the bank vouchers, so as to find out if any of the amounts questioned had passed through the cash and were omitted, in error, from the cash slips. It was in making this search that Mr. Vernon discovered the systematic discrepancy between the daily cash and the bank vouchers. He ascertained a deficiency in this way of £60 on Tuesday, the 22nd January last, about 3 o'clock, but he did not inform me of this until the following morning, and assigns as his reason for not doing so, that he wished first to see the receipts given to the station-master, to know who received the money, and ascertain if the slips were correct; and it appears Eastwood went down to the station with him on Tuesday evening to make this search, as it could only be proved by going to the Sydney Station, where the slips are kept. While hunting for these receipts, the facts came to the knowledge of Mr. Owen, the Traffic Manager, who took the first opportunity of communicating the fraud to the Minister, on his arrival in Sydney, by the train from Parramatta, on Wednesday morning. On my shewing these deficiencies to Eastwood, when he came to office on Wednesday morning, he was not in the least taken aback, but at once drew my attention to the fact of the vouchers having been made out by others, and that the amounts were called over to him, protesting at the same time that he had been robbed and made the victim of some one in the office. These facts were communicated to the Minister, and everything appeared so palpable in what he stated, that suspicion for the time was diverted from him; and as it was generally known and believed, on good and reasonable grounds, that he had a legacy left to him in 1864 of £6,400 (which turns out now to have been only £2,400), it was difficult to believe he had taken the money, more especially as he was very zealous in hunting up the vouchers, in order to find further discrepancies. He produced several in Bulford's writing, done in a similar way, which told greatly in his favour. His object in doing this was of course to gain time, as he knew it must be some time before anything that could be clearly charged against him would be found; and it was not until the traffic for the months of June, 1864, and November and December, 1865, were examined, that some cheques

cheques were found which clearly proved his having taken the cash for them. One of these was found on Thursday evening, but the others not until Saturday, when it was too late to take any steps for procuring a warrant for his apprehension. It now appears that as far back as 1864, and up to the present time, Mr. Vernon has continually written reports and private letters, calling my attention to the outstanding accounts and to discrepancies he discovered, but as he sent them through Eastwood (the suspected party) from the station,* he took care they never reached me; and he always took back, as a verbal answer from me, that I had gone into the matter and found every thing correct; and the Audit Clerk appears to have rested satisfied with these verbal answers from Eastwood, which only shows the confidence the officers of the department had in him, and how much reliance was placed on his word.

R. C. WALKER, Accountant.
14th Feby., 1867.

* Mr. Vernon's duties as Audit Clerk are performed at the Sydney Station.

[Enclosure in No. 4.]

RAILWAY DEFALCATIONS.

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
1863.			£ s. d.	£ s. d.	
— February....	.....	.....	.....	1 18 3	
1864.					
12 April	Eastwood	Eastwood	.....	177 19 7	
— May .....	"	"	.....	162 16 7	
15 June.....	"	"	202 4 7		
21 "	"	"	10 0 0		
23 "	"	"	10 0 0		
24 "	"	"	10 0 0		
25 "	"	"	20 0 0		
27 "	"	"	10 0 0		
28 "	"	"	10 0 0		
29 "	"	"	20 0 0		
30 "	"	"	20 0 0		
22 "	"	"	10 0 0		
				322 4 7	
1 July.....	Eastwood	Eastwood	10 0 0		
2 "	"	"	20 0 0		
4 "	"	"	10 0 0		
5 "	"	"	10 0 0		
6 "	"	"	10 0 0		
7 "	"	"	10 0 0		
8 "	"	"	10 0 0		
9 "	"	"	20 0 0		
10 "	"	"	10 0 0		
11 "	"	"	10 0 0		
12 "	"	"	10 0 0		
13 "	"	"	10 0 0		
14 "	"	"	10 0 0		
16 "	"	"	20 0 0		
18 "	"	"	20 0 0		
19 "	"	"	20 0 0		
20 "	"	"	10 0 0		
21 "	"	"	10 0 0		
22 "	"	"	10 0 0		
23 "	"	"	20 0 0		
25 "	"	"	10 0 0		
26 "	"	"	10 0 0		
27 "	"	"	10 0 0		
28 "	"	"	10 0 0		
29 "	"	"	10 0 0		
30 "	"	"	20 0 0		
				330 0 0	
1 August	Eastwood	Eastwood	10 0 0		
2 "	"	"	10 0 0		
5 "	"	"	10 0 0		
6 "	"	"	20 0 0		
8 "	"	"	10 0 0		
10 "	"	"	10 0 0		
11 "	"	"	10 0 0		
12 "	"	"	10 0 0		
13 "	"	"	20 0 0		
15 "	"	"	10 0 0		
16 "	"	"	10 0 0		
20 "	"	"	20 0 0		
22 "	"	"	10 0 0		
23 "	"	"	10 0 0		
24 "	"	"	10 0 0		
26 "	"	"	10 0 0		
27 "	"	"	20 0 0		
29 "	"	"	10 0 0		
30 "	"	"	360 0 3		
31 "	"	"	10 0 0		
				590 0 3	

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
1864.				£ s. d.	£ s. d.
2 September ..	Eastwood	Eastwood	10 0 0		
3 " ..	"	"	10 0 0		
6 " ..	"	"	10 0 0		
7 " ..	"	"	10 0 0		
9 " ..	"	"	10 0 0		
10 " ..	"	"	20 0 0		
12 " ..	"	"	10 0 0		
13 " ..	"	"	10 0 0		
15 " ..	"	"	10 0 0		
17 " ..	"	"	30 0 0		
20 " ..	"	"	10 0 0		
21 " ..	"	"	10 0 0		
19 " ..	"	"	1 0 0		
22 " ..	"	"	10 0 0		
24 " ..	"	"	20 0 0		
26 " ..	"	"	10 0 0		
27 " ..	"	"	5 0 0		
28 " ..	"	"	10 0 0		
29 " ..	"	"	10 0 0		
30 " ..	"	"	30 0 0	246 0 0	
3 October	Eastwood	Eastwood	10 0 0		
4 " ..	"	"	10 0 0		
5 " ..	"	"	10 0 0		
8 " ..	"	"	20 0 0		
10 " ..	"	"	10 0 0		
11 " ..	"	"	10 0 0		
13 " ..	"	Poole	10 0 0		
19 " ..	"	Eastwood	10 0 0		
20 " ..	"	"	10 0 0		
22 " ..	"	"	20 0 0		
24 " ..	"	"	10 0 0		
26 " ..	"	"	10 0 0		
28 " ..	"	"	10 0 0		
29 " ..	"	"	20 0 0		
31 " ..	"	"	30 0 0	200 0 0	
3 November ..	"	"	10 0 0		
5 " ..	"	"	20 0 0		
8 " ..	"	"	10 0 0		
9 " ..	"	"	20 0 0		
10 " ..	"	"	5 0 0		
11 " ..	"	"	10 0 0		
12 " ..	"	"	20 0 0		
14 " ..	"	"	10 0 0		
15 " ..	"	"	10 0 0		
16 " ..	"	"	10 0 0		
19 " ..	"	"	30 0 0		
21 " ..	"	"	10 0 0		
22 " ..	"	"	10 0 0		
23 " ..	"	"	10 0 0		
24 " ..	"	"	10 0 0		
26 " ..	"	"	20 0 0		
25 " ..	"	"	10 0 0		
28 " ..	Poole ..	Bulford ..	10 0 0		
29 " ..	Eastwood	Eastwood	30 0 0		
30 " ..	"	"	10 0 0	275 0 0	
15 December ..	Bulford ..	Bulford ..	10 0 0		
17 " ..	"	Poole ..	0 5 0		
7 " ..	Eastwood	Eastwood	0 5 0		
26 " ..	Bulford ..	Bulford ..	10 0 0	20 10 0	
1865.					
11 February	Bulford ..	Bulford ..	0 10 0		
13 " ..	Eastwood	Eastwood	0 9 3		
16 " ..	Bulford ..	"	5 0 0		
20 " ..	Eastwood	"	0 11 0		
28 " ..	.....	.....	1 0 0		
— " ..	.....	.....	0 10 9	8 1 0	
9 March .....	.....	Eastwood	0 10 0		
10 " ..	Bulford ..	.....	10 0 0		
15 " ..	.....	Bulford ..	1 0 0		
— " ..	.....	.....	1 12 5	13 2 5	
29 April	Bulford ..	Bulford ..	.....	10 0 0	
5 July	Poole	Eastwood	1 13 0		
12 " ..	"	"	6 0 0	7 13 0	
24 November ..	Poole	Eastwood	.....	793 2 2	
19 December ..	"	"	796 17 5		
29 " ..	Bulford ..	.....	2 17 0	799 14 5	

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
1866.			£ s. d.	£ s. d.	
— January .....	.....	.....	.....	1 5 4	
8 March	Bulford ..	Eastwood	10 0 0		
10 "	"	Bulford ..	10 0 0		
22 "	"	Eastwood	5 0 0		
23 "	"	Bulford ..	1 0 0		
28 "	Eastwood	.....	5 0 0		
31 "	Bulford ..	.....	10 0 0		
			41 0 0		
			9 0 2		
				31 19 10	
Less overpaid on the 6th instant by Eastwood.					
1 April	Eastwood	Bulford ..	0 10 0		
10 "	Bulford ..	"	5 0 0		
9 "	"	"	1 0 0		
12 "	"	Eastwood	0 10 0		
14 "	"	Bulford ..	1 0 0		
19 "	"	"	0 10 0		
20 "	"	"	1 0 0		
21 "	"	"	0 10 0		
21 "	"	"	0 10 0		
27 "	"	"	0 10 0		
30 "	"	"	1 0 0		
			1 8 8		
				13 8 8	
1 May	Bulford ..	Bulford ..	1 0 0		
2 "	"	"	1 0 0		
4 "	"	"	5 0 0		
6 "	"	"	1 0 0		
9 "	"	"	1 10 0		
11 "	"	Eastwood	1 0 0		
16 "	"	Bulford ..	0 10 0		
17 "	"	"	1 0 0		
18 "	"	"	0 10 0		
21 "	"	Eastwood	0 10 0		
25 "	"	"	0 10 0		
29 "	"	Bulford ..	0 10 0		
30 "	"	"	0 10 0		
31 "	"	"	10 0 0		
			0 9 10		
				24 19 10	
1 June	Bulford ..	Bulford ..	0 10 0		
19 "	"	Eastwood	1 0 0		
21 "	"	"	0 10 0		
23 "	"	Bulford ..	1 0 0		
				3 0 0	
2 July	Bulford ..	Eastwood	0 10 0		
5 "	"	"	1 0 0		
9 "	"	"	1 0 0		
10 "	"	"	1 0 0		
12 "	"	"	0 10 0		
14 "	"	"	0 10 0		
21 "	Eastwood	"	1 0 0		
				5 11 1	
3 August	Bulford ..	Bulford ..	5 0 0		
7 "	"	"	0 10 0		
24 "	"	Eastwood	0 10 0		
26 "	"	"	0 10 0		
27 "	"	"	5 0 0		
30 "	"	Bulford ..	229 2 6		
			240 12 6		
17 Less overpaid by Eastwood			0 4 0		
				240 8 6	
6 September ..	Bulford ..	Bulford ..	10 10 0		
8 "	"	"	1 0 0		
12 "	"	"	0 10 0		
21 "	"	"	1 0 0		
29 "	"	"	10 0 0		
				23 0 0	
2 October	Bulford ..	Bulford ..	0 10 0		
4 "	"	"	1 0 0		
				1 10 0	
20 November ..	Bulford ..	Bulford ..	5 0 0		
21 "	"	"	0 10 0		
22 "	Eastwood	Eastwood	1,387 8 8		
23 "	Bulford ..	Bulford ..	6 0 0		
			1,398 18 8		
5 Less overpaid by Eastwood			13 10 10		
				1,385 7 10	

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

Date.	Bank Voucher made out by	Station Receipt signed by.	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
			£ s. d.	£ s. d.	
1866.					
1 December ..	Bulford..	Bulford ..	1 0 0		
7 "	"	"	10 0 0		
31 "	"	Bryant ..	10 0 0		
20 "	Eastwood	Eastwood	1 0 0		
			3 10 0		
				25 10 0	
1867.					
10 January	Bulford ..	Bulford ..	0 10 0		
11 "	"	"	0 10 0		
15 "	"	Eastwood	2 0 0		
17 "	"	Bulford ..	1 0 0		
18 "	"	"	1 0 0		
19 "	"	"	0 10 0		
21 "	"	Eastwood	0 10 0		
				6 10 0	
List of Salaries, Wages, &c., as ascertained to have been received by Eastwood, but not paid over by him:—				5,720 13 4	
W. V. Read, salary for Dec., 1866..			20 0 0		
Do. allowance do. ..			4 3 4		
E. Barton, salary and allowance for do.			64 13 4		
Do. wages—men, to 19 Dec., 1866			21 12 0		
M'Kenzie's wages to 15 Dec., 1866.			11 8 0		
M. Finn, for oil			0 18 0		
H. Quodling, wages of men to 15 Dec., 1866			26 8 0		
Firth do. do.			31 15 0		
Hull do. do.			51 12 0		
Mann do. do.			43 14 0		
Cowdery do. do.			47 2 0		
				323 6 8	
				6,044 0 0	
Fines—Peters and Munson			7 16 3		
" Hooper.....			2 9 0		
				10 5 3	
Police accounts received by Eastwood, but not handed over—					
September 1863			89 18 7		
October "			129 6 2		
December "			46 6 8		
				265 11 5	
				£ 6,319 16 8	
Less 163 and 170				0 11 1	
				6,319 5 7	
Police accounts received by Eastwood, but not handed over—					
January, 1866			35 12 6		
February "			38 1 3		
<i>Sheriff.</i>					
June, 1866			9 13 6		
July "			4 11 4		
<i>Postmaster General.</i>					
Quarter ending 31 March, 1866			253 15 0		
<i>Roads.</i>					
June, 1865			5 15 7		
				352 9 2	
				£ 6,671 14 9	

R. C. WALKER, Accountant.
14/2/67.

No. 5.

MINUTE OF THE COLONIAL TREASURER.

The Treasury, New South Wales,
21 February, 1867.

Subject:—Mr. Eastwood's Defalcations.

THE Treasurer received the papers enclosed to him by the Minister for Works, on the subject of the defalcations by Mr. Eastwood, and others, of the Railway Department.

The papers consist of—

- I. The Accountant's (Mr. Walker) memo. on the defalcations.
- II. An Abstract, by Mr. Walker, of the defalcations;—and
- III. Certain Vouchers in support of the Entries in the foregoing Abstract (II).

2. These documents were forwarded to the Treasury, at 4½ p.m., of the 14th instant, were opened on the 15th, and at once received all the attention, and were at once subjected to all the consideration which the Treasurer's own peculiar official duties (just now aggravated by his late absence from the Colony) permitted him to bestow upon them.

A more prompt report might perhaps have been afforded, but the examination was delayed, and was indeed, for a time, obstructed, by a very singular instance of clerical incorrectness that occurs in one of the headings of the Abstract (II):—In six of its eight pages, it represents that the bank vouchers were "*signed*" by Eastwood, or Bulford, or Poole, instead of stating, according to fact, that these vouchers were "*made out*" by Eastwood, or Bulford, or Poole, respectively.

Reference had to be made to Mr. Walker, and the necessary explanation was afforded.

The Treasurer now places before his Honorable Colleague the result of his inspection of the papers. This result is,—from their defective form, and the scanty nature of the information comprised within them,—not so full or satisfactory as he himself could wish, nor as the gravity of the subject, in itself, would demand.

1863.—In all the year of 1863, a sum of £1 18s. 3d. *only*, is reported by the Railway Accountant, to be deficient. The particulars of this solitary deficiency are not given.

1864.—In this year, 117 cases of fraud are reported, by Mr. Walker, to have occurred, amounting to £2,324 11s.

The principal way in which the frauds were effected, in this and the following years, may be thus stated in general terms, viz.:—

Every Station-master is furnished with a bound book of "Remittance Notes," shewing the particulars of his daily receipts. Each of these notes is divided, by perforation, into three exactly similar parts. This tri-fold note is daily filled up by the Station-master, in all its three similar parts; and two of these parts are daily detached and sent, with the money, to the Railway Account Branch in Sydney. Mr. Eastwood used to receive these moneys from all the Station-masters; he used to initial and return the duplicates to the Station-masters, and he used to retain the triplicates as his vouchers in support of moneys alleged to be received by him, and paid by him daily into the bank on account of the Railway. He was, himself, allowed daily to prepare, from these triplicate notes, a statement of the sums to be deposited in the bank; the statement was made by him to show an amount less than that represented by the triplicate notes; and this fraudulent statement was received by the Accountant, without inquiry;—was initialled by him, without reference to the vouchers;—and the account was passed by him through his books, as the Railway Revenue of the day.

The *triplicates* of the notes of 1864 are not with the papers before the Treasurer. There are, instead, 105 *duplicates* of the notes receipted by Eastwood;—one *duplicate* receipted by a Mr. Poole;—and, in eight instances, the notes (duplicate and triplicate) are not produced.

The *triplicates* that had been received by Eastwood are not only, not before the Treasurer on the present occasion, but it is now shewn that they were never asked for, or examined, by Accountant, or Auditor, or Commissioner, or any of the expensive Staff maintained in the Railway Department.

Eastwood was permitted to prepare the Bank Deposit Receipts in 113 cases of these detected frauds of 1864, involving a loss to the Revenue of £2,294.

In December of that year, Bulford appears to take a place in the system of embezzlement, having made out, in a short period, fraudulent bank vouchers to the extent of £20 5s. Not one of the documents in that year likely to implicate Bulford is produced. In three instances, a Mr. Poole is mentioned, but the explanatory papers are withheld.

1865.—In this year, the frauds are acknowledged by the Accountant to have amounted to £1,630;—but the papers submitted are very defective.

1866.—The Accountant reports that the frauds in this year extended to the sum of £1,750. The papers are not so defective as in 1865, and they, in some respects, furnish the grounds for a strong suspicion against Bulford; so much so that, even with this comparatively imperfect information before him, the Treasurer recommends that, pending a further

further and more formal inquiry, the Police authorities should be communicated with, in reference to the movements of Mr. Bulford; and perhaps, if he be in the Colony, to those of Mr. Poole.

1867.—In January of this year the sum of £6 10s. is said to be missing. The papers produced are defective.

Mention is made of certain salaries and wages, and Police, Gaol, Postal, and Roads' Expenses, amounting to £940. This amount, it is said, was received, but not accounted for, by Mr. Eastwood. The papers in reference thereto are not submitted.

In fine, the Treasurer notes that, of the whole acknowledged amount of the defalcations, according to Mr. Walker's statement, the following large sums were abstracted by Eastwood, without notice, or comment, or inquiry by the Officers around him, viz. :—

On 12 April, 1864	...	...	...	...	£177	19	7
12 May, "	...	...	...	...	162	16	7
15 June, "	...	...	...	...	202	4	7
30 Aug., "	...	...	...	...	360	0	3
24 Nov., 1865	...	...	...	...	793	2	2
19 Dec., "	...	...	...	...	796	17	5
30 Aug., 1866	...	...	...	...	229	2	6
22 Nov., "	...	...	...	...	1,387	8	8

The Treasurer notes, as before alluded to, that the Accountant (Mr. Walker) has verified, by his initials, in almost every instance, the presumed correctness of the sums deposited in the bank by Eastwood.

The Treasurer points out that the Clerk (Mr. Vernon) appointed for the purpose of *auditing* the Railway Accounts, and to whom, it is said, the "triplicate slips" were regularly sent for the purpose of checking the bank deposits, has utterly failed in these, the special objects of his appointment.

The Treasurer regrets that all the circumstances disclosed to him, constrain him to express the opinion that, the undetected perpetration of these systematic frauds, throughout a continuous period of three (perhaps four) years, subjects the Commissioner for Railways (Mr. Rae) to the charge of (at the very least) incompetency and neglect, as Head of a most important Public Department.

The Treasurer advises his Colleague to bring the whole matter before the Cabinet, and to recommend to them that a Board of persons altogether unconnected with the Works' Branch be at once appointed to inquire into all the details of these frauds, and, generally, into the system of receipt, account, and disposal, by the Railway Commissioner and his subordinates, of the Revenue of the Railways.

Since writing the above, the Treasurer has learned with pain, that, altogether additionally to the foregoing defalcations, an amount of £3,700, handed over to Messrs. Eastwood and Walker, for payment of wages to persons employed in clearing the ground intended for the "Necropolis" is not satisfactorily accounted for.

Reference was made to Mr. Walker, who admits that no acquittances for the payments were taken; and that of the amount entrusted to Eastwood (£1,250) "some" portion, not yet ascertained, was embezzled by him.

The Treasurer is now further startled by his Colleague's blank cover reference of yesterday's date, submitted to him this morning.

Mr. Skardon, the Audit Clerk at Newcastle, jeeringly asks the Sydney Accountant, Mr. Walker—"What about the Post Office money for '66, 4 quarters at £140 17s. 6d. each, *id est*, £563 10s., still unpaid—Has it also gone over to the Stars and Stripes?"

Mr. Walker, at first, owns that a further robbery has been perpetrated by Eastwood, to the extent of £281 15s.

He then (so far as his memo. can be understood) admits to an additional deficiency of £399 12s. 6d.

Mr. Rae attempts, in this case, to throw the blame on Mr. Walker—Walker to shift it from himself to Skardon.

The Treasurer now presses it upon the Secretary for Works, to apply for an early meeting of the Executive Council, and to recommend thereat,—

- I. The suspension, pending inquiry, of
 - Mr. Rae, the Commissioner,
 - Mr. Walker, the Accountant,
 - Mr. Vernon, the Railway Clerk, Sydney,
- II. The immediate institution of criminal proceedings against Mr. Bulford, now under suspension;—and
- III. The formal appointment of a *Commission*, for the purpose of a complete and searching inquiry, as before indicated.

G. EAGAR.

No. 6.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 5 March, 1867.

THE Honorable the Secretary for Public Works, concurring with the Honorable the Colonial Treasurer in the recommendation contained in his report enclosed herein, in reference to the late defalcations in the Department of Public Works, recommends that the Honorable the Colonial Treasurer and the Honorable the Secretary for Lands be appointed a Board to inquire into such defalcations; and that pending such inquiry, the following officers be suspended:—Mr. Rae, Commissioner for Railway and Under Secretary for Public Works; Mr. R. C. Walker, Accountant; Mr. D. Vernon, Audit Clerk.

JAMES BYRNES.

6 March, /67.—J.Y.

Minute 67-11, 6 March, 1867.—Confirmed, 14th March, 1867.

UNDER the accompanying Minute Paper by the Honorable the Colonial Treasurer, and upon the recommendation of the Honorable the Secretary for Public Works, the Executive Council advise that the Honorable the Colonial Treasurer and the Honorable the Secretary for Lands be appointed a Board to inquire into the late defalcations in the Railway Department.

The Council further advise that the several officers herein named be suspended from office pending such inquiry.

ALEX. C. BUDGE,
Clerk of the Council.

16th March, /67.

Approved—J.Y.

No. 7.

Department of Public Works,
Railway Branch,
Sydney, 6 March, 1867.

MINUTE.

Mr. Jno. Rae, Commissioner for Railways, Mr. R. C. Walker, Accountant for Railways, suspended verbally by the Honorable the Minister for Public Works, who first ascertained from the Commissioner and Accountant that they did not require notice in writing.

No. 8.

CHIEF CLERK, RAILWAY DEPARTMENT, to MR. D. VERNON.

Department of Public Works,
Railway Branch,
Sydney, 6 March, 1867.

SIR,

I have the honor, by the direction of the Honorable the Minister for Public Works, to inform you that, pending further inquiry into the circumstances relative to C. W. Eastwood's defalcations, you are suspended, from this date, from your duties as Audit Clerk, until further notice.

I have, &c.,
R. MOODY,
Chief Clerk.

No. 9.

JOHN RAE, ESQ., to THE SECRETARY FOR PUBLIC WORKS.

Hilton, Darlinghurst,
11 March, 1867.

SIR,

Having just been summoned to attend a meeting of the Board appointed to inquire into the defalcations in the Railway Department, I have the honor most respectfully to request that you will have the goodness to cause me to be furnished with a statement in writing of the charges for which I have been suspended from office.

I may be mistaken, as I have no documents to refer to, but I believe that this is the usual course adopted in the suspension of Government Officers of the same rank and standing as myself; and I am sure you will forgive me for suggesting that it is difficult for me to be prepared to answer charges brought against me unless I am fully informed of their nature.

I may, perhaps, be allowed also to express my belief that I shall be prepared fully to answer those charges, feeling conscious that I have been guilty of no misconduct or dereliction of duty while in the service of the Government.

I have, &c.,
JOHN RAE.

No. 10.

No. 10.

GERALD HALLIGAN, ESQ., to JOHN RAE, ESQ.

Department of Public Works,
Sydney, 12 March; 1867.

SIR,

I am directed by the Honorable the Secretary for Public Works to acknowledge your letter of the 11th instant, and to state to you, in reply, that the Board now sitting in the matter of the Railway Defalcations is one of inquiry only, and that you are summoned there to give information as to certain matters which had been under your official control, and not to answer charges preferred against you.

As to your suspension from office, it has been determined upon by the Government as a necessary sequence on the large defalcations in your department, for which you are primarily responsible, and to discover the facts in connection with which the Board is now inquiring.

I have, &c.,

GERALD HALLIGAN,
Chief Clerk.

No. 11.

MINUTE OF THE CABINET.

At a Cabinet meeting, held on the 23rd April, 1867, at which were present—The Attorney General, the Colonial Secretary, the Colonial Treasurer, the Secretary for Lands, the Secretary for Public Works, and the Postmaster General, the evidence taken before the Board appointed to inquire into the Defalcations in the Railway Branch of the Public Works Department was taken into consideration.

The defalcations in question consist chiefly of nearly 200 distinct acts of embezzlement by Charles Woodman Eastwood, late a Clerk in the Railway Department, extending over a period of three years, from the beginning of 1864 to the beginning of 1867, and amounting in the whole to the sum of £6,671 14s. 9d. The greater part of the sums embezzled consisted of moneys received by Eastwood from various Railway station-masters on the Southern and Western Lines. These receipts took place daily; and with each sum of money handed over to Eastwood was a remittance note from the station-master, in the form set forth in Appendix B, page 5. The Traffic Audit Clerk, Mr. Vernon, received from the station-masters daily papers shewing the amounts transmitted by them to Eastwood, and daily vouchers from Eastwood shewing that he had received the amounts so transmitted. It was the duty of Eastwood to pay into the bank, daily, the moneys received by him, taking a deposit receipt from the bank, in the form set forth in Appendix B, page 5. The daily deposit receipt should thus have corresponded with the daily remittance notes, and it was the duty of the Accountant, Mr. R. C. Walker, to see that those two papers so corresponded. According to the evidence of Mr. Walker (answer 68), it was the duty of Mr. Vernon, to ascertain, periodically, that the payments into the banks by Eastwood corresponded with the amounts transmitted to him by the station-masters. If either Mr. Walker or Mr. Vernon had performed this duty, it is plain that the embezzlements must have been immediately discovered. Mr. Walker says that he did not perform this duty because his time was, for the most part, occupied in preparing statistics; and Mr. Vernon did not perform the duty because, he says, neither the bank deposit receipts, nor the books in which bank deposits were entered, were submitted to him for examination and comparison. The bank deposit receipts all bear the initials of Mr. Walker, thus implying that he had discharged his duty, by comparing these receipts with the remittance notes; but he says he did not make such comparison, and that he initialled the receipts for the purpose of certifying to the Audit Office that the sums mentioned therein had been paid into the bank. It is impossible to see how the initialling of those receipts by Mr. Walker could be any better guarantee of the deposit having been made, than the receipt signed by the bank Teller, or how it could add any force to such receipt. Those initials could be regarded in no other light than as a certificate by Mr. Walker, not that the amount set forth had been paid into the bank (because the Bank Teller had certified that fact), but that the proper amount had been paid in by Eastwood. But however this may be, the fact remains, admitted by Mr. Walker, that he did not compare the deposit receipts which he initialled with the remittance notes, with which they should have corresponded; and by this neglect of duty he gave Eastwood the opportunity to commit the almost daily acts of embezzlement which have caused so serious a loss to the public Revenue. The Cabinet cannot discover any excuse whatever for this neglect of a duty so important, and so easy of performance; and they have arrived at the conclusion that Mr. Walker ought to be, at once, called upon to shew cause why he should not be removed from the Public Service. Mr. Vernon's case stands in a different position, for, notwithstanding the statements of Mr. Rae and Mr. Walker to the contrary, the Cabinet have been compelled to arrive at the conclusion that it was no part of Mr. Vernon's duty to compare the payments into the bank with the amounts handed over to Eastwood; and that the means for instituting such a comparison were never supplied to him. That he ought to have been supplied with those means there can be no doubt, for in that case there would, if Mr. Walker had done his duty, then have been two checks

checks upon Eastwood, each check being also a check upon the other. Under these circumstances, the Cabinet are of opinion that the suspension of Mr. Vernon ought to be removed, that he should resume his duties as Traffic Audit Clerk, and that his salary for the period of his suspension ought to be paid to him.

Mr. Rae's conduct with reference to these embezzlements appears to the Cabinet to be culpable in a very high degree. It is not considered that he himself should have performed any of the duties of Accountant, but a reasonably vigilant supervision of those placed under him might fairly have been expected. The sums annually passing through the hands of the officials in his department are very large, and for the prevention of frauds every check which experience could suggest ought to have been devised and enforced. It was, in the opinion of the Cabinet, the duty of Mr. Rae to see that these checks existed, and that they were in constant use. This duty he appears to have entirely neglected, and he defends himself by the production of a letter addressed to him by Mr. Arnold, the present Speaker, and formerly Secretary for Public Works, in which that gentleman, among other things, says,—“As it was expressly stipulated that you should not exercise the authority, or perform the multifarious duties, or incur the responsibilities which had hitherto attached to the office, but which were now to be distributed among the heads of the various branches of the Railway Establishment, so also you should have no claim to the remuneration which had hitherto accompanied those services.” The Minute Papers of the Minister in reference to the retirement of Captain Martindale, and the appointment of Mr. Rae in his place, as well as the Votes and Proceedings in Committee of Supply, when Mr. Rae's salary on his new appointment came under consideration, on the 20th February, 1861, as well as the report of the discussion in the *Sydney Morning Herald* of the following day, have been looked into; and it appears to the Cabinet that Mr. Arnold, writing after so long a lapse of time, and without the opportunity of referring to papers, has fallen into some mistake in reference to this matter. Captain Martindale, in November, 1860, wrote to His Excellency Sir William Denison a letter resigning his appointment of Under Secretary, and Commissioner of Internal Communication, as well as Commissioner of Railways, for which he was receiving £1,500 a year—such salary being voted for the office of Under Secretary and Commissioner of Internal Communication, and not for the office of Railway Commissioner, the duties of which were performed in consideration of the salary for the other office. Captain Martindale's resignation was accepted, and he retired from office on the 14th January, 1861. Mr. Rae, who at that time was Accountant in the Railway Department, at a salary of £600 a year, was thereupon appointed to succeed Captain Martindale at a salary of £800 a year, being an increase of £200 a year on the salary which he had previously received, but £700 a year less than that received by Captain Martindale. The reduced salary was submitted by Mr. Arnold in Committee of Supply, on the 20th February, 1861, and that gentleman explained to the Committee the reasons for the proposed reduction of the Under Secretary's salary from £1,500 to £800. In the report of what he said on that occasion there does not appear to be anything to lead to the inference that Mr. Rae was to hold the office of Commissioner of Railways as a temporary expedient only, or that he was to be released from any responsibility in reference to the supervision of the Accountant, or any other office in the department unconnected with what may be called the scientific branch of it. Mr. Arnold stated to the Committee that Mr. Whitton could not be placed under the supervision of the new Commissioner, and that so far as the construction and maintenance of the Railways were concerned, Mr. Whitton was, under the Minister, to be head of that branch of the department; but all the other officials of the branch were, as it appears to the Cabinet, to be under the supervision of Mr. Rae, on his promotion to his new office. The responsibility of Mr. Rae in reference to the Railway Accounts was, for a period of three years, fully recognized by him, as is proved by the fact of his sending in monthly statements of railway receipts—a practice which, without the order or sanction of any superior authority, he discontinued in the middle of 1864. Upon the whole, the Cabinet are of opinion that Mr. Rae has, by his gross negligence, and want of reasonable energy and vigilance, shewn that he is not fit to remain any longer in charge of the Railway Branch of the Public Works Department. The Cabinet are further of opinion that that branch ought, independently of that part of it presided over by the Engineer-in-Chief, to be under a permanent head, different altogether from the Under Secretary; and they recommend that a proposal be submitted in the next Estimate for a separate Commissioner of Railways, at a salary of £700 a year; but with no power over the matters now placed under the Engineer-in-Chief; and that until such salary is voted, the Secretary for Public Works be continued as Commissioner for Railways.

Taking into consideration Mr. Rae's long period of public service in this Colony in various capacities, the Cabinet do not feel called upon to recommend his removal from office; but they think that, in the withdrawal of his suspension, he should be restored to his office of Under Secretary, with the reduced salary of £600 a year, which sum will, in the opinion of the Cabinet, be sufficient remuneration for the duties of such office, when relieved of all responsibility in reference to the Railway Branch.

JAMES MARTIN.

24th April, 1867.

Laid before the Executive Council on the 24th April, /67.—Minute 67/18.

ALEX. C. BUDGE,
Clerk of the Council.

No. 12.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 24 April, 1867.

THE Secretary for Public Works, in reference to the Cabinet Minute this day submitted to the Executive Council, for the reasons therein stated, recommends that the suspension of Mr. John Rae from his office of Under Secretary to the Public Works Department be removed, and that he be permitted to resume duty as such Under Secretary, but at the reduced salary of £600 a year, such reduction to take effect from this date.

JAMES BYRNES.

24 April, /67.—J.Y.

Minute 67-18, 24 April, 1867.—Confirmed, 1 May, 1867.

FOR the reasons stated in the Cabinet Minute, herewith submitted, on the subject of the defalcations in the Railway Branch of the Public Works Department, the Executive Council advise that Mr. John Rae, Under Secretary for Public Works, and Commissioner for Railways, who was suspended from the said offices pending the inquiry by a Board into the said defalcations, be reinstated in the office of Under Secretary of Public Works, with the reduced salary of £600 per annum, to take effect from this date, *i.e.*, the 24th April.

ALEX. C. BUDGE,
Clerk of the Council.

25th May, /67.

Approved—J.Y.

No. 13.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 24 April, 1867.

THE Secretary for Public Works, in reference to the Cabinet Minute this day submitted to the Executive Council, and for the reasons therein stated, recommends that Mr. Robert Cooper Walker be called upon to shew cause why he should not be removed from the Public Service, for neglect of duty in not comparing, during the years 1864, 1865, and 1866, the bank deposit receipts for moneys paid into the bank by Charles Woodman Eastwood, with the remittance notes received by that person from the Traffic Managers of the Southern and Western Railways.

JAMES BYRNES.

24 April, /67.—J.Y.

Minute 67-18, 24 April, 1867.—Confirmed, 1 May, 1867.

FOR the reasons stated in the accompanying Cabinet Minute, on the subject of the defalcations in the Railway Branch of the Public Works Department, and the evidence taken by the Board appointed to inquire into the same, the Executive Council advise that Mr. Robert Cooper Walker, Accountant, who has been suspended from office pending the said inquiry, be now called upon to shew cause why he should not be dismissed from the Public Service.

ALEX. C. BUDGE,
Clerk of the Council.

27th May, /67.

Approved—J.Y.

No. 14.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 24 April, 1867.

THE Honorable the Secretary for Public Works submits, for the approval of His Excellency the Governor and the Executive Council, that for the reasons disclosed in the Cabinet Minute this day submitted to the Executive Council, the suspension of Mr. Donald Vernon from his office of Traffic Audit Clerk, pending the inquiry into the Eastwood defalcations, be removed, and that he be restored to such office, and that his salary be paid to him from the date of such suspension.

JAMES BYRNES.

24 April, /67.—J.Y.

Minute 67-18, 24 April, 1867.—Confirmed, 1 May, 1867.

FOR the reasons stated in the accompanying Cabinet Minute, the Executive Council advise that the suspension from office of Mr. Donald Vernon, Traffic Audit Clerk, pending inquiry into certain defalcations in the Railway Branch, be removed, and that he be reinstated in his office, with salary from the date of suspension.

ALEX. C. BUDGE,
Clerk of the Council.

No. 15.

No. 15.

THE SECRETARY FOR PUBLIC WORKS to JOHN RAE, ESQ.

Department of Public Works,
Sydney, 24 April, 1867.

SIR,

A Cabinet Minute on the subject of the Eastwood defalcations, having this day been submitted to the Executive Council, I have the honor to inform you that, for the reasons therein stated, the Council have approved of your suspension from office as Under Secretary being removed, and of your being permitted to resume duty as Under Secretary—but at the reduced salary of £600 a year, such reduction to take effect from the date of suspension.

I have, &c.,

JAMES BYRNES.

THE SECRETARY FOR PUBLIC WORKS to JOHN RAE, ESQ.

Department of Public Works,
Sydney, 3 June, 1867.

SIR,

In reference to my letter of the 24th April last, informing you of your reinstatement to office at the reduced salary of £600 a year, such reduction to take effect from the date of your suspension, I have now the honor to inform you that, by the decision of the Executive Council, the reduction in your salary will only take effect from the date of your reinstatement, viz., the 24th April last.

I have, &c.,

JAMES BYRNES.

No. 16.

THE SECRETARY FOR PUBLIC WORKS to JOHN RAE, ESQ.

Department of Public Works,
Sydney, 29 April, 1867.

SIR,

With reference to my letter of the 24th instant, informing you of the decision of His Excellency the Governor and the Executive Council, on your suspension, and that you could resume duty as Under Secretary, it is my duty further to inform you that the Government, after mature and careful consideration, has arrived at the opinion contained in the following extract from a Minute of the Cabinet dated the 24th instant:—
“ Upon the whole, the Cabinet are of opinion that Mr. Rae has, by his gross-negligence and want of reasonable energy and vigilance, shewn that he is not fit to remain any longer in charge of the Railway Branch of the Public Works Department.”

I am, &c.,

JAMES BYRNES.

No. 17.

THE COMMISSIONER FOR RAILWAYS to R. C. WALKER, ESQ.

Department of Public Works,
Railway Branch,
Sydney, 25 April, 1867.

SIR,

I have the honor to inform you, that in consequence of a Cabinet Minute this day submitted to the Executive Council, and for the reasons therein stated, the Council has been pleased to direct that you be called upon to shew cause why you should not be removed from the Public Service, for neglect of duty, in not comparing, during the years 1864, 5, and 66, the bank deposit receipts for moneys paid into the bank by Charles Woodman Eastwood, with the remittance notes received by that person from the Traffic Managers of the Southern and Western Railways.

I have, &c.,

JAMES BYRNES.

No. 18.

No. 18.

THE COMMISSIONER FOR RAILWAYS to Mr. D. VERNON.

Department of Public Works,
Railway Branch,
Sydney, 24 April, 1867.

SIR,

I am directed by the Commissioner to inform you that His Excellency the Governor and Executive Council have, for the reasons stated in a Cabinet Minute laid before the Council this day, directed that you be restored to your office as Railway Traffic Audit Clerk, and that your salary be paid from the date of your suspension; and I am to request that you will forthwith report yourself at this office for instructions.

I have, &c.,
R. MOODY,
Chief Clerk.

No. 19.

STATEMENT IN CONNECTION WITH THE CONDUCT OF E. O. BULFORD.

Department of Public Works,
Railway Branch,
Sydney, 24 April, 1867.

Mr. E. O. Bulford suspended, pending inquiry into the defalcations of Eastwood.

The Accountant of the Railway Branch now charges Mr. Bulford with having a guilty knowledge of the defalcations of Eastwood, and that he did, at divers times, whilst temporarily performing the duties of the Pay Clerk Eastwood, in counting cash from stations, falsify certain documents called bank vouchers, with a fraudulent intent, by which large sums of money have been lost to the Government.

Secondly.—That taking advantage of such temporary occupation of the Pay Clerk's duties, he has, at divers times, commencing on the 13th December, 1864, misappropriated, or otherwise irregularly, and with a guilty knowledge, disposed of certain sums of money, the property of the Government, viz. :—

£10 on the date named,
£10 on the 26th December, 1864,
£10 on the 11th February, 1865,
£10 on the 10th March, 1865,
£ 1 on the 15th March, 1865,

together with several other sums of money which he should have paid into the Bank of New South Wales, in the performance of his duty on the days named, but which have not yet been paid into the said bank as required.

The above charges having been fully inquired into by a Board appointed for that purpose, that Board is of opinion that the charges are borne out by the facts, and are therefore proven.

Under these circumstances, the Honorable the Secretary for Public Works recommends that Mr. E. O. Bulford should be called upon to shew cause why he should not be forthwith dismissed the Public Service.

No. 20.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 24 April, 1867.

THE Honorable the Secretary for Public Works submits, for the approval of His Excellency the Governor and the Executive Council, that Mr. E. O. Bulford, who has been suspended pending inquiry into Eastwood's defalcations, be now called upon to shew cause why he should not be dismissed the Public Service, for the reasons disclosed in the accompanying statement of the case.

JAMES BYRNES.

24 April, /67.—J.Y.

Minute 67-18, 24 April, 1867.—Confirmed, 1 May, 1867.

FOR the reasons disclosed in the accompanying papers, the Executive Council advise that Mr. E. O. Bulford, a Clerk in the Railway Branch of the Public Works Department, who has been suspended from office, pending inquiry into the defalcations of the said Branch, be now called upon to shew cause why he should not be dismissed the Public Service.

ALEX. C. BUDGE,
Clerk of the Council.

27 May, 1867.

Approved—J.Y.

No. 21.

THE CHIEF CLERK, RAILWAY BRANCH, to MR. E. O. BULFORD.

Department of Public Works,
Railway Branch,
Sydney, 26 April, 1867.

SIR,

I am directed by the Commissioner to inform you, that in consequence of a Cabinet Minute this day submitted to the Executive Council, and for the reasons therein stated, the Council has been pleased to direct that you be called upon to shew cause why you should not be dismissed from the Public Service, for irregularities in not accounting for divers sums of money, hereinafter mentioned, received by you as a Clerk in the Railway Branch of the Department of Public Works, from the Traffic Manager of the Great Southern Railway, to be paid into the Bank of New South Wales, and which said sums have not yet been paid into the said bank, in accordance with the due performance of your duty as such clerk, and for misappropriating or otherwise irregularly disposing of said sums of money, viz.:—

15 December, 1864.....	£10
26 " "	10
11 February, 1865.....	10
10 March, "	10
15 " "	1

together with divers other sums of money entrusted to your care as such clerk, for the purpose above stated.

I have, &c.,

R. MOODY,
Chief Clerk.

No. 22.

MR. E. O. BULFORD to THE COMMISSIONER FOR RAILWAYS.

Hunter's Hill,
29 April, 1867.

SIR,

In reply to your communication of the 26th instant, calling upon me to shew cause why I should not be dismissed the Public Service, I beg most respectfully to state, that knowing nothing whatever of the charges brought against me, it is perfectly impossible for me to enter into any defence.

I have, &c.,

E. O. BULFORD.

No. 23.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. E. O. BULFORD.

Department of Public Works,
Sydney, 30 April, 1867.

SIR,

In acknowledging the receipt of your letter of the 29th instant, addressed to the Commissioner for Railways, stating, in reply to a letter addressed to you from the Railway Department, calling upon you to shew cause why you should not be dismissed the Public Service—that being unaware of the nature of the charges brought against you, it is impossible for you to enter into any defence,—I am directed by the Honorable the Secretary for Public Works to enclose herein a copy of a statement which has been received from the Accountant of the Railway Department, showing certain defalcations in the revenue received at various times from the Railway Stations. You will perceive, on reference to this statement, which is in a schedule form, that the revenue therein alluded to passed directly through your hands, either while assisting Charles W. Eastwood in the duty of checking it, or when you were attending to this duty in his absence. The bank vouchers and the receipts to station-masters having been, as the statement shews, made out by you, either jointly with Eastwood or by yourself.

I am to request that you will at once furnish any explanation you may have to offer in regard to these defalcations, and at the same time shew cause why you should not be dismissed the Public Service in respect thereof, and otherwise for neglect of duty, in not properly checking the revenue referred to in the enclosed statement, and, in the cases where you, in the absence of Eastwood, paid the revenue into the bank, for not paying in the amounts shewn in such cases to be deficient.

I have, &c.,

JOHN RAE.

[Enclosure

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

[Enclosure in No. 23.]

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.			Total Amount of Deficiency.
			£	s.	d.	£ s. d.
1864.						
Nov. 28	Poole	Bulford				10 0 0
Dec. 15	Bulford	"	10	0	0	
" 17	"	Poole	0	5	0	
" 26	"	Bulford	10	0	0	
						20 5 0
1865.						
Feb. 11	Bulford	Bulford	0	10	0	
" 16	"	Eastwood	5	0	0	
						5 10 0
March 10	Bulford	Missing	10	0	0	
" 15	Missing	Bulford	1	0	0	
						11 0 0
April 29	Bulford	Bulford				10 0 0
Dec. 29	Bulford	Missing				2 17 0
1866.						
March 8	Bulford	Eastwood	10	0	0	
" 10	"	Bulford	10	0	0	
" 22	"	Eastwood	5	0	0	
" 23	"	Bulford	1	0	0	
" 28	Eastwood	"	5	0	0	
" 31	Bulford	"	10	0	0	
						41 0 0
April 1	Eastwood	Bulford	0	10	0	
" 10	Bulford	"	5	0	0	
" 9	"	"	1	0	0	
" 12	"	Eastwood	0	10	0	
" 14	"	Bulford	1	0	0	
" 19	"	"	0	10	0	
" 20	"	"	1	0	0	
" 21	"	"	1	0	0	
" 27	"	"	0	10	0	
" 30	"	"	1	0	0	
						12 0 0
May 1	Bulford	Bulford	1	0	0	
" 2	"	"	1	0	0	
" 4	"	"	5	0	0	
" 6	"	"	1	0	0	
" 9	"	"	1	10	0	
" 11	"	Eastwood	1	0	0	
" 16	"	Bulford	0	10	0	
" 17	"	"	1	0	0	
" 18	"	"	0	10	0	
" 21	"	Eastwood	0	10	0	
" 25	"	"	0	10	0	
" 29	"	Bulford	0	10	0	
" 30	"	"	0	10	0	
" 31	"	"	10	0	0	
						24 10 0
June 1	Bulford	Bulford	0	10	0	
" 19	"	Eastwood	1	0	0	
" 21	"	"	0	10	0	
" 23	"	Bulford	1	0	0	
						3 0 0
July 2	Bulford	Eastwood	0	10	0	
" 5	"	"	1	0	0	
" 9	"	"	1	0	0	
" 10	"	"	1	0	0	
" 12	"	"	0	10	0	
" 14	"	"	0	10	0	
						4 10 0
Aug. 3	Bulford	Bulford	5	0	0	
" 7	"	"	0	10	0	
" 24	"	Eastwood	0	10	0	
" 26	"	"	0	10	0	
" 27	"	"	5	0	0	
" 30	"	Bulford	229	2	6	
						240 12 6
Sept. 6	Bulford	Bulford	10	10	0	
" 8	"	"	1	0	0	
" 12	"	"	0	10	0	
" 21	"	"	1	0	0	
" 29	"	"	10	0	0	
						23 0 0
Oct. 2	Bulford	Bulford	0	10	0	
" 4	"	"	1	0	0	
						1 10 0
Nov. 20	Bulford	Bulford	5	0	0	
" 21	"	"	0	10	0	
" 23	"	"	6	0	0	
						11 10 0

[Enclosure in No. 23—continued.]

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.	Total Amount of Deficiency.
1866.			£ s. d.	£ s. d.
Dec. 1.....	Bulford..	Bulford..	1 0 0	
" 7.....	" ..	" ..	10 0 0	
" 31.....	" ..	Bryant..	10 0 0	21 0 0
1867.				
Jan. 10.....	Bulford..	Bulford..	0 10 0	
" ..	" ..	" ..	0 10 0	
" 11.....	" ..	" ..	2 0 0	
" 15.....	" ..	Eastwood	1 0 0	
" 17.....	" ..	Bulford..	1 0 0	
" 18.....	" ..	" ..	0 10 0	
" 19.....	" ..	" ..	0 10 0	
" 21.....	" ..	Eastwood	0 10 0	6 10 0
			£	448 14 6

No. 24.

MR. E. O. BULFORD to THE SECRETARY FOR PUBLIC WORKS.

Hunter's Hill,
6 May, 1867.

SIR,

I have the honor to acknowledge the receipt of your communication of the 30th ult., containing a list of defalcations extending over a period of more than two years, and in which my name appears as having been attached to vouchers, either singly or conjointly with that of C. W. Eastwood. In reply thereto, after giving the matter my most careful attention, I beg again to state most respectfully, but emphatically, my entire ignorance of any knowledge of the said defalcations; but at the same time, I cannot attempt any explanation or defence in the matter, owing to the manner in which my name is mixed up with that of Eastwood, when I know myself to be innocent of any attempt at fraud.

There is, however, one amount, namely, £229 2s. 6d., which I can positively swear was inserted on the station-master's receipt after the money for that day was checked and paid into the bank; and, in fact, I have already sworn to this fact, when I was examined on subpoena at the Water Police Court, in the matter of Regina v. Eastwood—forgery.

With reference to shewing cause why I should not be dismissed the Public Service, I can only state that I have been for more than nine years in the Service, and during the whole of that period there has never been any complaint made against me for carelessness, negligence of duty, or, in fact, any complaint in any way connected with my duties as Clerk in the Railway Branch. I therefore trust that you will carefully consider my general conduct during the period above mentioned, before giving your sanction to my dismissal from the Public Service.

I have, &c.,
E. O. BULFORD.

No. 25.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 8 May, 1867.

REFERRING to the Minute of the Executive Council directing that Mr. E. O. Bulford should be called upon to shew cause why he should not be dismissed from his office of Clerk in the Railway Branch, for misconduct in connection with the Eastwood defalcations, the Honorable the Secretary for Public Works now informs His Excellency the Governor and the Executive Council that, in a letter from his department of date the 30th ultimo, Mr. Bulford was furnished with a statement shewing certain defalcations in the revenue received at various times from the Railway Stations; and his attention was drawn to the fact that the revenue therein alluded to passed directly through his hands, either while assisting Charles W. Eastwood in the duty of checking it, or when he was attending to this duty in Eastwood's absence. Mr. Bulford was requested to furnish at once any explanation he might have to offer in regard to these defalcations, and at the same time to shew cause why he should not be dismissed the Public Service in respect thereof, and otherwise for neglect of duty in not properly checking the revenue paid in by Eastwood; and, in the cases where he, in the absence of Eastwood, paid the revenue into the bank, for not paying in the amounts shewn in such cases to be deficient.

Mr. Bulford's reply, of date the 6th instant, is enclosed herewith, in which he states that he cannot attempt any explanation or defence, owing to the manner in which his name is mixed up with that of Eastwood, &c.

The

The Honorable the Secretary for Public Works therefore recommends for the approval of His Excellency the Governor and the Executive Council, that Mr. E. O. Bulford be dismissed the Public Service.

JAMES BYRNES.

Minute 67-21, 16 May, 1867—Confirmed, 21 May, 1867.

REFERRING to the proceedings of the 24th ult., when the Council advised that Mr. E. O. Bulford, a Clerk in the Railway Branch of the Public Works Department, should be called upon to shew cause why he should not be dismissed from office, for misconduct in connection with the defalcation of C. W. Eastwood, the Executive Council now advise, after careful consideration of the whole case, that Mr. Bulford—whose explanation is most unsatisfactory—be at once dismissed the Public Service.

27 May, 1867.

Approved—J.Y.

ALEX. C. BUDGE,

Clerk of the Council.

No. 26.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. E. O. BULFORD.

Department of Public Works,
Sydney, 30 May, 1867.

SIR,

In reference to your letter of the 6th instant, I am directed to inform you that the Executive Council has directed that you be dismissed the Public Service, for misconduct in connection with the recent defalcations in the Railway Branch, and you are dismissed accordingly.

I have, &c.,

JOHN RAE.

No. 27.

MR. E. O. BULFORD to THE COMMISSIONER FOR RAILWAYS.

Hunter's Hill, near Sydney,
3 June, 1867.

SIR,

I received your letter of the 30th ultimo, informing me that the Executive had sanctioned my dismissal from the Public Service. Such being the case, will you kindly inform me when I am to apply for my back salary, as it is now five months since your communication intimating my suspension was written; and, pending dismissal or otherwise, I have not been enabled to obtain permanent employment.

I have, &c.,

E. O. BULFORD.

No. 28.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. E. O. BULFORD.

Department of Public Works,
Sydney, 5 June, 1867.

SIR,

In reference to your letter of the 3rd instant, relative to the payment of your salary for the period between the dates of your suspension and dismissal from office, I am directed by the Honorable the Secretary for Public Works to inform you that salary will be paid to you to the date of your dismissal, viz., the 31st ultimo.

I have, &c.,

JOHN RAE.

No. 29.

R. C. WALKER, ESQ., to THE SECRETARY FOR PUBLIC WORKS.

178, Woolloomooloo-street,
Sydney, 3 May, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of 27th April, stating that the Executive Council has been pleased to direct that I be called upon to shew cause why I should not be removed from the Public Service, for neglect of duty, in not comparing, during the years 1864, 1865, and 1866, the bank deposit receipts for moneys paid into the bank by Charles Woodman Eastwood, with the remittance notes received by that person from the Traffic Manager of the Southern and Western Railways.

I am accused of neglect of duty for not checking daily the bank deposit receipts for moneys paid into the bank.

1st. In answer to this, I beg most respectfully to point out that this charge is unfounded. A daily check was carried out in the following manner, viz.:—Daily cash slips were received from every station (say twenty-two in number), shewing the amount each station-master remitted to the Account Branch. From these twenty-two slips a daily bank voucher was prepared in form, as shewn in Appendix B of Minutes of Evidence. The bank voucher was made up and checked as follows:—Eastwood counted the cash from the bags, checking the amounts with the cash slips; he then handed them over to some other person in
the

the office, to make up in detail the bank deposit receipt, or vice versa; some one would count the cash from the bags while Eastwood made up the bank voucher; but when the pressure of work was too great to afford this assistance, in order to get the daily cash checked in time to pay it to the bank before 3 o'clock, Eastwood would first check all the cash from the bags, and then hand the slips to some one in the office, to call the amounts while he entered them down on the bank deposit voucher; or, he would call them to some one else, while they entered the amount on the bank voucher. Thus, I maintain, with every respect, that the daily bank deposit receipts were checked. It must be understood that the station-masters' cash slips, when done with, were forwarded to the Audit Clerk at the Sydney Station, to be kept in his charge, and were not retained in the Accountant's office. These duties were performed by the various officers given to assist me in carrying on the work of the department. If they were incompetent, or Eastwood was able to trick them, or any of them were in complicity with him, I do not see how I can be censured for that; and though this check was not done by me individually, it was done by the officers given to assist me, which is equal to my doing it.

2. I now wish to shew how utterly impossible it was for me to exercise a supervision over the office, or make these checks myself, being compelled, by the orders of the Minister and Commissioner, to undertake duties quite foreign to my office, and that continuously. Shortly after Mr. Holroyd took office, and before any fraud had taken place, he sent for me, and, in a very peremptory manner, ordered me to prepare some returns for the Treasurer, distinctly telling me *I must leave everything else and attend to this*; and, in fact, whenever he sent for me, the same thing was repeated—he did not appear to look upon it as though there was any necessity for me to do anything but to prepare and furnish him with information. What with the Minister on one side, and the Commissioner—urged by the Minister—on the other side, I never had a day's intermission during the whole time of Mr. Holroyd's tenure of office; nor was it possible for me to devote any time to see what Eastwood or the other officers were doing. *This is the time the fraud commenced.* I will not, however, confine myself to this fact, but go to what I think will clearly shew that both the Minister and Commissioner, by their acts and consent, took the supervision of the office from me. In June, 1864, Mr. Holroyd sent for me, and desired me to prepare an elaborate return in three days, stating at the same time, in the most emphatic manner, he did not care what it was, it must be stopped, and I was to do nothing else until I had completed it. I told him it would take more than three months to prepare, and if I was to do this I could not attend to the duties of the office. He said he did not care, he would have it done, and I must set about it and confine my attention to it until the return was completed, and he wrote a minute ordering it to be done in three days. This minute is in the office, and is written on by Mr. Rae, stating "that other work must be postponed until this return is completed." At this time a very large amount was taken. It took every hand in the Accountant's office and the Store Branch away from their regular work for between four and five months before it was finished, during which time I obeyed orders, and confined my attention to this. Eastwood being left to himself, having at the same time the power to receive, to pay, to collect thousands of pounds, to carry documents, to pay money to the bank, to cash cheques, in fact, to do as he liked; yet this was in the knowledge of both Minister and Commissioner. I have a witness to come forward and state that he heard Mr. Rae, who had just come from Mr. Holroyd's room, tell me in the most peremptory terms, that I must leave everything alone until these returns were completed. It is clear to me, that as no fraud had been committed by Eastwood prior to this time, he took advantage of my whole attention being engaged on this matter to commence his systematic peculations.

Immediately following these returns, in addition to the arrears which had then accumulated in the office, came other returns consequent upon these; then a change of Ministry (which is always the occasion of additional work), and I was again directed to prepare fresh returns, heavier than those already supplied. As both Minister and Commissioner knew I was devoting the whole of my time and attention to this, and could not therefore supervise the other work, I did not deem it desirable to place it on record; and before these returns were out of hand, came the order for the laborious work of preparing the information for the Commissioner's Report. I was constantly with Mr. Rae, who knew I could not and was not looking after anything else. The Report goes to the earliest date of Railways, and does Mr. Rae great credit for the way it is put together; but I am sure he will admit he could not have made it in its present perfect state, were it not for the manner in which I furnished the statistical information; to obtain which, I had to go through the books and accounts to the earliest date of the railway, working up and marking in them the information they would not supply. But owing to the way the vouchers have been supplied from the various sources, to the Account Branch, for entry in the books, the detail of expenditure is necessarily confined to certain headings, and the books prior to 1861 were very defective, containing no detail. I was therefore compelled to work up the information, and put it into the books, before I could proceed with my work, as may now be seen by the figures of myself and Mr. Bryant, who, after great complaint on my part, was lent to me from the Traffic Manager's Department. He was the only competent assistant I ever had since the death of Mr. Freeman, early in 1863. I was also compelled to make a new book, styled Capital Ledger, and work it up from the commencement of Railways to the date of the Commissioner's Report, before I could with any confidence or credit to myself allow the documents to be printed, as I believe there is not a single Report or Return which has been printed, that can be verified by the books, prior to Mr. Rae's Report in 1865. The only few times Mr. Rae did come into the office, it was to complain of the delay in furnishing him with information for his Report, stating at the same time, *I was to leave everything else until I had worked up the information.* Thus, he not only must have known, but must have seen that I could not possibly be checking Eastwood while I was doing it; but the amounts

of

of the cash slips were at this time, as well as before, called over for entry on the bank voucher; and though the check was not done by me individually, it was done by the officers given to assist me, which is equal to my doing it.

3. Whilst waiting for certain mileage returns, which prevented my going on with the Commissioner's Report for 1866, I took advantage of this opportunity to look into matters—giving my attention first to the outstanding accounts; and in order that I might have a check myself upon these, I commenced a miscellaneous ledger to enter them in. I then sent for Mr. Vernon to know from him how they stood, and as we could not arrive at any correct result about some of them, I said we would leave it until Eastwood returned. At this time Mr. Vernon did not in any way express his suspicions of anything being wrong, or that he suspected Eastwood. As soon as Eastwood returned, I sent again for Mr. Vernon, and after hearing Eastwood's explanations about the accounts, I gave instructions to Mr. Vernon and Mr. Bryant to make a search, and particularly in reference to one cheque for £16 Gs. 8d. In seeking for this, they discovered the systematic discrepancy of £60, which brought to light the whole fraud. Mr. Vernon states, in his evidence, that the fraud was discovered through certain representations made by him to me, but it will be seen such was not the case.

4. I find that, on the 20th September, 1860, a letter was written by the Honorable the Secretary for Public Works, consenting to, or introducing a system by which the Railway revenue receipts *were to be checked daily, by an officer who was to be sent from the Treasury*; and it was arranged that this system was to come into operation on the 1st day of October, 1860. No reason has ever been assigned why this system, which must have effectually succeeded in preventing fraud by the Railway Officers, was not carried out, nor does it anywhere appear that there is any letter or authority cancelling this arrangement. I have no opportunity of seeing these papers; but had they been laid before the Board, it would clearly have decided *that the responsibility of checking the daily Railway revenue receipts was not to be fixed on the Accountant for Railways.*

5. When I took my appointment in February, 1861, I never received any instructions, either written or verbal, from the Commissioner or any one in the department. Neither Mr. Rae nor myself were ever made acquainted with the fact of there being in existence a Minute (*vide Appendix F, page 70 of Minutes of Evidence*) which made the Commissioner solely responsible for the proper checking of the Railway revenue receipts. *Had I been aware of the existence of such a minute, I would have forfeited my position as Accountant, rather than carry out instructions involving risk to the Commissioner and myself;* and I feel confident had Mr. Rae been informed of it, he never would have assisted in forcing upon me duties foreign to my office, and thus compel me to neglect matters of such vital importance to us both. No record appears to have been kept of this Minute in the Railway Office, and I never heard of it until the discovery of the defalcations. My repeated minutes on the queries and remarks of the Auditor General, urging that some officer from his department should come to the Railway Office, to examine and check the books and accounts, will show I could not have been aware of this minute. On my taking office in 1861, there were two years arrears of expenditure to work up; and to complete this, it occupied my special attention for about eighteen months. In addition to which, a heavy Parliamentary Return was called for, which I have not before alluded to. The books would not give the information required, and I had to work it out from the vouchers and records of the office. This took me nearly *five months*, working night and day, before it was finished; and I had to design and introduce a new system, so as to enable such information easily to be procured at any future time. The books themselves will prove this. The Blue Book, and other returns too numerous to mention, but which can be found on reference being made *to my own manuscript copies in the office*, were continually heaped upon me in the same urgent manner as previously pointed out, without my having any competent assistance, unless I took the bookkeepers from their regular daily duties, and allowed their work to fall into arrear. It was therefore *quite impossible* I could perform these duties, and supervise the other work. The Commissioner knew I was doing all this, yet he did not help me to get more assistance, and always told me the Minister said *we were as thick as bees*, and we had nothing to do.

6. The evidence being taken in short-hand, it was of course not read over to me at the time it was taken, and I imagined the same privilege would be given to me as I had seen allowed to every witness in the case of the Inquiry into the Public Works Department; that is, I expected the manuscript evidence would have been submitted to me for my written corrections; and was very much surprised—when I called, the next day, upon the gentleman who took the evidence, for the purpose of making my revision—that I could not alter even a word; whereas, on the same day of my examination, I was called as a witness in a Court of Justice, and examined on oath to prove a case of forgery against Eastwood; there I was allowed to correct anything I did not think conveyed my meaning, when the answers were read over to me. I now beg leave to submit explanations of the questions and answers to which I take exception.

7. In July, 1861, shortly after I was appointed, a new system of audit of the Railway revenue receipts was introduced by Mr. Owen, the Traffic Manager, who initiated the whole thing; but there is still great room for fraud at the stations, and that to a very large extent, because the system has never been properly carried out as Mr. Owen proposed it. I have repeatedly urged something to be done, but no notice has been taken of it. If Mr. Owen's suggestions had been adopted, these frauds could not have taken place. In June, 1861, Mr. Owen wrote a minute calling attention to the chances of defalcation. The document is in the printed Minutes of Evidence taken before the Board.

8. Great importance is attached to the *daily checking* of the bank vouchers, but this was of little or no use against such deep laid roguery, so long as Eastwood was allowed to be

Receiver,

Receiver, Cashier, Collector, and Carrier of Moneys and Documents; and I maintain that the monthly comparison of the Station Audit Books with the totals of the Journal in the Accountant's Office was the only real check against fraud; as forgery, or falsification of the station cash slip after the bank voucher was made up, would always defeat a daily check—and both forgery and falsification have been committed by Eastwood to effect this. I understand I am blamed for not sending these totals of the Journal to the Audit Clerk (Mr. Vernon), but it was clearly the duty of the Audit Clerk to bring his books to the office for comparison with those of the Account Branch, as it cannot be supposed the superior officer should wait upon, or send statements of accounts to, the inferior officer; besides, by so doing, it would be putting it in the power of the Audit Clerk more easily to go into collusion with the Cashier. It ought to have been the duty of the Commissioner, not the Accountant, to see that this was done; for if the comparison of the books had been made under the direction and supervision of the Commissioner, it would have acted as a check on the Accountant, as well as on every one in the office.

9. Great astonishment appears to exist in all quarters to know why I did not suspect Eastwood, from the style he was living in? To this I simply state—

		Per annum.
(Real.)	His voted salary was	£300
(Real.)	He was allowed 12s. per diem whenever he went on the Line to pay salaries or wages, and the price of cab-hire, in all I think about... ..	130
(Real.)	Until very recently he had forage allowance for his horse	60
(Fictitious.)	He led me and others in the department to believe, and we had no reason to doubt it, that he had a legacy left to him of £6,400 (really, £2,400), out of which he had built his house, and had invested £4,000 of it at 6 per cent. per annum, giving him	240
(Really only £50.)	He used to shew draft to myself and the office, which he appeared to get about every other English mail—some for £50, some for £100, which I set down at	350
	Making a total supposed income of	£1,080

This, with a house to live in, rent free, would surely enable any man to live well; and as every one around me had such unlimited confidence in him, from the Minister down to the messenger, and he appeared to be on such friendly terms with many persons of very high standing in the city, these gentlemen, as well as every one in the department, must have been equally deceived by him as I was. There is therefore nothing extraordinary that I also should look on him as an honest man until I proved him a rogue.

10. I entered the Public Works Department in April, 1855, just twelve years ago, during which period I have never had any leave of absence, nor have I been away from my duties, whether from sickness or other causes more than four or five days in the whole time. I have worked night and day to endeavour to conquer the laborious tasks that have been put upon me, and have done everything that any man could do under the circumstances. I am sure every one in the office will be ready to testify to this. When I first joined the Service I entered as a second class Clerk, at £300 per annum, in the Colonial Architect's Office, under the old form of Government. I was afterwards, without seeking it, promoted to the office of Chief Clerk of the Roads Branch, which I held until 15th February, 1861, when I was again, without any solicitation on my part, offered the situation of Accountant for Railways, at £500 per annum. My predecessor received £600 per annum.

I deeply regret the necessity of being obliged, in this statement for my defence, to say what may appear to cast reflections on others, and I do so as little as I possibly can; but it is quite impossible for me to vindicate my character of any imputations that may be cast upon me unless I do so.

I trust that when my defence is submitted, the foregoing statements may receive favourable consideration.

I have, &c.,

R. C. WALKER.

Explanations of Evidence of R. C. Walker taken before the Board appointed to inquire into the Defalcations in the Railway Branch of the Public Works Department.

Question 30. THIS question appears to me to be wrongly stated, as the answer I gave applied to a question as to whether it was customary for the Accountant to count the cash, to which I answered—No, not that I know of.

Questions 56, 57, 58, 59, 60. It will be seen when answering 56 that I was stopped by the Chairman from giving the explanation I wished to give. There was a break in the evidence, and other questions were asked, which were ordered not to be taken down. These related to the comparison of the books, to which my answers more particularly refer, which is shown by the following questions and answers:—61, 62, and 63. I was puzzled with the inconsistency of these questions and answers when they were read over to me, but was not allowed to alter them. All these answers should therefore read as referring only to the comparison of the books of the Audit Clerk with those of the Accountant.

Question 66. To this I should have answered—Yes, the slips were called over by some one, for Eastwood to enter on the bank voucher.

R. C. WALKER.

(A.)

(A.)

RETURN referred to in my letter of 3rd of May, 1867.—R. C. WALKER.

ABSTRACT of INVOICES OF RAILS, from the 1st January, 1858, to 31st December, 1863, including Freight, Insurance, Cartage, Wharfage, and other charges.

Date of Invoice.	Name of Ship.	From whom purchased.	By whom purchased.	Tonnage of RAILS.	Price Current per "Economist."	Price per Ton paid in London.	Amount of Invoice.	FREIGHT AND PRIMAAGE.		ENGLISH CHARGES.		Colonial Charges.	Total Cost per Ton.	Date of Receipt.
								At per Ton.	Amount.	Insurance.	Merchants Charges.			
				Ton cwt. qr. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1858.														
Feb. 5	John Bright and Subastapol	Ebbw Vale Company	Lloyd, Bielby and Co.	200 16 1 4	6 10 0 to 7 0 0	8 6 0	1,665 15 1	30s., & 5 per cent.	315 0 0	34 9 0	16 12 5	60 18 8	10 8 6	9 Aug., 1859.
Mar. 1	Hostonian and Centurion	ditto	ditto	229 2 0 25	6 10 0 to 7 0 0	8 6 0	1,901 12 4	25s., 30s., & 5 per cent.	324 14 9	37 11 0	4 6 3	51 11 0	10 2 6	31 July, "
28	Blue Jacket	Losh, Wilson and Bell	ditto	135 17 1 2	6 10 0 to 7 0 0	8 8 0	1,141 5 1	25s., & 5 per cent.	125 16 5	23 13 0	3 11 10	30 11 6	9 15 0	28 Sept., "
31	Woolloomooloo	ditto	ditto	119 11 1 25	6 10 0 to 7 0 0	8 8 0	1,004 8 4	27s. 6d., & 5 per cent.	173 10 7	16 15 0	2 13 0	26 19 6	10 4 7	16 Aug., "
April 8	Jason and Earl of Shaftesbury	Ebbw Vale Company and Bolchow and Vaughan.	ditto	149 1 3 20	6 10 0	8 6 0	1,237 9 11	25s., 35s., & 5 per cent.	223 13 0	33 13 0	18 8 2	61 1 9	10 11 2	14 Oct., "
15	Thomas Campbell	Losh, Wilson and Bell	ditto	120 4 0 20	6 10 0	8 8 0	1,003 15 1	30s., & 5 per cent.	189 6 4	19 4 0	10 11 1	30 15 7	10 7 10	16 Jan., 1860.
2	Abyssinian	ditto	ditto	136 12 0 1	6 10 0	8 8 0	1,147 8 10	27s. 6d., & 5 per cent.	187 5 9	22 16 0	1 9 9	41 4 10	10 6 0	5 Nov., 1859.
May 2	Blackwall	Ebbw Vale Company and Do.	ditto	117 18 0 24	6 5 0	8 8 0	982 8 0	30s., & 5 per cent.	178 0 0	9 3 0	24 0 0	26 10 2	10 6 11	7 Oct., "
2	British Merchant	Losh, Wilson and Bell	ditto	141 14 0 9	6 5 0	8 8 0	1,190 6 3	32s. 6d., & 5 per cent.	241 17 9	23 13 0	18 15 10	35 9 0	10 13 1	24 Oct., "
June 1	Granite City	ditto	ditto	100 0 1 4	6 5 0	8 8 0	840 2 5	35s., & 5 per cent.	183 0 6	15 16 0	21 9 6	30 16 8	10 13 2	1 Dec., "
8	Quito	ditto	ditto	103 15 3 23	6 5 0	8 8 0	922 6 0	31s. 6d., 35s., & 5 per cent.	187 6 1	16 15 0	13 16 3	33 15 9	10 13 10	26 Nov., "
9	Damascus	Bolchow and Vaughan	ditto	147 15 0 15	6 5 0	8 7 6	1,237 9 3	27s. 6d., & 5 per cent.	200 13 0	23 13 0	28 1 7	46 13 7	10 7 10	30 Sept., 1859.
14	Coleman	ditto	ditto	200 1 3 4	6 5 0	8 7 6	1,676 14 11	35s. 6d., & 5 per cent.	368 13 4	31 10 0	17 10 6	45 0 5	10 13 9	30 Dec., "
14	British Merchant	ditto	ditto	92 0 0 20	6 5 0	8 7 6	770 11 6	32s. 6d., & 10 per cent.	156 19 6	16 15 0	5 0 0	17 3 0	10 10 0	21 Oct., "
July 4	Victoria Regina	Losh, Wilson and Bell	ditto	100 11 1 9	6 5 0	8 8 0	844 15 3	40s., & 10 per cent.	4*4 9 6	30 0 0	16 0 0	58 2 1	11 2 8	6 Feb., 1860.
5	Victoria Regina	Bolchow and Vaughan	ditto	88 2 2 0	6 5 0 to 6 10 0	8 7 6	738 0 11	32s. 6d., & 5 per cent.	1,607 6 4	102 16 0	136 11 3	11 10 10	10 Nov., 1859, N.	
5	Noach	ditto	ditto	255 1 1 20	6 5 0 to 6 10 0	8 7 6	2,144 12 0	40s., & 5 per cent.	244 7 3	20 8 0	10 10 10	28 12 10	10 7 5	25 Jan., "
5	ditto	ditto	ditto	327 1 2 27	6 5 0 to 6 10 0	8 7 6	2,739 7 1	35s., & 5 per cent.	279 8 6	25 4 0	13 18 10	46 17 1	11 1 0	30 Dec., "
11	Colonsay	Anthony Hill	ditto	151 18 2 21	6 5 0 to 6 10 0	8 13 0	1,314 4 8	32s. 6d., & 5 per cent.	342 14 0	50 2 6	17 6 9	61 17 2	11 0 10	30 Dec., "
21	Astro	ditto	ditto	100 9 2 7	6 5 0 to 6 10 0	8 13 0	869 2 8	32s. 6d., & 5 per cent.	196 12 11	19 6 9	26 15 6	35 11 8	10 14 5	26 Jan., 1860.
29	ditto	ditto	ditto	104 7 3 21	6 5 0 to 6 10 0	8 13 0	868 8 8	40s., & 5 per cent.	88 2 0	12 8 0	4 8 6	19 15 10	10 19 8	18 Mar., 1859.
Aug. 13	Alice	Ebbw Vale Company	ditto	114 19 1 0	6 5 0 to 6 10 0	8 6 0	934 3 9	35s., & 5 per cent.	187 1 9	15 10 0	10 0 0	22 13 3	10 19 2	30 Dec., "
13	North Wind and Jason	Bolchow and Vaughan	ditto	125 12 2 0	6 5 0 to 6 10 0	8 7 6	1,052 2 2	35s., & 5 per cent.	175 1 8	15 15 6	22 7 3	29 9 5	19 16 10	28 Jan., 1860.
15	Midway	ditto	ditto	47 18 3 20	6 5 0 to 6 10 0	8 7 6	401 11 1	37s. 6d., & 5 per cent.	191 11 9	16 0 0	33 10 9	22 11 7	10 17 2	16 Jan., "
15	Light of the Age	Anthony Hill	ditto	51 4 2 21	6 5 0 to 6 10 0	8 13 0	443 3 6	35s., & 5 per cent.	90 1 7	12 8 0	4 8 6	19 15 10	10 19 8	18 Mar., 1859.
16	Castle Howard	ditto	ditto	101 15 1 7	6 5 0 to 6 10 0	8 13 0	680 14 2	35s., & 5 per cent.	187 1 9	15 10 0	10 0 0	22 13 3	10 19 2	30 Dec., "
17	Daphne	Ebbw Vale Company	ditto	95 15 1 19	6 5 0 to 6 10 0	8 6 0	794 18 0	37s. 6d., & 5 per cent.	175 1 8	15 15 6	22 7 3	29 9 5	19 16 10	28 Jan., 1860.
17	ditto	ditto	ditto	100 5 1 23	6 5 0 to 6 10 0	8 6 0	532 5 2	37s. 6d., & 5 per cent.	191 11 9	16 0 0	33 10 9	22 11 7	10 17 2	16 Jan., "
20	Emilie	Bolchow and Vaughan	ditto	27 1 0 8	6 5 0 to 6 10 0	8 7 6	226 11 6	40s., & 5 per cent.	74 11 4	12 4 0	2 5 8	11 13 4	17 Feb., "	
Sept. 1	Princess Amelia	ditto	ditto	649 17 3 2	6 5 0 to 6 10 0	8 7 6	5,412 16 3	52s. 6d., & 5 per cent.	1,791 5 1	81 4 6	66 12 6	11 10 3	3 Feb., "	
7	Walter Hood	ditto	ditto	152 9 2 6	6 5 0 to 6 10 0	8 7 6	1,277 0 0	35s., & 5 per cent.	380 3 5	24 18 0	12 15 10	46 19 10	10 18 4	17 Jan., "
7	Alfred	Anthony Hill	ditto	303 8 2 14	6 5 0 to 6 10 0	8 10 6	2,533 13 0	37s. 6d., & 10 per cent.	619 12 10	50 2 0	61 17 11	91 7 2	11 4 9	16 Jan., "
13	Star of Peace	ditto	ditto	103 9 1 0	6 5 0 to 6 10 0	8 13 0	869 0 0	40s., & 5 per cent.	210 8 10	16 8 0	8 14 0	5 0 0	11 1 1	30 Mar., "
14	Schoonderloo	Bolchow and Vaughan	ditto	315 4 0 2	6 5 0 to 6 10 0	8 7 6	2,891 1 2	37s. 6d., & 5 per cent.	69 10 4	5 2 0	7 3 3	7 10 2	10 18 3	7 Mar., "
21	Josepha Louisa	Ebbw Vale Company	ditto	20 11 3 6	6 5 0 to 6 10 0	8 6 0	265 3 9	37s. 6d., & 5 per cent.	717 0 10	82 12 0	47 0 8	11 12 6	25 May, "	
21	Amazon	Bolchow and Vaughan	ditto	260 5 0 0	6 5 0 to 6 10 0	8 7 6	2,170 13 11	52s. 6d., & 5 per cent.	773 0 7	89 14 6	50 17 6	11 13 2	13 Dec., "	
24	Vrede	ditto	ditto	231 1 1 24	6 5 0 to 6 10 0	8 7 6	2,354 0 6							

DEALLOCATIONS IN THE RAILWAY DEPARTMENT.

(A.)—continued.

Date of Invoice.	Name of Ship.	From whom purchased.	By whom purchased.	Tonnage of Rails.	Price Current per "Economist."	Price per Ton paid in London.	Amount of Invoice.	FREIGHT AND PRIMAGE.		ENGLISH CHARGES.		Colonial Charges.	Total Cost per Ton.	Date of Receipt.
								At per Ton.	Amount.	In-surance.	Merchants Charges.			
				Ton cwt. qr. lb.	£ s. d. £ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1859.														
Oct. 21	Catteaux Wattel	Anthony Hill	Lloyd, Bielby, and Co.	100 11 1 14	6 5 0 to 6 10 0	8 13 0	869 18 4	37s. 6d., & 5 per cent.	201 1 5	15 0 0	9 13 1	95 6 4	1 2 11	17 Mar., 1860.
25	Fitz James	Ebbw Vale Company	ditto	300 13 0 27	6 0 0 to 6 10 0	7 7 6	2,217 7 8	37s. 6d., & 10 per cent.	614 12 6	115 10 0	60 4 2	74 16 8	10 5 0	20 Feb., "
27	Flamingo	ditto	ditto	100 4 0 4	6 0 0 to 6 10 0	7 10 0	751 0 4	35s., & 5 per cent.	184 2 4	13 9 0	22 11 6	23 0 8	9 18 11	25 Apl., "
Nov. 8	General Windham	ditto	ditto	50 8 1 17	6 0 0 to 6 10 0	7 10 0	378 2 11	40s., 6d., & 5 per cent.	105 15 10	11 8 0	11 7 1	12 11 4	10 5 11	2 May, "
8	Asia	ditto	ditto	50 11 0 7	6 0 0 to 6 10 0	7 10 0	379 3 0	40s., & 5 per cent.	106 2 0	15 4 0	11 7 9	12 11 10	10 6 8	25 Apl., "
23	Dirigo	ditto	ditto	501 19 0 0	6 0 0 to 6 10 0	7 2 6	2,351 8 5	37s. 6d., & 10 per cent.	632 15 5	97 5 0	59 4 10	75 6 8	9 19 1	13 Apl., "
30	Transatlantic	Anthony Hill	ditto	100 18 0 0	6 0 0 to 6 10 0	8 13 0	872 18 11	sum of	211 18 1	16 15 0	18 7 8	25 4 4	11 6 11	6 May, "
Dec. 3	Ann Buckle	Ebbw Vale Company	ditto	76 2 0 21	6 0 0 to 6 10 0	9 10 0	723 0 9	40s., & 5 per cent.	159 16 3	13 1 6	35 8 9	18 13 8	12 9 7	13 June, "
9	George Marshall	ditto	ditto	74 19 0 5	Not quoted.	9 10 0	712 0 5	sum of	183 2 6	16 15 0	25 7 11	12 10 0	12 13 5	29 May, "
17	Echo	Anthony Hill	ditto	101 1 2 21	6 0 0 to 6 10 0	8 13 0	874 7 7	sum of	212 7 0	16 11 6	20 0 6	25 5 4	11 7 3	22 June, "
17	Redan	ditto	ditto	50 12 1 21	6 0 0 to 6 10 0	8 13 0	437 17 6	sum of	118 14 10	8 14 0	7 4 6	12 12 0	11 1 2	3 Aug., "
30	Hannah More	ditto	ditto	152 5 2 0	6 0 0 to 6 10 0	8 10 0	1,294 6 9	40s., & 10 per cent.	335 0 1	23 13 0	47 12 1	37 18 4	11 8 4	6 May, "
30	Stad Gouda	ditto	ditto	53 12 0 4	6 0 0 to 6 10 0	8 13 0	437 14 11	52s. 6d., & 5 per cent.	682 4 8	50 0 6	120 13 11	.....	11 14 0	6 Aug., " N.
30	Stad Gouda	ditto	ditto	196 18 1 7	6 0 0 to 6 10 0	8 0 0	1,575 6 6	52s. 6d., & 5 per cent.	583 13 10	58 10 0	149 12 1	.....	11 14 9	26 Dec., "
20	Trynnye Tennas	ditto	ditto	211 15 1 15	6 0 0 to 6 10 0	8 0 0	1,694 3 1	40s., & 10 per cent.	329 3 4	67 18 2	87 3 0	37 9 8	11 3 4	6 May, "
30	Hannah More	Samuel Beale and Company	ditto	149 12 1 13	6 0 0 to 6 10 0	7 15 0	1,159 10 10							
1860.														
Apr. 20	Stormway	Samuel Beale and Company	Willis, Merry, and Co.	149 13 3 12 [steel rails]	Not quoted.	9 17 0	1,474 9 6	40s., & 5 per cent.	319 7 2	48 10 0	26 7 6	37 7 4	12 14 8	19 Aug., "
1861														
Feb. 15	Morning Star	ditto	ditto	140 14 2 2	5 5 0 to 5 15 0	8 0 0	1,125 16 2	32s. 6d., & 5 per cent.	240 2 4	31 1 6	14 19 8	10 5 11	10 2 1	21 June, 1861.
15	John Masterman	ditto	ditto	60 0 1 0	5 5 0 to 5 15 0	8 0 0	480 2 0	30s., & 5 per cent.	94 10 5	16 2 9	7 5 0	14 0 0	10 3 11	2 Aug., "
1	Resolute	ditto	ditto	101 18 3 0	5 5 0 to 5 15 0	8 0 0	815 10 0	32s. 6d., & 5 per cent.	173 18 6	22 11 3	10 18 1	8 9 10	10 2 4	3 July, "
21	Nagasaki	S. Beale and Company	ditto	201 7 0 0	5 5 0 to 5 15 0	7 19 0	1,600 14 8	40s., & 10 per cent.	442 19 6	41 5 6	29 6 7	.....	10 10 3	28 July, "
Mar. 12	Bard of Avon	ditto	ditto	175 14 1 20	5 0 0 to 5 5 0	7 19 0	1,396 19 8	37s. 6d., & 10 per cent.	362 7 7	43 9 3	43 5 3	41 0 1	10 14 9	31 July, "
12	Chevalier	ditto	ditto	176 2 0 0	5 0 0 to 5 5 0	7 19 0	1,399 19 11	37s. 6d., & 10 per cent.	363 4 2	43 9 6	43 5 10	41 1 4	10 14 3	1 Aug., "
20	Marciaus	G. F. Train and Company	ditto	153 11 3 14 [tram rails]	5 0 0 to 5 5 0	7 6 0	1,149 16 1	37s. 6d., & 10 per cent.	328 8 6	41 17 6	105 10 0	36 10 1	10 9 7	26 July, "
26	Marquis of Argyll	S. Beale and Company	ditto	16 12 3 7	5 0 0 to 5 5 0	8 0 0	133 2 6	32s. 6d., & 5 per cent.	28 7 11	3 14 6	2 7 7	.....	10 1 5	25 Aug., " N.
28	Strathdon	ditto	ditto	195 13 1 13	5 0 0 to 5 5 0	8 0 0	1,565 6 11	32s. 6d., & 5 per cent.	333 17 6	43 9 6	18 0 6	16 5 0	10 2 0	4 July, "
1862.														
Aug. 18	Thames	ditto	ditto	102 3 1 0 [steel rails]	Not quoted.	9 2 6	932 14 8	50s., & 5 per cent.	160 17 7	16 15 0	30 1 0	.....	11 3 1	28 Dec., 1862, N.
Oct. 4	Queen of India and Spray of the Ocean.	Weardale Iron Company	ditto	121 3 2 8	5 10 0 to 6 0 0	7 5 0	878 10 10	25s., & 5 per cent.	169 1 0	21 10 6	15 18 3	25 4 11	9 1 8	5 & 23 Jan., 1863.
14	Cordova	ditto	ditto	83 12 0 16	5 10 0 to 6 0 0	7 6 0	606 3 2	25s., & 5 per cent.	109 14 8	14 17 6	9 8 0	2 11 3	8 17 8	21 Feb., 1863, N.
15	Ezilda and Pauline	S. Beale and Company	ditto	125 3 3 0 [steel rails]	Not quoted.	8 16 0	1,101 13 0	30s., & 5 per cent.	197 3 5	40 1 6	16 10 9	.....	10 16 6	28 Jan., " N.
15	Light of the Age	ditto	ditto	45 3 0 0 [steel rails]	Not quoted.	9 2 6	411 19 11	30s., & 5 per cent.	71 2 2	15 0 0	6 3 10	.....	11 3 4	18 Jan., " N.
24	Rob Roy	Ebbw Vale Company	ditto	151 7 1 20	5 10 0 to 6 0 0	7 10 0	1,135 5 8	25s., & 5 per cent.	356 11 8	41 10 6	102 17 1	33 19 10	9 10 6	29 Nov., "
30	Iditto	ditto	ditto	120 11 2 12	5 10 0 to 6 0 0	7 12 6	919 8 5							

(A.)—continued.

Date of Invoice.	Name of Ship.	From whom purchased.	By whom purchased.	Tonnage of Rafts.	Price Current per "Economist."	Price per Ton paid in London.	Amount of Invoice.	FREIGHT AND PRIMAGE.		ENGLISH CHARGES.		Colonial Charges.	Total Cost per Ton.	Date of Receipt.
								At per Ton.	Amount.	In- surance.	Merchants Charges.			
1862.														
Nov. 1	Cornelia	Weardale Iron Company	Willis, Merry, and Co.	Ton. cwt. qr. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	4 Apr., 1853, N.
5	Rifeman and Winfield	ditto	ditto	125 1 1 20	5 10 0 to 6 0 0	7 5 0	905 15 6	27s. 6d., & 5 per cent.	180 11 6	30 12 0	9 1 10	9 0 6	26 Apr., "	
10	Germania	ditto	ditto	235 2 2 0	5 10 0 to 6 0 0	7 5 0	1,704 13 4	25s., & 5 per cent.	303 12 1	41 18 6	24 5 2	42 13 0	9 4 4	2 May, "
10	Monita	ditto	ditto	125 16 1 20	5 10 0 to 6 0 0	7 5 0	912 4 2	27s. 6d., & 5 per cent.	181 13 0	30 12 0	9 2 11	26 4 2	9 1 0	19 Apr., "
18	Everton	S. Beale and Company	ditto	60 0 0 0	5 10 0 to 6 0 0	7 5 0	435 0 0	25s., & 5 per cent.	78 15 0	10 12 6	11 6 0	7 10 0	9 1 0	
				141 4 0 0	Not quoted.	9 0 0	1,270 16 0	35s., & 10 per cent.	271 16 3	42 3 6	25 11 6*			
Dec. 16	Persia	The Earl of Dudley	ditto	[steel rafts]										
1863.				50 15 0 8	5 10 0 to 6 5 0	9 0 0	456 15 8	25s., & 5 per cent.	66 12 3	11 5 0	6 19 6	6 6 11	10 16 11	10 May, "
Jan. 9	Bankside and Merric England	ditto	ditto	42 8 3 9	5 15 0 to 6 0 0	9 0 0	381 19 6	25s., & 5 per cent.	65 14 0	9 8 6	7 2 7	7 10 3	10 17 5	1 June, "
15	William Cole	Ebbw Vale Company	ditto	77 19 2 12	5 15 0 to 6 0 0	7 12 6	594 12 0	25s., & 5 per cent.	102 7 0	14 10 6	9 15 11	16 5 0	9 9 1	21 June, "
Apr. 13	Shackamaxon	ditto	Edward Hamilton	201 6 0 21	5 15 0 to 6 0 0	7 10 0	1,509 16 4	25s., & 5 per cent.	264 4 6	37 13 0	25 12 6	41 18 9	9 6 8	3 Sept., "
14	Conference	ditto	ditto	80 15 3 0	5 15 0 to 6 0 0	7 12 6	616 0 1	22s. 6d., & 5 per cent.	95 8 2	8 14 0	6 3 11	16 16 8	9 0 3	27 July, "
21	Devonshire	ditto	ditto	99 0 2 4	5 15 0 to 6 0 0	7 10 0	742 11 8	25s., & 5 per cent.	129 19 6	15 4 0	12 14 9	4 10 0	9 2 10	4 Sept., "
29	Marin Hoy	Weardale Iron Company	ditto	200 17 3 22	5 15 0 to 6 0 0	7 5 0	1,456 10 1	22s. 6d., & 5 per cent.	237 6 2	25 18 0	12 7 0	41 17 1	8 16 7	30 Aug., "
30	T. D. Marshall and Dartmouth	Ebbw Vale Company	ditto	100 6 1 0	5 15 0 to 6 0 0	7 12 6	764 17 8	22s. 6d., & 5 per cent.	118 9 8	14 19 6	5 6 7	7 5 10	9 1 7	11 Sept., "
May 9	Peerless	ditto	ditto	200 0 0 7	5 15 0 to 6 0 0	7 10 0	1,500 0 5	25s., & 5 per cent.	262 10 2	33 0 0	26 6 8	38 2 3	9 4 10	23 Sept., "
12	City of Sydney	Weardale Iron Company	ditto	301 1 0 3	5 15 0 to 6 0 0	6 18 9	2,058 10 10	25s., & 5 per cent.	395 2 7	60 0 0	26 9 9	37 12 7	8 12 6	12 Sept., "
18	Vineira and Dartmouth	Weardale Iron Company	ditto	137 16 3 16	5 15 0 to 6 0 0	7 5 0	999 0 3	22s. 6d., & 5 per cent.	162 15 5	17 16 6	8 10 2	17 7 0	8 14 11	7 Sept., "
21	Vineira	Ebbw Vale Company	ditto	162 8 3 20	5 15 0 to 6 0 0	7 6 0	1,177 14 8	22s. 6d., & 5 per cent.	191 17 9	13 10 0	17 14 0	8 28 0	8 13 6	11 Sept., "
June 30	W. W. Smith	S. Beale and Company	ditto	19 16 0 14	5 15 0 to 6 0 0	7 12 6	151 0 5	22s. 6d., & 5 per cent.	23 8 0	2 10 0	1 11 1	0 19 6	9 1 2	9 Oct., "
July 23	Canaan	ditto	ditto	102 17 0 0	5 15 0 to 6 0 0	7 17 6	803 18 11	22s. 6d., & 5 per cent.	121 9 10	14 6 6	7 1 5	12 17 2	9 7 9	31 Oct., "
23	Colonial Empire	ditto	ditto	135 9 2 0	5 15 0 to 6 0 0	7 17 6	1,086 18 0	22s. 6d., & 5 per cent.	160 0 8	18 16 6	9 8 2	16 18 9	9 7 9	18 Nov., "
Aug. 3	John Vanner	ditto	ditto	97 18 2 0	5 15 0 to 6 0 0	7 17 6	771 3 0	22s. 6d., & 5 per cent.	115 13 6	14 6 6	6 5 5	12 4 10	9 7 9	16 Nov., "
1	Duncan Dunbar	ditto	ditto	36 18 2 0	5 15 0 to 6 0 0	7 17 6	209 15 8	17s. 6d., & 5 per cent.	33 18 6	4 19 0	2 16 5	4 12 3	9 2 6	25 Nov., "
3	Granite City	ditto	ditto	131 16 2 0	5 15 0 to 6 0 0	7 17 6	1,008 2 5	22s. 6d., & 5 per cent.	156 14 5	18 6 0	8 17 11	6 14 6	9 7 9	2 Dec., "
12	Ardberg	ditto	ditto	165 19 3 23	5 15 0 to 6 0 0	7 17 6	1,207 4 7	22s. 6d., & 5 per cent.	196 5 0	23 16 0	12 2 0	20 15 0	9 7 11	3 Dec., "
12	Chatsworth	ditto	ditto	99 17 0 14	5 15 0 to 6 0 0	7 17 6	786 7 4	22s. 6d., & 5 per cent.	117 19 1	13 17 0	6 16 0	12 9 8	9 7 9	16 Dec., "
12	Neville	ditto	ditto	63 3 0 0	6 0 0 to 6 5 0	7 17 6	457 6 2	30s., & 5 per cent.	99 9 2	12 9 0	3 16 10		9 14 3	12 Jan., 1864, N.
11	Hots-pur	ditto	ditto	103 11 3 0	6 0 0 to 6 5 0	7 17 6	821 10 0	30s., & 5 per cent.	166 6 0	20 13 0	6 6 8		9 14 1	22 Dec., 1863, N.
11	Caleno	ditto	ditto	82 17 3 26	6 0 0 to 6 5 0	7 17 6	682 16 7	17s. 6d., & 5 per cent.	76 3 3	11 5 0	6 3 7	10 7 3	9 2 6	6 Dec., "
18	Chatsworth	ditto	ditto	119 16 0 2	6 0 0 to 6 5 0	7 17 6	943 8 8	22s. 6d., & 5 per cent.	141 10 3	16 9 6	8 2 9	14 19 6	9 7 8	8 Jan., 1864, N.
21	Damascus	ditto	ditto	89 6 2 0	5 15 0 to 6 5 0	7 17 6	1,440 18 8	30s., & 5 per cent.	298 3 9	37 3 9	11 5 6		9 14 1	12 Dec., 1863, N.
Sept. 1	Mary Scott	ditto	ditto	208 13 0 0	6 0 0 to 6 5 0	7 17 6	1,642 2 5	22s. 6d., & 5 per cent.	246 9 2	28 19 0	14 1 4	26 1 7	9 7 8	14 Jan., 1864, N.
1	Harkaway	ditto	ditto	66 17 3 0	6 0 0 to 6 5 0	7 17 6	518 17 3	22s. 6d., & 5 per cent.	77 16 7	9 3 6	4 10 3	8 4 9	9 7 9	16 Jan., "
25	Damascus	ditto	ditto	158 13 2 0	6 0 0 to 6 5 0	7 17 6	1,068 8 10	22s. 6d., & 5 per cent.	160 5 4	18 17 0	9 4 7	18 19 5	9 7 9	13 Jan., "
31	Nourmahal	ditto	ditto	26 9 0 0	6 0 0 to 6 5 0	7 17 6	298 5 11	22s. 6d., & 5 per cent.	31 4 10	3 10 0	2 3 5	3 6 6	9 7 10	14 Jan., "
Oct. 31	Walter Hood	ditto	ditto	79 11 2 9	6 0 0 to 6 5 0	7 17 6	626 13 8	22s. 6d., & 5 per cent.	94 0 0	10 10 0	5 18 5	9 19 0	9 7 8	17 Jan., "
1	Rifleman	ditto	ditto	293 8 2 19	6 0 0 to 6 5 0	7 17 6	2,310 15 7	22s. 6d., & 5 per cent.	346 12 1	40 16 0	19 15 0	36 13 7	9 7 8	30 Jan., "
4	Ocean Empress	ditto	ditto	151 1 1 0	6 10 0 to 7 5 0	7 17 6	1,189 12 4	22s. 6d., & 5 per cent.	178 8 10	20 19 0	10 4 10	18 17 7	9 7 7	12 Feb., "
10	Castle Howard	Weardale Iron Company	ditto	250 5 0 0	6 10 0 to 7 5 0	7 14 0	1,926 18 6	32s. 6d., & 5 per cent.	426 19 8	55 16 6	49 17 8		9 16 6	20 Jan., 1864, N.
11	Cornwallis	ditto	ditto	100 1 1 10	6 10 0 to 7 5 0	7 15 0	775 10 4	22s. 6d., & 5 per cent.	118 4 1	15 2 6	5 5 7	12 10 2	9 5 2	27 Feb., "
17	Louis Meyer	ditto	ditto	292 3 2 9	6 10 0 to 7 5 0	7 15 0	1,566 17 6	22s. 6d., & 5 per cent.	228 16 5	31 0 0	10 10 6	25 5 6	9 5 2	23 Feb., "
21	Liberator	ditto	ditto	160 5 1 12	6 10 0 to 7 5 0	7 7 6	1,109 4 7	22s. 6d., & 5 per cent.	177 10 0	29 8 0	7 7 7	18 15 8	8 18 0	31 Mar., "
24	Strathdon	ditto	ditto	190 2 0 14	6 10 0 to 7 5 0	7 15 0	775 18 5	17s. 6d., & 5 per cent.	91 19 4	14 12 0	6 19 0	12 10 3	8 19 11	26 Feb., "
Nov. 21	Sirocco	S. Beale and Company	ditto	176 0 1 7	6 10 0 to 7 5 0	7 15 0	1,264 2 4	22s. 6d., & 5 per cent.	207 18 4	26 18 0	9 3 10	22 0 0	9 5 2	26 Mar., "
21	Mandau	ditto	ditto	115 14 0 0	6 10 0 to 7 5 0	7 14 0	1,275 17 9	22s. 6d., & 5 per cent.	282 14 6	36 19 0	32 19 9		9 16 6	28 Jan., N.
21	Montrose	ditto	ditto	35 7 2 0	6 10 0 to 7 5 0	7 14 0	272 7 9	25s., & 5 per cent.	46 8 6	6 10 6	7 0 5	4 8 5	9 10 4	1 Apr., "
21	Montrose	ditto	ditto	150 0 2 0	6 10 0 to 7 5 0	7 14 0	1,155 3 10	25s., & 5 per cent.	196 18 2	27 8 0	26 15 2	18 15 0	9 9 11	27 Mar., 1864, N.

* Wrecked on coast off Queensland; recovered from underwriters, Merry and Co.

(B.)

THE Report referred to in Mr. Walker's letter of 3rd May, 1867, marked "B," is the Report on the Origin and Progress of the Railways of New South Wales, from 1846 to 1864 inclusive. By John Rae, Esq., A.M., Commissioner for Railways. [Presented to both Houses of Parliament, by Command.]

(C.)

THE Return referred to in Mr. Walker's letter of 3rd May, 1867, marked "C," is a Return to an Order of the Legislative Assembly, relative to the cost per mile of Great Southern and Great Northern Railways, &c., &c., and also Expenditure thereon for the year 1860, &c., &c., &c. [Laid upon the Table, and ordered to be printed by the Legislative Assembly, 27th May, 1862.]

No. 30.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 16 May, 1867.

REFERRING to the Minute of the Executive Council directing that Mr. R. C. Walker be called upon to shew cause why he should not be dismissed from his office of Accountant in the Railway Branch, for neglect of duty in connection with the Eastwood defalcations, and to Mr. Walker's reply thereto, which has been duly considered by the Cabinet, the Honorable the Secretary for Public Works recommends to His Excellency the Governor and the Executive Council that, instead of adopting the extreme course in this case, Mr. R. C. Walker be allowed to resign his situation as Accountant, and that he be considered eligible for future employment in some other branch of the Public Service.

JAMES BYRNES.

Minute 67/21, 16 May, 1867.—Confirmed, 21 May, 1867.

WITH reference to the proceedings on the 24th ultimo, when the Cabinet advised that Mr. Robert Cooper Walker, the Accountant to the Railway Department, should be called upon to shew cause why he should not be dismissed from office, for neglect of duty in connection with the defalcations of Eastwood,—the Executive now advise, after the most careful consideration of the subject, and the explanation furnished by Mr. Walker, that he be permitted to resign his office as Accountant; also, that he be considered eligible for future employment in some other branch of the Public Service.

ALEX. C. BUDGE,
Clerk of the Council.

27 May, /67.
Approved—J.Y.

No. 31.

THE UNDER SECRETARY FOR PUBLIC WORKS to R. C. WALKER, Esq.

Department of Public Works,
Sydney, 31 May, 1867.

SIR,

With reference to a letter of the 24th ultimo, addressed to you by the Commissioner for Railways, calling on you, by the direction of the Executive Council, to shew cause why you should not be dismissed from your office of Railway Accountant, for neglect of duty in connection with the Eastwood defalcations, and to your letter of explanation in reply thereto,—I am directed by the Honorable the Secretary for Public Works to inform you that the Executive Council have decided that you may be permitted to resign your office as Railway Accountant, and that you be considered eligible for future employment in some other branch of the Public Service.

I have, &c.,
JOHN RAE.

No. 32.

R. C. WALKER, ESQ., to THE UNDER SECRETARY FOR PUBLIC WORKS.

178, Woolloomooloo-street,
Sydney, 1 June, 1867.

SIR,

In reference to your letter of the 31st ultimo, and having written what I conceive to be a proper vindication of my honor, in answer to the charge of neglect of duty,—I have now the honor to tender my resignation of the office of Accountant for Railways; and I trust that my long service of twelve years, and the work I have performed for the Government, may procure for me an appointment in some other branch of the Public Service.

I have, &c.,

R. C. WALKER.

No. 33.

THE UNDER SECRETARY FOR PUBLIC WORKS to R. C. WALKER, ESQ.

Department of Public Works,
Sydney, 4 June, 1867.

SIR,

In acknowledging the receipt of your letter of the 1st instant, I am directed to inform you that the Honorable the Secretary for Public Works, in terms of the Minute of the Executive Council, the purport of which has already been communicated to you, has been pleased to accept the resignation which you tender of your appointment as Accountant for Railways.

I have, &c.,

JOHN RAE.

No. 34.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 22 May, 1867.

IN reference to the late defalcations in the Railway Branch of this Department, the Honorable the Secretary for Public Works now formally informs His Excellency the Governor and the Executive Council that Charles Woodman Eastwood, a clerk in the branch mentioned, absconded from the Colony on or about the 25th January last, having, it was subsequently discovered, embezzled large sums of money the property of the Government.

The Secretary for Public Works, therefore, *pro forma*, recommends to His Excellency and the Council that Charles Woodman Eastwood be dismissed the Public Service from the 26th January last.

JAMES BYRNES.

Minute 67/23, 28 May, 1867—Confirmed, 3 June, 1867.

FOR the reasons herein stated, the Executive Council advise Charles Woodman Eastwood, a Clerk in the Railway Branch of the Public Works Department, who has absconded from the Colony, and is charged with embezzling public moneys, be, *pro forma*, dismissed from the Public Service from the 26th January last.

ALEX. C. BUDGE,

Clerk of the Council.

6 June, /67.

Approved—J.Y.

No. 35.

PROCEEDINGS of, and MINUTES of EVIDENCE taken
before, the Board appointed to inquire into
Defalcations in the Railway Department.

PROCEEDINGS.

MONDAY, 11 MARCH, 1867.

PRESENT :—

The Honorable Geoffrey Eagar, Esq., Colonial Treasurer, in the Chair.
The Honorable John Bowie Wilson, Esq., Secretary for Lands.

Alexander C. Budge, Esq., Clerk to the Executive Council, produced the Minute
of the Executive Council, approving the appointment of the Board to inquire into
the Defalcations in the Railway Branch of the Public Works Department.

James Hugh Palmer, Esq., appointed Secretary to the Board.

Mr. Robert Cooper Walker examined.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY, 13 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

The Board deliberated.

[Adjourned to To-morrow, at 11 o'clock.]

THURSDAY, 14 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

John Rae, Esq., examined.

[Adjourned to Saturday next, at 11 o'clock.]

SATURDAY, 16 MARCH, 1867.

[Adjourned (by direction of the Chairman) to Tuesday next.]

TUESDAY,

TUESDAY, 19 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

Mr. Donald Vernon examined.

[Adjourned to To-morrow, at 11 o'clock.]

WEDNESDAY, 20 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

Mr. H. A. Hall examined.

Mr. R. T. Hall examined.

C. Rolleston, Esq., examined.

[Adjourned to To-morrow, at 11 o'clock.]

THURSDAY, 21 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

[Adjourned to To-morrow, at 11 o'clock.]

FRIDAY, 22 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq.

[Adjourned, by direction of the Chairman, to Monday next, at 11 o'clock.]

MONDAY, 25 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq.

[Adjourned, by direction of the Chairman, to To-morrow, at 11 o'clock.]

TUESDAY, 26 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

Secretary submitted to the Board letters received from Mr. R. T. Hall and Mr. Vernon.

Ordered to be appended to the evidence (*Vide Appendices K & L*).

Mr. R. Moody examined.

Mr. E. A. Rennie examined.

Mr. E. Owen examined.

Mr. R. Moody further examined.

[Adjourned to Thursday next, at 11 o'clock.]

THURSDAY, 28 MARCH, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

The Chairman laid before the Board a letter, dated 31st August, 1860, from Under Secretary for Finance to Under Secretary for Public Works, enclosing Circular from Treasury to Collectors of Public Revenue, dated 6th August, 1860. (*Vide Appendix M*.)

The Chairman also laid before the Board a Report by Examiner of Accounts in the Treasury, of the payments on account of the Unemployed. (*Vide Appendix N*.)

Mr. R. C. Walker further examined.

[Adjourned to Monday next, at 11 o'clock.]

MONDAY,

MONDAY, 1 APRIL, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY, 3 APRIL, 1867.

PRESENT :—

The Honorable G. Eagar, Esq.
The Honorable J. B. Wilson.

[Adjourned to Friday next, at 11 o'clock.]

FRIDAY, 5 APRIL, 1867.

PRESENT :—

The Honorable G. Eagar, Esq.
The Honorable J. B. Wilson, Esq.

[Adjourned to Tuesday next, at 11 o'clock.]

TUESDAY, 9 APRIL, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

The Secretary was directed to apply to Mr. Rac for a copy of the letter addressed by him to the Honorable W. Arnold, dated 11th March, 1867, to which he had handed in to the Board the reply. (*Appendix E.*)

The Secretary was directed to apply to the Works Department, for Minutes dated respectively 11th April and 2nd June, 1862, referred to by Mr. R. C. Walker, in answer to Q. 517.

The Chairman laid before the Board correspondence between the Auditor General and the Commissioner of Railways, in reference to the state of the Accounts, and a Minute of the Honorable the Colonial Secretary thereon. (*Vide Appendix Q.*)

Mr. H. A. Hall further examined.

The Secretary was directed to summon Mr. E. A. Rennie for to-morrow, to produce the original Queries on Accounts for 1863, and up to June, 1864, referred to in his note of 10th December, 1864.

[Adjourned to To-morrow, at 11 o'clock.]

WEDNESDAY, 10 APRIL, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

Read a letter from John Rae, Esq., dated 9th April, 1867. (*Vide Appendix R.*)

The Board directed the Secretary to write to Mr. Rae, requesting him to consider the propriety of sending to the Honorable W. M. Arnold, Esq., for a copy of the letter referred to in their resolution of yesterday.

Read a letter from Mr. R. Moody, Chief Clerk of the Railway Department, enclosing minutes, dated respectively 11th April and 2nd July, 1862.

The Board directed Mr. R. C. Walker to be summoned for to-morrow, at 11 o'clock.

Mr. E. A. Rennie was called in, and produced papers referred to in foot-note at page 85 of Appendix.

[Adjourned to To-morrow, at 11 o'clock.]

THURSDAY,

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

33

THURSDAY, 11 APRIL, 1867.

PRESENT :—

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

Read letters from John Rae, Esq. (*Nos. 1 and 2*), dated 10th April, 1867. (*Vide Appendix S.*)

The Chairman handed in a letter from the Auditor General to the Commissioner of Railways, dated 15th February, 1867, and relative minutes thereto. (*Vide Appendix T.*)

Mr. R. C. Walker further examined.

The Board closed the evidence to-day, and decided to transmit the Evidence, with Appendix, to the Cabinet, without Report.

TUESDAY, 16 APRIL, 1867.

The Honorable G. Eagar, Esq., in the Chair.
The Honorable J. B. Wilson, Esq.

Having received a letter from the Secretary, enclosing a communication from John Rae, Esq., the Chairman summoned a special meeting for the production of further papers relative to this inquiry.

The Chairman laid before the Board the Accountant's Minute on the conduct of Mr. Skardon, Audit Clerk to the Northern Railway, of 20th February, 1867 (*vide Appendix W*); also, a letter from Mr. Owen, Traffic Manager, dated 15th April, 1867, explanatory of his evidence (*vide Appendix X*); also, a letter from John Rae, Esq., of 16th April, 1867, enclosing a communication with the Honorable W. M. Arnold, Esq., and his reply thereto (*vide Appendix Y*); also, a letter from the Auditor General to the Under Secretary of the Government, of 4th April, 1867, with relative Minutes (*vide Appendix Z*).

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MINUTES OF EVIDENCE.

MONDAY, 11 MARCH, 1867.

Present:—

THE HONORABLE G. BAGAR, Esq., Colonial Treasurer, in the Chair.

THE HONORABLE J. B. WILSON, Esq., Secretary for Public Works.

Alexander C. Budge, Esq., Clerk to the Executive Council, called in and examined:—

1. *Chairman.*] Have you the original Minute of the Executive Council, constituting the Board to inquire into the late Defalcations in the Department of Public Works? *Answer:* I have. I will read the original. *(The witness read the same.)* Alexander C. Budge, Esq.
 2. Have you also a certified copy? *Answer:* I have. *(The witness handed in the same.)* 11 Mar., 1867.

The Copy referred to.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 5 March, 1867.

THE Honorable the Secretary for Public Works, concurring with the Honorable the Colonial Treasurer in the recommendation contained in his report, enclosed herein, in reference to the late defalcations in the Department of Public Works, recommends that the Honorable the Colonial Treasurer and the Honorable the Secretary for Lands be appointed a Board to inquire into such defalcations, and that, pending such inquiry, the following officers be suspended, viz.:—

- (1.) Mr. Rae, Commissioner of Railways and Under Secretary for Public Works.
- (2.) Mr. R. C. Walker, Accountant.
- (3.) Mr. D. Vernon, Audit Clerk.
- (4.) Mr. Skardon, Clerk.

JAMES BYRNES.

6 March, 1867.—J.Y.

TREASURER'S Report enclosed in the foregoing Minute Paper.

The Treasury, New South Wales,
21 February, 1867.

THE Treasurer received the papers enclosed to him by the Minister for Works, on the subject of the defalcations by Mr. Eastwood, and others, of the Railway Department.

The papers consist of—

- I. The Accountant's (Mr. Walker) memo. on the defalcations.
- II. An Abstract, by Mr. Walker, of the defalcations;—and
- III. Certain Vouchers in support of the Entries in the foregoing Abstract (II).

These documents were forwarded to the Treasury, at 4½ p.m., of the 14th instant, were opened on the 15th, and at once received all the attention, and were at once subjected to all the consideration which the Treasurer's own peculiar official duties (just now aggravated by his late absence from the Colony) permitted him to bestow upon them.

A more prompt report might perhaps have been afforded, but the examination was delayed, and was indeed, for a time, obstructed, by a very singular instance of clerical incorrectness that occurs in one of the headings of the Abstract (II):—In six of its eight pages, it represents that the bank vouchers were "signed" by Eastwood, or Bulford, or Poole, instead of stating, according to fact, that these vouchers were "made out" by Eastwood, or Bulford, or Poole, respectively.*

Reference had to be made to Mr. Walker, and the necessary explanation was afforded.

The Treasurer now places before his Honorable Colleague the result of his inspection of the papers. This result is,—from their defective form, and the scanty nature of the information comprised within them,—not so full or satisfactory as he himself could wish, nor as the gravity of the subject, in itself,—would demand.

1863.—In all the year of 1863, a sum of £1 18s. 3d. *only*, is reported by the Railway Accountant, to be deficient. The particulars of this solitary deficiency are not given.

1864.—

* NOTE.—Subsequently to the date of this report, the discrepancies remarked upon were improperly altered by the erasure of one set of words and the substitution of the other.—G.E.

1864.—In this year, 117 cases of fraud are reported, by Mr. Walker, to have occurred, amounting to £2,324 11s.

The principal way in which the frauds were effected, in this and the following years, may be thus stated in general terms, viz. :—

Every Station-master is furnished with a bound book of "Remittance Notes," shewing the particulars of his daily receipts. Each of these notes is divided, by perforation, into three exactly similar parts. This trifold note is daily filled up by the Station-master, in all its three similar parts; and two of these parts are daily detached and sent, with the money, to the Railway Account Branch in Sydney. Mr. Eastwood used to receive these moneys from all the Station-masters; he used to initial and return the duplicates to the Station-masters, and he used to retain the triplicates as his vouchers in support of moneys alleged to be received by him, and paid by him daily into the bank on account of the Railway. He was, himself, allowed daily to prepare, from these triplicate notes, a statement of the sums to be deposited in the bank; the statement was made by him to show an amount less than that represented by the triplicate notes; and this fraudulent statement was received by the Accountant, without inquiry;—was initialled by him, without reference to the vouchers;—and the account was passed by him through his books, as the Railway Revenue of the day.

The *triplicates* of the notes of 1864 are not with the papers before the Treasurer. There are, instead, 105 *duplicates* of the notes received by Eastwood;—one *duplicate* received by a Mr. Poole;—and, in eight instances, the notes (duplicate and triplicate) are not produced.

The *triplicates* that had been received by Eastwood are not only, not before the Treasurer on the present occasion, but it is now shewn that they were never asked for, or examined, by Accountant, or Auditor, or Commissioner, or any of the expensive Staff maintained in the Railway Department.

Eastwood was permitted to prepare the Bank Deposit Receipts in 113 cases of these detected frauds of 1864, involving a loss to the Revenue of £2,294.

In December of that year, Bulford appears to take a place in the system of embezzlement, having made out, in a short period, fraudulent bank vouchers to the extent of £20 5s. Not one of the documents in that year likely to implicate Bulford is produced. In three instances, a Mr. Poole is mentioned, but the explanatory papers are with-held.

1865.—In this year, the frauds are acknowledged by the Accountant to have amounted to £1,630;—but the papers submitted are very defective.

1866.—The Accountant reports that the frauds in this year extended to the sum of £1,750. The papers are not so defective as in 1865, and they, in some respects, furnish the grounds for a strong suspicion against Bulford; so much so that, even with this comparatively imperfect information before him, the Treasurer recommends that, pending a further and more formal inquiry, the Police authorities should be communicated with, in reference to the movements of Mr. Bulford; and perhaps, if he be in the Colony, to those of Mr. Poole.

1867.—In January of this year the sum of £6 10s. is said to be missing. The papers produced are defective.

Mention is made of certain salaries and wages, and Police, Gaol, Postal, and Roads' Expenses, amounting to £940. This amount, it is said, was received, but not accounted for, by Mr. Eastwood. The papers in reference thereto are not submitted.

In fine, the Treasurer notes that, of the whole acknowledged amount of the defalcations, according to Mr. Walker's statement, the following large sums were abstracted by Eastwood, without notice, or comment, or inquiry by the Officers around him, viz. :—

On 12 April, 1864	...	...	...	...	£177	19	7
12 May, "	...	...	...	...	162	16	7
15 June, "	...	...	...	...	202	4	7
30 Aug., "	...	...	...	...	360	0	3
24 Nov., 1865	...	...	...	...	793	2	2
19 Dec., "	...	...	...	...	796	17	5
30 Aug., 1866	...	...	...	...	229	2	6
22 Nov., "	...	...	...	...	1,387	8	8

The Treasurer notes, as before alluded to, that the Accountant (Mr. Walker) has verified, by his initials, in almost every instance, the presumed correctness of the sums deposited in the bank by Eastwood.

The Treasurer points out that the Clerk (Mr. Vernon) appointed for the purpose of *auditing* the Railway Accounts, and to whom, it is said, the "triplicate slips" were regularly sent for the purpose of checking the bank deposits, has utterly failed in these, the special objects of his appointment.

The Treasurer regrets that all the circumstances disclosed to him, constrain him to express the opinion that, the undetected perpetration of these systematic frauds, throughout a continuous period of three (perhaps of four) years, subjects the Commissioner for Railways (Mr. Rae) to the charge of (at the very least) incompetency and neglect, as Head of a most important Public Department.

The

The Treasurer advises his Colleague to bring the whole matter before the Cabinet, and to recommend to them that a Board of persons altogether unconnected with the Works' Branch be at once appointed to inquire into all the details of these frauds, and; generally, into the system of receipt, account, and disposal, by the Railway Commissioner and his subordinates, of the Revenues of the Railways.

Since writing the above, the Treasurer has learned with pain, that, altogether additionally to the foregoing defalcations, an amount of £3,700, handed over to Messrs. Eastwood and Walker, for payment of wages to persons employed in clearing the ground intended for the "Necropolis" is not satisfactorily accounted for.

Reference was made to Mr. Walker, who admits that no acquittances for the payments were taken; and that of the amount entrusted to Eastwood (£1,250) "some" portion, not yet ascertained, was embezzled by him.

The Treasurer is now further startled by his Colleague's blank cover reference of yesterday's date, submitted to him this morning.

Mr. Skardon, the Audit Clerk at Newcastle, jeeringly asks the Sydney Accountant, Mr. Walker—"What about the Post Office money for '66, 4 quarters at £140 17s. 6d. each, *id est*, £563 10s., still unpaid—Has it also gone over to the Stars and Stripes?" Appendix W.

Mr. Walker, at first, owns that a further robbery has been perpetrated by Eastwood, to the extent of £281 15s.

He then (so far as his memo. can be understood) admits to an additional deficiency of £399 12s. 6d.

Mr. Rae attempts, in this case, to throw the blame on Mr. Walker—Walker to shift it from himself to Skardon.

The Treasurer now presses it upon the Secretary for Works, to apply for an early meeting of the Executive Council, and to recommend thereat,—

- I. The suspension, pending inquiry, of
 - Mr. Rae, the Commissioner,
 - Mr. Walker, the Accountant,
 - Mr. Vernon, the Railway Clerk, Sydney,
 - Mr. Skardon, the Railway Clerk, Newcastle.
- II. The immediate institution of criminal proceedings against Mr. Bulford, now under suspension;—and
- III. The formal appointment of a *Commission*, for the purpose of a complete and searching inquiry, as before indicated.

G. EAGAR.

Robert Cooper Walker, Esq., called in and examined:—

3. *Chairman.*] What position do you hold in the Railway Department? *Answer:* Robt. Cooper Walker, Esq. Accountant.
4. How long have you held that position? *Answer:* Since February, 1861.
5. What is the nature of your duties? *Answer:* I think it would be necessary for me to tell you, first of all, that I was never doing the proper duties of accountant from the very time that I came into the office up to the time of leaving it; and I have never had the thorough supervision of the office, because my time has always been occupied in preparing returns and documents, in working up the books in a clerical way, which I considered to be foreign to the duties of an accountant. 11 Mar., 1867.
6. What do you consider to be the duties of your office? *Answer:* That I should have the general supervision of the work of the office, and look after and see that everything was properly done; to go and visit the stations, and see that they were kept up, and that the whole of the money, and everything else, was so far kept up to the strict letter.
7. Did you actually keep the books of the department? *Answer:* Some of the books.
8. Will you state what those books were? *Answer:* When I came into the office as accountant, there were no balances brought forward in the ledger that is on the votes —
9. I would rather you would now confine yourself to facts, reserving any explanation until afterwards. What books did you actually keep? *Answer:* The ledger termed "ledger F" I had to work up when I came in to the office, in order to arrive at the correct balances of the votes I had in hand.
10. What other books did you keep? *Answer:* I had to keep, as a check upon the votes, a monthly statement of all the charges against each vote, in order that I might readily shew the balance on any vote.
11. Who kept the cash book? *Answer:* Mr. Hall.
12. Did you keep any other books? *Answer:* No, I kept no other books.
13. Who kept the journal? *Answer:* Mr. Bulford. I should have stated that there is another book I kept, called the "capital ledger"—a new ledger lately introduced.
14. Who were the persons employed in the account department, beside yourself? *Answer:* Mr. Hall, Mr. Bulford, and Mr. Eastwood, and an occasional assistant who has been changed about from time to time. I had Mr. Poole at one time, and Mr. Bryant at another; I think that is all.
15. Your permanent assistants were Messrs. Hall, Bulford, and Eastwood? *Answer:* Yes.

16.

- R. C. Walker, Esq. 16. To whom did you consider yourself immediately responsible in your department? *Answer*: To the Commissioner.
- 11 Mar., 1867. 17. To whom did you consider that your permanent assistants were immediately responsible? *Answer*: To the Commissioner.
18. Not to yourself? *Answer*: I beg your pardon, I misunderstood your question.
19. I asked you to whom you considered your permanent assistants immediately responsible? *Answer*: Some I considered were responsible to the Commissioner—that is, Mr. Eastwood.
20. Who were responsible to yourself? *Answer*: The book-keepers,—the audit clerk, in a measure I considered responsible to the Commissioner.
21. I am asking you respecting your permanent assistants, of whom the audit clerk was not one? *Answer*: Of the permanent assistants there were only two—the book-keepers.
22. Will you state, for the information of the Board, how the traffic receipts were daily accounted for at your office? *Answer*: The receipts, after they had of course been made up by the station-masters and put into their bags, which arrived at the office daily, were brought by Mr. Eastwood into my room and checked there; and as he checked each bag and found the cash correct, he receipted the duplicate slip that was enclosed with the cash, and returned it to the station-master as his receipt for the money.
23. When you say that Mr. Eastwood checked the cash, do you mean that he individually, without the assistance of any second party, compared the amount in each bag with each deposit slip? *Answer*: Yes; sometimes he had assistance, but as a rule he counted the cash in the bag by himself.
24. That is, he compared the cash in the bag with the relative deposit slip himself, without any other check? *Answer*: Yes.
25. Can you tell me whether the deposit slip so furnished by the station master was put up in each bag, or sent separately to Eastwood? *Answer*: Put up in each bag, wrapped with the money.
26. In other words, Mr. Eastwood brought daily into your office, a number of sealed bags, which, on being opened, were found to contain sums of money with a relative deposit slip? *Answer*: Yes.
27. And Eastwood, as a general rule, counted the money and compared it with the slip? *Answer*: Yes.
28. *Mr. Wilson.*] When did Mr. Eastwood enter the department? *Answer*: He was in the department when I came. I cannot say the exact date—he was there before me. I think it was in 1859 or 1860.
29. Has this practice you have mentioned, of Mr. Eastwood checking his own cash, always been adopted ever since you have been in the department? *Answer*: Always; it was usually in the presence of any one who might be in the office; he was not hidden from any one.
30. It has never been customary for the accountant to check these accounts? *Answer*: No, not that I know of.
31. *Chairman.*] Who deposited the moneys so collected? *Answer*: Mr. Eastwood. Of course there was an occasional exception to that. I have done it, Mr. Bulford has done it, and Mr. Hall has done it.
32. As a general rule, Mr. Eastwood deposited the money? *Answer*: Yes.
33. Who made up the deposit slip for the bank? *Answer*: It was generally made by Mr. Eastwood, but it has been made up at various times by all in the office, according to circumstances; but he usually had some one to call over the slips with him, especially latterly, as the stations increased, and the work got heavier in the department.
34. Is that your list of Mr. Eastwood's defalcations, made up at the request of the Minister for Works (*handing Appendix A to witness*)? *Answer*: Yes.
- Appendix A. 35. What is the first date on which defalcations were found to have commenced? *Answer*: 12th April, 1864; that is the first real fraud.
36. What is the total amount of defalcations, according to this statement? *Answer*: £6,671 14s. 9d. I have sent a supplemental report to this, which shews further defalcations to the amount of £281 15s.
37. I am now confining my attention to the document which I have just handed to you—how many vouchers are there in connection with that—will you look at these, and tell me if these are the vouchers in connection with that (*handing papers to the witness*)? *Answer*: Yes, these are the vouchers; some are not here. They are in the hands of the Crown Solicitor, and some one or two are up the line. The bulk are here. Those not here are marked in the summary.
38. What number of vouchers are there? *Answer*: 201.
39. All these vouchers are of like character? *Answer*: All similar.
40. That is to say, they relate to deficiency on the traffic receipts? *Answer*: Yes, every one of them.
- Appendix B. 41. Will you look at the voucher No. 1 (*handing the same to the witness—vide Appendix B.*)—what is the date of that? *Answer*: 12th April, 1864; and it shews a deficiency of £177 19s. 7d.
42. How do you arrive at that deficiency—how do you prove it? *Answer*: Because on the cash slip there is shewn for goods £177 19s. 7d., and in the bank voucher there is no entry whatever for goods.
43. I understand by the cash slip, the station master's remittance note? *Answer*: Yes.
44. This remittance note shews that Mr. Eastwood received £60 19s. 11d. for coaching traffic? *Answer*: Yes.
45. And £177 19s. 7d. for goods traffic? *Answer*: Yes.
46. The bank deposit receipt shews that Eastwood paid only £60 19s. 11d., and altogether withheld £177 19s. 7d.? *Answer*: Yes.

47. In whose handwriting is the bank deposit receipt? *Answer*: In Eastwood's.
48. This bank deposit receipt ought to have been a correct abstract of the remittance upon goods as well as upon coaching traffic? *Answer*: Exactly, it should agree figure for figure.
49. Mr. Eastwood brought to you the bank deposit receipt as he prepared it, but did he bring the remittance notes in support of it? *Answer*: No, he did not.
50. Are these your initials at the foot of that? *Answer*: Yes.
51. Under what circumstances did you place your initials there? *Answer*: I have to send a voucher to the Treasury reporting that this sum has been paid to the bank, and I initial that to shew that I had seen the money paid to the bank before I reported it to the Treasury, and not as a check upon the bank slip.
52. At what time were your initials put there? *Answer*: After he came back from the bank—after the money was paid into the bank. He made out another voucher shewing the total daily sum, which I compared with the bank voucher, signed, and then sent to the Treasury.
53. Was that document initialled by you before going to the bank? *Answer*: No, after it was brought from the bank.
54. Did you conceive that you assumed any responsibility by putting your initials there? *Answer*: No more than that I had checked the amount he had paid to bank.
55. In what way did you check it? *Answer*: Because I saw the teller's receipt for that sum of money. I got the teller's receipt for that sum of money, as a check on him that he had not taken the money away after he left the office.
56. As a matter of fact, never, during the whole time that these frauds were taking place, although you daily signed or initialled that document, did you institute any comparison between this deposit receipt and the original documents on which it was founded? *Answer*: Sometimes they were called by one person, sometimes by another—
57. You misunderstand my question. Did you ever, on any one occasion during the period within which these frauds took place, although you daily initialled these bank deposit receipts, personally compare any of them with the documents on which they were founded? *Answer*: I never did.
58. Was any comparison ever made by any officer of your establishment for the purpose? *Answer*: Up to the time of 1863—
59. I am speaking from the date of the frauds? *Answer*: No, not since the date of the frauds.
60. That is to say, you neither yourself nor any officers under you, during the whole period when these frauds were committed, ever instituted any check, either regular or irregular, to verify these documents? *Answer*: Not to verify these documents.
61. *Mr. Wilson.*] Was there any check instituted before the date of these frauds? *Answer*: Yes, because the Audit Clerk, Mr. Vernon, was then in the office, in my room, and he used then to have these bank vouchers with him, and to check them daily.
62. He checked Mr. Eastwood up to that date? *Answer*: Yes.
63. *Chairman.*] By comparison with the original vouchers? *Answer*: Principally by comparison with the books of the office.
64. Who was the gentleman who did this? *Answer*: Mr. Vernon.
65. *Mr. Wilson.*] Is Mr. Vernon not in your office? *Answer*: Not in the office; he works at the Sydney Station; he is nominally at the Sydney Station.
66. *Chairman.*] Then, in fact, the system amounted to this,—that Eastwood, the person who received the money, was also the person who paid it into the bank without any check? *Answer*: Yes.
67. *Mr. Wilson.*] What was the reason of Mr. Vernon's removal from your office to the Sydney Station? *Answer*: There were two reasons. One was, that it was thought he would look after the station masters so much better—that it would enable him to visit the out-stations, and look after them; and another was, that there was not room for him in the office.
68. Were you aware that, since the date of these defalcations, Mr. Vernon was not checking Mr. Eastwood's intromissions with this money? *Answer*: No, I was not thoroughly aware of it. Of course he gets all these duplicate bank slips from our office, and he has to make everything, from all the stations, agree daily. These totals that he gets in this way, should agree once a month with the totals in my books, and this comparison has not been made by him.
69. *Chairman.*] Had you reason, at any time during these three years, to suspect Mr. Eastwood of any irregularity? *Answer*: Not in any way—not in any dishonest way.
70. That is not an answer to my question. Had you any reason to suspect any deficiency in his accounts? *Answer*: Not in the slightest. He was negligent and careless in his manner, but he never did anything to excite my suspicion in any way. He was a negligent and careless man, made blunders, and put things to wrong accounts.
71. Did you, knowing him to be a negligent and careless man and liable to make blunders, never suggest the necessity of some kind of check upon him? *Answer*: It necessitated it so far that I have written minutes to try to alter the system. Those minutes I presume are in the office.
72. Minutes to whom? *Answer*: To the Commissioner.
73. You, in fact, reported his negligence to the Commissioner? *Answer*: So far, I did. I wanted to change him where he would be more under the surveillance of the audit clerk, and he was for a time removed to the Sydney Station to be checked by the audit clerk.
74. Then, in point of fact, there were doubts as to his conduct? *Answer*: Not suspicious doubts, but as to his carelessness.

- R. C. Walker, Esq.
11 Mar., 1867.
75. You never considered it necessary to exercise with Mr. Eastwood any check, even with a knowledge of these circumstances? *Answer*: There was a supervision.
76. That is to say, the actual traffic money was traced into his possession, but there was no check with reference to its going out of his possession? *Answer*: I can hardly say that, for if these vouchers were almost daily called over to him by some person in the office that was a daily check.
77. In other words, the calling over these vouchers fixed Eastwood with the possession of the money, but no means were taken to ascertain whether he paid the money faithfully into the Bank? *Answer*: He brought me the teller's receipts for the gross sum of money which he said he had received, and that was considered a daily check.
78. Is not this the fact, that the check that was exercised merely fixed Eastwood with the possession of the money, but that there was no check upon him, though notoriously negligent, by which you could with certainty trace this money from his possession to the credit of the Government—that is to say never, by you or by any other officer, was a comparison made of the daily vouchers with the daily deposit receipts? *Answer*: I believe that is the case; but you must understand that it was checked through another channel, by the audit clerk.
79. You say that the initialling of the daily bank deposit receipt was after the deposit was made; but I do not clearly understand the object of that initialling, except that by such process you authenticated the deposit receipt itself. Of what use were your initials, except to imply an examination and to guarantee correctness? *Answer*: To shew that the money was paid to bank.
80. To whom was that shewn by your initialling this paper? *Answer*: To the Auditor General.
81. Did this go to the Auditor General? *Answer*: Yes, up to the time of the change in the system.
82. Did this document go the Auditor General? *Answer*: Yes.
83. It was not retained in your office? *Answer*: It was returned to the office after it had been to the Auditor General's, up to 1864.
84. After 1864? *Answer*: After 1864 it was retained in our office; we did not know whether it would be called for or not.
85. From the 1st July, 1864, your initialling the daily deposit receipt no longer answered the purpose of sending the same forward to the Auditor General? *Answer*: It did not.
86. *Mr. Wilson.*] You state that before 1864 you were in the habit of sending these vouchers to the Auditor General? *Answer*: Yes.
87. Why did you not send them afterwards? *Answer*: Because we did not receive any instructions about them.
88. Why did you stop them? *Answer*: Because we were told not to send them.
89. Then you must have received instructions? *Answer*: Verbal only, from Mr. Hall the Examiner.
90. Did Mr. Hall tell you not to send them? *Answer*: He said he had received no instructions about them.
91. You had no written instructions to cease sending them? *Answer*: No, but they were not called for. They invariably called for them as they wanted them. The accounts were very heavy, and they used to send over to say when they were ready for them.
92. After 1864 the Auditor General gave up sending for these vouchers? *Answer*: Yes, he gave up all check.
93. *Chairman.*] Do you think you are justified in saying the Auditor General gave up all check after 1864? *Answer*: Yes, on the receipts.
94. But as a matter of fact, you never received a written instruction from the Auditor General to discontinue sending these vouchers? *Answer*: No.
95. *Mr. Wilson.*] You were not in the habit of sending vouchers? *Answer*: No, not till a reminder was sent from him.
96. *Chairman.*] Then after July, 1864, you never had a reminder to send in these bank deposit receipts? *Answer*: After that date.
97. Yet you continued to initial them? *Answer*: Yes, merely to shew that Mr. Eastwood had paid the money to bank.
98. Still that initialling gave a sort of guarantee of their correctness, or was it done merely as a matter of form? *Answer*: I do not think it meant anything after that. It was done merely as a guarantee to myself that he had paid a certain sum of money.
99. *Mr. Wilson.*] There is one point, I think, you have not given very clearly. Will you state distinctly the object you had in view in initialling these deposit receipts—was it to shew that the amount paid into the bank was the amount that ought to have been paid, or simply the amount that had been paid? *Answer*: Simply the amount that had been paid.
100. You did not look upon it as any check as to the amount that ought to have been paid? *Answer*: No, I did not in any way.
101. *Chairman.*] Will you look at these papers. (*Handing certain papers to witness—vide Appendix C.*) They represent about £4,020 paid from the Treasury, on account of the unemployed, of which about £2,450 was entrusted to yourself, and about £1,245 to Mr. Eastwood? *Answer*: Yes.
102. Do you notice that, at the foot of these papers, you undertake to furnish satisfactory vouchers within a month? *Answer*: Yes.
103. Were those accounts sent in? *Answer*: No. The usual course is to take receipts, but in this instance no receipts were taken, by direction of the Minister.

104. Are there any vouchers in relation to that expenditure? *Answer*: There are time-books, and vouchers made out from those time-books, but no receipts, simply the names of the men and the amounts paid to them. R. O. Walker,
Esq.
105. No receipts of any kind? *Answer*: No. 11 Mar., 1867
106. Have you reason to suppose any deficiency upon this account? *Answer*: No.
107. You think the whole of the money has been accounted for by Mr. Eastwood? *Answer*: I think the whole has.
108. *Mr. Wilson.*] There is one thing I do not very clearly understand, and that is what your duties were in the department? *Answer*: Ever since I have been in the department I have been mostly employed as a statistical clerk; that is, I have been so pressed upon, first by the Minister and then by the Commissioner to get out these statistics that I could not possibly attend to other duties.
109. Did you make any representation to that effect to the Commissioner or to the Minister? *Answer*: I have reported that I could not get on with my duties and that I wanted assistance, but I could not get it. I have repeatedly made verbal representations to the Minister that I could not do both duties, but I have still been urged to continue.
110. Supposing you had not been employed on this statistical work you have mentioned, would you have considered it your duty to check these slips along with the cash received? *Answer*: I should have done it only for my own satisfaction, because Mr. Eastwood was placed in such a position that I considered him as responsible as myself; indeed I was told by the *Minister that he considered his position as responsible as my own.
111. You were led to believe, from the action of the Minister, that Mr. Eastwood was not a subordinate officer to you, whose duty you were to supervise? *Answer*: I was to exercise that amount of check one officer should over another.
112. Not as a superior officer? *Answer*: As an independent officer; as security to me, he gave £1,000 surety.
113. *Chairman.*] As security to you; would not that imply that he was your subordinate? *Answer*: Not to me—to the Commissioner. I looked upon it that it was to exonerate me from his responsibility; what else could he give it for, unless he gave it to me?
114. *Mr. Wilson.*] If the monthly returns, which were stopped being sent in from 1864, had been sent in up to the present date, would they have had any effect in checking these defalcations? *Answer*: No, I do not think they would, any more than perhaps in making them up, it might have caused further inquiry.
115. Stricter inquiry? *Answer*: Stricter inquiry on my part.
116. *Chairman.*] Do you not think as head of the account branch, having the accounts under your control, which necessarily included as the most important part of your business the cash account, it was your duty, clearly, to exercise an occasional check upon the receipt of money and the paying of the same into the bank? *Answer*: I think it would have been my duty to have done that independently of Mr. Eastwood; he should not have been placed there.
117. Under the circumstances, did you not think it your duty to check the receipt and payment of this money? *Answer*: Not when a responsible man was placed there, and I had an audit clerk to check him.
118. But as the counting of his money was sometimes checked, is it not obvious that there should have been some check upon the payment of that money into the bank— he had to send those receipts to you? *Answer*: That was merely to shew that the money had been paid to bank.
119. Did not all these facts imply responsibility upon your part—holding the office of accountant, was it not your duty to exercise some control? The money was brought to your office—the bags opened in your office—the slips sent by the station master were initialled by Mr. Eastwood in your office—the bank deposit receipt, signed by the teller of the bank, came back to you in the office—do not all these facts imply that it was part of your duty to exercise some supervision? *Answer*: They do seem to imply it; but from the circumstances of the case, and, I think, from documents in the office, they do not fix the responsibility upon me so clearly, because, on the occasion of my suggesting that he should count the cash at the Sydney Station, he then had simply to do it out of my sight.
120. But under what circumstances did he resume the counting in your office? *Answer*: I believe it was done in the time of Mr. Holroyd. He made certain representations to me, and he wrote some memorandum which was not put on the records of the office, and he again came down to the office, acting as if were independently of me, and stating that he had authority independently of me.
121. *Mr. Wilson.*] Do you know the date of any of these minutes you wrote with regard to the work of Mr. Eastwood? *Answer*: I do not know the exact dates, but I think Mr. Moody can supply them. There was one just before Mr. Holroyd came into office; it was in Mr. Arnold's time. He was then shifted to Sydney Station to count the cash there, and he did count his cash there for some time; then the bank vouchers, before they went to the bank, were checked by the audit clerk.
122. Did any person, either in or out of the department, either by letter or verbally, state to you that they had doubts as to the honesty of Mr. Eastwood? *Answer*: No, they did not. If the audit clerk had made the monthly comparison with the books that he ought to have done, the fraud could not have passed undiscovered. Whatever daily check I might have put upon Eastwood could not have prevented the daily fraud; but it might have been discovered by a monthly comparison of the books.

123.

* NOTE (on revision) :—This is a mistake, whether made by myself or the shorthand writer. I should have said Commissioner.

- R. C. Walker, Esq. 123. Why could not the daily fraud have been discovered, if there had been a daily comparison of the bank deposit receipt with the various slips from the stations? *Answer:* Because Mr. Eastwood had the collection of all these large checks, and, as he has done in one instance, he had nothing to do, after I had checked the vouchers with him, but to take the cash slip of any one station that he was going to remit the cheque to out of the bag, and add on to the daily cash of the station master the amount of the cheque he was going to rob; upon which the station master would take credit in his books, which would be the warrant for the audit clerk then taking credit in his book, and would prevent him shewing it as outstanding. There is one case in the office where it is clear he has done that. Mr. Bulford has made out the bank vouchers, he has made out the cheque slip and initialled it. After he has done so, to balance that, he has added on to the station master's cash slip the amount of the cheque, £222 2s. 6d., on the 30th August, 1866; but that amount was never paid to bank, clearly shewing that after the bank voucher has been made up and the money paid to bank, he has altered the cash slip to falsify his bank vouchers. I think if I had not been kept doing the duty of preparing the statistics of the office, I should have had a better supervision of the work, and should have prevented these defalcations.
- 11 Mar., 1867. 124. *Mr. Wilson.*] Had you any letter of instructions as to what your duties were? *Answer:* No, I had not. I went into that office with a great amount of arrears in it, and I do not believe the Commissioner ever went into it from the time I went into it till the time I left it.
125. *Chairman.*] This paper which I hold in my hand appears to be your report upon the defalcations in the Railway Branch of the Public Works Department—it is signed by you, and as the result of your examination, is it not (*handing Appendix D to witness*)? *Answer:* It is.
- Appendix D.

THURSDAY, 14 MARCH, 1867.

Present:—

The Honorable G. EAGAR, Esq., Colonial Treasurer, in the Chair.

The Honorable J. B. WILSON, Esq., Secretary for Lands.

John Rae, Esq., called in and examined:—

- Appendix E.
J. Rae, Esq. (*The witness handed in a paper. Vide Appendix E.*)
126. *Chairman.*] How long have you been in the Railway Department? *Answer:* Since 1857.
- 14 Mar., 1867. 127. What was your first position there? *Answer:* My first position was as Secretary to the Commissioners. When I took that situation, I found the books of the office a perfect chaos of confusion, and with incredible labour I succeeded in restoring them to order.
128. Who were the Commissioners at that time? *Answer:* When I was appointed, the Hon. Messrs. Donaldson and Hay were Commissioners, in their ministerial capacity, and Captain Martindale was the salaried Commissioner.
129. What was your next position? *Answer:* My next position was that of Accountant in the department, which I held during the years 1859 and 1860.
130. When were you appointed Commissioner of Railways? *Answer:* In January, 1861.
131. Were you at the same time appointed Under Secretary for Works? *Answer:* Yes.
132. At the same time? *Answer:* At the same time.
133. What were your duties as Commissioner of Railways? *Answer:* When I was appointed Under Secretary by Mr. Arnold, who was Secretary at the time, he informed me that the Government were not prepared to make a permanent appointment, but as the Act required some one to be appointed nominally to carry out its formal provisions, he requested me to undertake the duties temporarily, on the understanding that I was not to exercise the authority, incur the responsibility, or perform many of the duties of my predecessor, and that consequently the pay formerly attached to these offices would not be given to me.
134. Having made this explanation, may I ask you now to state what your duties were while holding this office—what you did, in fact? *Answer:* My duties were merely carrying out the formal provisions of the Act. Generally I performed all the routine duties of the office—I was the medium of communication between the office and the public, and I considered it my duty to sign all documents that were brought to me by responsible officers, such as plans, books of reference, contracts, time-tables, &c., &c., and to initial all accounts, after ascertaining that they were properly authorized and certified. That I considered the general nature of my duties.
135. These duties, I presume, you performed to the best of your ability? *Answer:* These I performed to the best of my ability, never understanding that I was at all responsible for the correctness of details or of figures.
136. May I ask what are your duties as Under Secretary of the Department of Works? *Answer:* That is more difficult to answer—they are so various. I considered myself responsible for all the working of the department, for bringing all matters before the Minister, and making such suggestions as I considered advisable to submit to him. In short, the general routine duties of an Under Secretary to a Minister.
137. Having, I presume, as permanent administrative head, complete control over the department? *Answer:* Quite so. 138.

138. Are you aware of any provision that was made as to auditing the accounts of the department? *Answer*: I have been recently made aware of this by an extract from a minute of the Auditor General, which was produced in the office the other day; but I was previously unaware of the existence of such a document. It was never communicated to me—there was no copy of it on our records at all; but after the inquiry which I instituted, I found the original, and all the papers connected with this, on the records of the Lands and Works Department, shewing the impossibility of my ever having seen them before. J. Rac, Esq.
14 Mar., 1867.
139. Are you aware that a suggestion was made by the Auditor General, and concurred in by the Government of the day, that the railway expenditure should be audited by the Auditor General in the usual course, and that the railway traffic receipts should be audited by the department itself? *Answer*: No, except in the manner I have told you.
140. Are you aware that Mr. Vernon was appointed to an office in your department, under the title of Audit Clerk? *Answer*: Yes.
141. Can you tell me the date of his appointment? *Answer*: No.
142. Have you any idea of Mr. Vernon's duties? *Answer*: Yes, his duties were to receive statements from the different station clerks, of a different nature from those which came to the accountant, but leading to a similar result. These he audited and made up at the end of the month, when the total should correspond with the total of the entries in the accountant's book; and I consider it was his duty at the end of the month to see that they did so correspond, because if he had done so I believe it was impossible that this defalcation could have taken place.
143. Then, in point of fact, you were cognizant of the appointment of a special officer to audit the traffic receipts, independent of the Audit Office? *Answer*: Yes I was; as a check, in fact, upon the accountant.
144. And it was part of your duty as Under Secretary to see that this arrangement for audit was properly carried out—to see that one of your servants, the audit clerk, properly carried out his work? *Answer*: I did not conceive it to be my duty to see that he carried out his work, but as head of the Railway Department I thought it my duty to appoint proper departmental checks, which I did, and I left it to the officer appointed for the purpose to carry them out. My other duties would not have permitted me to be constantly attending to these checks.
145. You have already stated that, as permanent administrative officer, you had proper supervision and control over the department—Do you say that it was not part of your duty to see that the officers of your department performed their proper functions? *Answer*: I do not so consider it.
146. Do you know as a matter of fact whether Mr. Vernon has faithfully carried out his duty? *Answer*: From what I have seen, I am satisfied he has not faithfully carried out his duty.
147. Was it not part of his duty, having exercised a check upon the traffic receipts after having come into Mr. Eastwood's possession, to make a periodical comparison of his account with the accountant, Mr. Walker? *Answer*: Decidedly.
148. Do you know whether he performed that duty? *Answer*: He did not.
149. Can you state from what date he ceased to perform that duty? *Answer*: I cannot.
150. Without speaking as to the date when he ceased to perform this duty, he did fail to fulfil it? *Answer*: Yes, I asked him, and he said so.
151. Has any officer under you reported to you the failure of Mr. Vernon to do his duty? *Answer*: Never till after the defalcation took place.
152. Has Mr. Walker ever reported to you the audit clerk's failure to do his duty? *Answer*: Never till the same time.
153. I think you said you never saw any official paper laying down any particular plan or system for auditing the railway accounts? *Answer*: Not to my knowledge.
154. Then you never saw any of these papers (*handing witness papers, vide Appendix F*)? *Answer*: No; these are the papers I found in the Lands and Works Department. Appendix F.
155. Then, never having seen these papers, you were not aware that, in the early part of 1859, the then Executive Government, having conferred with the Auditor General and the then Commissioner of Railways, directed that the railway expenditure should be checked by a special officer attached to the Audit Office, but that the railway receipts should be checked by a provision to be made by the Railway Department itself? *Answer*: No, I am not aware of having seen it; if I had been aware of its existence, I should not have accepted gratuitously the office I hold.
156. Then, upon that presumption, you are not aware that the Colonial Secretary, on the 4th February, 1859, addressed a letter to the Auditor General, confirmatory of this arrangement, which provided, among other things, as follows:—"That in a form to be agreed on, condensed as far as the needful information will admit, monthly statements of traffic receipts shall also be rendered. These last, as in the case of other statements of collections of revenue, to be attested by the Commissioner; but their peculiar nature not admitting the application of the usual checks by the Audit Office, to be taken on his faith and responsibility, he subjecting them to the strictest system of departmental examination and check?" *Answer*: The same answer will apply to that.
157. On the same presumption, you are not personally aware that the appointment of Mr. Vernon to the office of audit clerk was in effect carrying out this arrangement? *Answer*: No, it had no connection with that arrangement—it was entirely independent of that.
158. You are aware that, for a long time past, a monthly statement of revenue had been rendered to the Audit Office, in the shape indicated by my previous question? *Answer*: Yes, I am.

- J. Rac, Esq. 159. Will you look at this paper (*handing Appendix G to witness*), and let me know whether this is a monthly statement of the kind alluded to, sworn by B. H. Martindale, as Commissioner of Railways, before yourself as a Justice of the Peace? *Answer*: Yes, this document is signed in Captain Martindale's hand.
- 14 Mar., 1867. Appendix G, 160. And is, in fact, a statement of the monthly receipts? *Answer*: It is a statement of the monthly receipts.
161. This document represents a summary of the traffic for the month of January, 1859, and is sworn before John Rae, J.P., on the 7th February, 1860, being signed by B. H. Martindale, Commissioner for Railways? *Answer*: Yes.
- Appendix II. 162. Will you look at the documents which I will put in as Appendix H (*handing the same to the witness*), which are a summary of the traffic of the Great Southern and Great Northern Railway, for the month of August, 1859. These summaries were rendered when Capt. Martindale was Commissioner for Railways, are signed John Rac, Accountant, and are attested by Capt. Martindale before yourself as Justice of the Peace. Have I correctly described these documents? *Answer*: Yes.
- appendix I. 163. Will you look at another document I put in as Appendix I (*handing the same to witness*), which appears to be your own declaration, as Commissioner of Railways, for the traffic from the 1st to 31st January, 1861. Sworn, 31st March, 1861, before John Williams, J.P. Have I correctly described that document? *Answer*: Yes, quite.
164. Will you now be good enough to explain to the Board, first of all, why you sent in a document of that kind? *Answer*: I carried on the system that was adopted by my predecessor.
165. Without being aware of any reason why such system had been established? *Answer*: Without knowing why the system had been established.
166. In signing some of these documents as accountant, were you not then aware of any arrangement under which these accounts were rendered? *Answer*: I was not aware of any arrangement—I was merely asked to prepare them by Captain Martindale, and I did so.
167. As Secretary, Accountant, and Commissioner, holding successively those several offices, you did a certain thing—What is the reason you give for doing that certain thing? *Answer*: When I was Accountant I was asked by the Commissioner to do it, and I acted in accordance with his instructions, and when I was appointed Commissioner I followed the course adopted by my predecessor.
168. Without supposing any particular reason why these things were done?—Did you do this merely for form's sake? *Answer*: I did what I was asked to do.
169. For form's sake? *Answer*: For form's sake.
170. Not knowing of any substantial reason why documents of this kind should be prepared and sworn to? *Answer*: I thought it natural that a monthly statement should be prepared.
171. You attach no official value to them? *Answer*: No, I attach very little value to them at all.
172. You ceased at a particular time to send in these documents? *Answer*: Yes.
173. About what time was this? *Answer*: After the alterations you yourself made in the Treasury and Audit Office.
174. In July, 1864? *Answer*: I think it was in July, 1864. The Accountant told me he understood that these monthly statements were no longer required; and as the Auditor General was in constant communication with me and never asked for them, I naturally supposed his information was correct.
175. Did you then, as Commissioner for Railways, receive instructions from an inferior officer, that an important monthly return should be dispensed with, without communicating with the Auditor General upon the subject? *Answer*: I did not consider it a direction, but merely a matter of fact. I however understood that this information was of little value, as it could be got in a moment by looking at the books, which are open to the Auditor General and his clerks at any time.
176. Then, if I understand you aright, you ceased to send in this statement from July, 1864, upon the assurance or on the statement made to you by the Accountant that it was not required by the Auditor General? *Answer*: Yes.
177. You know, as a matter of fact or of report, that Eastwood's frauds commenced in April, 1864? *Answer*: Yes, I have heard so.
178. It was in July, 1864, you ceased to send in the sworn statement to the Auditor General? *Answer*: I believe so.

TUESDAY, 19 MARCH, 1867.

Present :—

THE HONORABLE G. EAGAR, Esq., Colonial Treasurer, in the Chair.
THE HONORABLE J. B. WILSON, Esq., Secretary for Lands.

Mr. Donald Vernon called in and examined :—

179. *Chairman.*] What office did you hold in the Railway Department? *Answer:* Mr. Traffic Audit Clerk. D. Vernon.
180. When were you appointed Traffic Audit Clerk? *Answer:* In July, 1861.
181. What were your duties under that appointment? *Answer:* To audit the station accounts. 19 Mar., 1867.
182. Will you describe the process by which you audited the station accounts? *Answer:* I have brought with me a short statement which I intended to crave permission to read. It would give you an idea, just on that point, of the position which I occupied.
183. We cannot permit any statement to be read as evidence, but if you have any document to put in explanatory of your position, we have no objection to receive it, and it can appear as an appendix. *Answer:* Then I will put in this document. (*Vide Appendix J.*) Appendix J.
184. Now will you describe the process by which you audited the station accounts? *Answer:* I had to receive from the stations on the Southern, Western, and Richmond Lines, daily papers shewing the amounts of each day's traffic, and also the amount of remittance to the Accountant. Three documents came from each station every morning; one was called the summary of passenger traffic, the other of goods traffic, and the third was called the ticket collected sheet. The chief checking which these documents underwent was merely the checking of the amount which each station took credit for, as having remitted to the Accountant. This I was able to check by means of vouchers, which were received daily from the Accountant, of all moneys which he had received from the stations. At the end of each month every station had to send in returns and accounts, comprising passengers' classification sheets, abstracts of goods, live stock, parcels, horses, carriages, &c., and miscellaneous traffic outwards and inwards. Every station's outwards abstracts were compared with the corresponding inwards abstracts received from other stations, all inaccuracies and omissions being duly written about and rectified. Accounts current accompany these returns monthly from the stations. The debits of course were collected from the various abstracts. The cash credit on each account current was checked by means of the same vouchers which I have already referred to as being daily received from the Accountant. There are two sets of books at each station, one for goods and the other for coaching traffic, for the entering and balancing of which by the station-masters monthly I was supposed to be responsible. Information of course, had to be afforded to any station-master in cases of difficulty, the accounts and books of new men having generally more or less to be prepared for them, until they had sufficient experience to act independently. After the month's accounts were fully checked, my own books in the office, containing the necessary statistics and balance sheets, had to be entered and made up. I omitted to mention one set of documents received—monthly returns of all under and over charges.
185. If I understand you rightly, you received daily from all the station-masters three documents, which comprehended the entire traffic and passenger receipts of each day? *Answer:* Yes.
186. And you received also a note of the daily remittance to the Accountant? *Answer:* Yes, that was on the same document.
187. So that, in point of fact, you had, as a means of checking the Accountant, a daily statement of the moneys remitted to him? *Answer:* I had no means of checking the Accountant with it. The Accountant sent it to me, but I had no other document from the Accountant with which to compare that.
188. Did you not receive daily from each station-master, a note of the station-master's remittance to the Accountant? *Answer:* Yes.
189. I notice, also, in part of your explanation, you say the Accountant sends you daily vouchers representing the amounts remitted to him daily? *Answer:* Yes.
190. Having then in your possession a note from the station-masters of the daily remittance to the Accountant, and a note from the Accountant of the daily receipts by him, did you ever make any comparison between these documents daily? *Answer:* Yes, regularly—I never failed to do so.
191. You say, then, from July, 1861, up to what date, you made a daily comparison of these documents? *Answer:* I beg pardon—not a daily comparison; I made a comparison, but not a daily one. I could not always obtain them regularly from the Accountant's office, but I always took care to obtain them. I did not mean to say I made the comparison every day—I made it as soon as I could obtain these daily papers. I could not get the papers every day from the Accountant.
192. You have just now stated that you received them daily? *Answer:* I was giving you an account of my duties. I was supposed to receive them daily. It was the Accountant's duty to have sent them daily. I was giving you an account of that which ought to have been. I did not mean anything else, because sometimes I received the papers for two or three days at one time.
193. Then I am to understand you did not receive a daily statement? *Answer:* I did not receive daily vouchers daily, but I received a voucher for every day.
194. Over a period of time? *Answer:* Over short periods of time.

- Mr. D. Vernon. 195. And your comparison of these vouchers began in July, 1861? *Answer*: Yes, I think that was about the time.
196. When did your comparison of these vouchers end? *Answer*: It never ended.
- 19 Mar., 1867. 197. Up to what date did you compare them? *Answer*: I have been comparing them up to the present time.
198. In fact, you may say they are compared up to the date of your suspension? *Answer*: Yes.
199. And during the whole of that comparison, you never detected any difference or discrepancy between the station-masters' remittance notes and the Accountant's daily acknowledgment of such remittances? *Answer*: Only in such cases as where a station-master may have remitted the wrong amount, or a shilling short, or an improper cheque; then his credit had to be altered.
200. You never discovered any difference to the extent of £100 say? *Answer*: No, never any discrepancy but that which the station-master acknowledged.
201. Was it not part of your duty to make a monthly comparison of your own accounts with those of the Accountant? *Answer*: No, never.
202. Then, in fact, what did your audit amount to? *Answer*: An audit of the whole of the stations. I had to see that every station-master properly accounted for, and paid in the whole of the revenue into the Accountant's office.
203. And yet, in the course of your audit you never discovered any defalcation? *Answer*: Not until I discovered the present one.
204. When did you discover the present defalcation? *Answer*: I first began to make the search, I think, at the end of November or beginning of December—some short time previous to Mr. Eastwood's going to Melbourne.
205. What induced you to make a search? *Answer*: In my books were brought forward, every month, the outstanding debts of the department, some of which were of very old date—
206. What are the outstanding debts of the department? *Answer*: Debts against the Police Department, Lands Department, and others. They hand us vouchers, and we supply them tickets, on the strength of these vouchers, for their passages.
207. These are quite distinct from the ordinary traffic receipts? *Answer*: They do not go in as receipts to the Accountant daily.
208. They are not remitted by the station-masters? *Answer*: No.
209. Proceed with your reasons for making the search? *Answer*: Some of these accounts were of very old date, especially those with the Police Department. They had been the subject of my constant complaint to the Accountant, as giving me so much extra trouble in bringing them forward every month. During Mr. Eastwood's absence in Melbourne, or shortly before he left (I am not quite clear which), some of my accounts were returned, on the plea of missing requisitions. As they had been lost since they left my office, I took them back myself to the Accountant at Phillip-street, and took that opportunity of again drawing his attention to the outstanding accounts. We went over together to the Police Department, and, on our return, looking over the butts of some old receipts in his room, we found that receipts had been given for two of the accounts which I still retained as debits against the department. I maintained, that although the money had apparently been received into the office, it had not passed through the stations as revenue, or I should have credited the department with it. The matter was deferred by the Accountant until Mr. Eastwood's return.
210. Then you and the Accountant were cognizant of these facts? *Answer*: They had only been given out of this office, not by Mr. Eastwood. It was his general duty to collect the accounts, and that was why the matter was postponed until his return.
211. I understood you to say that the fact of two departmental checks issuing from the Accountant's department, and not, in your opinion, having been paid into revenue, formed the groundwork of your suspicions? *Answer*: Yes.
212. And hence arose your search? *Answer*: Yes.
213. The matter was confined to yourself and the Accountant? *Answer*: All that we did was done in the room before the others.
214. You made no report to the Under Secretary? *Answer*: I did not.
215. The Accountant was cognizant of the fact? *Answer*: All I did was with the Accountant—it was my duty to report to him.
216. Is it true that, at various times during the past year or two, you had doubts as to Mr. Eastwood's honesty of conduct? *Answer*: It is not true.
217. Is it true that, at any time during the last two or three years, you have written letters to the Accountant, or the Under Secretary, showing your suspicion of Mr. Eastwood's conduct, which letters you gave him to deliver, and which, it is supposed, he never delivered? *Answer*: It is not true.
218. You had no grounds then for doubting Mr. Eastwood's honesty? *Answer*: I had no grounds until the present occasion.
219. Did you ever make any communication to Mr. Owen, the Traffic Manager, expressive of your suspicion of Mr. Eastwood's honesty? *Answer*: Certainly not until the present occasion.
220. What I particularly wish to understand is this,—that although not day by day, yet you made a comparison of the daily remittance notes of the station-masters with the daily acknowledgment from the Accountant's office? *Answer*: Yes.
221. That you continued this up to the time of your suspension, and never discovered any difference between these respective documents, beyond those casual errors which the station-masters corrected? *Answer*: No.
222. I understand that to be your distinct statement? *Answer*: Yes.

223. Did you post the monthly remittances advised to you from the different station-masters in any account book? *Answer*: Monthly they were posted.

224. Not daily? *Answer*: No.

225. Did you ever make any comparison of these monthly statements with any account kept in the Accountant's office? *Answer*: I have. 19 Mar., 1867.

226. For how long a time have you made that comparison? *Answer*: Only a few times—not for long or many times.

227. How many times since 1863? *Answer*: About three times.

228. Do I understand that you made a comparison of the whole intervening period, or simply of a particular month? *Answer*: Between monthly entries for each month.

229. Do you mean that, having made three comparisons since 1863, these comparisons, although made at but three periods, comprehended a comparison of the whole work done since 1863? *Answer*: No, for about three months. At one time, I believe, more months were compared than that.

230. How long is it since you made your last comparison? *Answer*: About the end of 1864, or beginning of 1865.

231. Then you have made no comparison since 1864? *Answer*: Yes, February and March, 1865. I am clear on those two months.

232. Your last comparison was March, 1865? *Answer*: Yes.

233. Then, in fact, your audit, as conducted by you, did not disclose the circumstance that from July, 1864, to the present date, there had been over two hundred separate acts of defalcation committed by Mr. Eastwood? *Answer*: On one occasion it did discover discrepancies, but they were not known to be Mr. Eastwood's defalcations until the present day.

234. Could you tell me the date of the occasion? *Answer*: About the end of 1864, or beginning of 1865.

235. What was the nature of the discrepancy? *Answer*: Some great difference between my monthly cash credit entry, on account of moneys paid to the Accountant, and the Accountant's journal entries of cash which he had paid to bank.

236. What was the amount of the discrepancy? *Answer*: I cannot recollect. I think we compared more than one or two. My books happened to be in the office, and I persuaded them to allow me to make a comparison, and we compared some three or four months.

237. On your persuasion? *Answer*: Yes. I fancy some months did not agree by some great amount, because I recollect distinctly being surprised at the difference between the amounts, and at the time neither the Accountant nor any one else was able to account for it.

238. Can you fix the date with more precision? *Answer*: No, I could not.

239. The Accountant of course was cognizant of this? *Answer*: Yes, he was present. Probably the book-keeper would recollect the same circumstance—he was there.

240. *Mr. Wilson.*] Who was the book-keeper? *Answer*: I think Mr. Hall at that time.

241. *Chairman.*] Then, since July, 1864, you discovered one discrepancy which subsequent circumstances have led you to suppose was a defalcation of Mr. Eastwood's? *Answer*: Yes.

242. *Mr. Wilson.*] Did this monthly statement of the Accountant's receipts purport to be a monthly statement of the amounts paid into the bank, or was it merely a copy of the amounts placed on the station vouchers? *Answer*: It was not a statement of what had been paid to bank, but merely the amounts which had been received from the station-masters. It was supposed to have been the other, inasmuch as the bank voucher was an abstract of these documents.

243. Are you aware how that monthly statement of the Accountant's—of the amounts received—was made up, and by whom? *Answer*: I had no knowledge that a monthly statement was prepared, beyond the entries of the Accountant's books.

244. It was sent to you? *Answer*: No, a daily statement for the month—daily vouchers from the Accountant for the receipts from each station.

245. *Chairman.*] There was, in fact, no monthly statement—you received a daily statement of money paid into the bank? *Answer*: No, of moneys received from stations, not of moneys paid into bank.

246. *Mr. Wilson.*] If they had given you a correct statement of moneys paid into bank, would you have had a better opportunity of checking these defalcations? *Answer*: Yes, they would have been immediately discovered. Although monthly statements were not usually made up, I received two monthly statements for February and March, 1865, which professed to be copies of the bank payments for those two months. Those were the only two monthly statements I ever received, and I reported certain discrepancies in them. For fear of misunderstanding, I might be allowed to remark that it is on the ground of those reports of mine that I am thought to have had previous knowledge of Mr. Eastwood's defalcations. I did report certain discrepancies, but those discrepancies were not Mr. Eastwood's, but those of a man whom he had occasionally had to assist him in counting his money.

247. Who was this person? *Answer*: Mr. Bulford.

248. *Chairman.*: Have you the documents sent into you daily by the Accountant? *Answer*: They were not sent in daily.

249. At all events, you have them complete in the office? *Answer*: Yes.

250. *Mr. Wilson.*: Who did the duty of Audit Clerk before July, 1861? *Answer*: There were two or three.

251. Was there a new system initiated at that time? *Answer*: Yes.

252. By whom—Was Captain Martindale Commissioner then? *Answer*: I think not—I am not quite sure.

Mr.
D. Vernon.
19 Mar., 1867.

253. I want you to pay attention to this statement which has been made to the Board :—
“It now appears that, so far back as 1864, and up to the present time, Mr. Vernon has continually written reports and private letters, calling my attention to the outstanding accounts and to discrepancies he discovered; but as he sent them through Eastwood (the suspected party) from the station, he took care they never reached me, and he always took back, as a verbal answer from me, that I had gone into the matter and found everything correct, and the Audit Clerk appears to have rested satisfied with these verbal answers from Eastwood, which only shews the confidence the officers of the department had in him, and how much reliance was placed on his word.” Is that correct?
Answer : There are a great many mistakes in that.
254. Have you been in the habit of writing reports and letters to Mr. Walker, the Accountant, as to certain discrepancies in the railway accounts? *Answer* : Only on the two occasions I have mentioned—February and March, 1865, which were sent about April.
255. Are you aware whether Mr. Walker ever got these letters of yours? *Answer* : I am aware now, but not until now, that he did not; he has told me lately that he never received them.
256. Do you recollect to whom you gave those letters? *Answer* : They were, to the best of my recollection, done up and placed, by a lad in my office, in the booking office at the Sydney Station, where all papers are placed for transmission to the office in Phillip-street, and from there they were sent by tram the next morning, or if Mr. Eastwood chose to take charge of them, he could do so.
257. Did Mr. Walker ever speak to you about these letters? *Answer* : No, never.
258. Did you ever speak to him on the subject? *Answer* : No; I do not think I ever have. I spoke to him about the fact of the monthly statements on which these reports were furnished having ceased; and I tried to get them continued. I reported that I was getting no more of them.
259. These were monthly statements of moneys paid into the bank? *Answer* : Yes, they were supposed to be so.
260. These two statements of February and March that you have alluded to? *Answer* : Yes; they came to me as such—I took them as such.
261. You have stated that in these two statements you found certain discrepancies—were those discrepancies ever cleared up, and by whom? *Answer* : I think Mr. Eastwood subsequently informed me that they had been drawn attention to—that Mr. Bulford, who was the party concerned, had made them good, avowing at the time that they were simply mistakes, but as he had made them he would make them good. Receiving no more, I was unable to ascertain for myself whether they had been.
262. Do you not think it was your duty to have seen the Accountant personally on such a matter as that? *Answer* : No. Had I conceived it to be so I would have done so.
263. Is it your opinion now, that those discrepancies that took place in those two months were defalcations by Bulford or Eastwood? *Answer* : They were not by Eastwood; but I am inclined to believe, from the light I have gained now, that they may have been defalcations by Bulford.
264. Where is this Mr. Bulford now? *Answer* : I am not aware.
265. He is not in the service? *Answer* : No, he is under suspension.
266. You appear to state that your duties did not consist in auditing the books of the Accountant so much as in auditing the books of the stations, and comparing them with their daily cash notes, and with the tickets taken at the various stations? *Answer* : Precisely so.
267. Did you ever get any written instructions as to what were your duties? *Answer* : Never.
268. Then you gathered what were your duties merely from the work you found you had to do? *Answer* : From what I saw to be necessary, and no other. I may mention that I was subordinate in the Accountant's department.
269. You have stated in your evidence that, with regard to these long overdue accounts to the Railway Department, you have made constant complaints to the Accountant—Did you make those complaints in writing? *Answer* : Some of them, but more frequently by personal representation.
270. Did you get any answer to these complaints? *Answer* : Yes; not in writing, but I had frequent interviews with the Accountant.
271. What reason did he give for allowing them to remain overdue? *Answer* : He always spoke to Mr. Eastwood about them, and Mr. Eastwood made his own excuses. I even went so far as to ask to be allowed to see about them myself, but Mr. Eastwood said there was no necessity for that—he would see to it. One excuse that I recollect Mr. Eastwood giving to the Accountant for the non-collection was, that the vote for the year had been exhausted: he said the Police Department said so.
272. The vote out of which the amount had to be paid to the Railway Department?
Answer : Yes.
273. *Chairman.*] What was the exact nature of the documents you received daily from the Accountant? *Answer* : A duplicate of the receipt which he had sent to the station. Both receipt and duplicate were sent every morning by the station-masters in their cash bags; one was returned to the station-master as a receipt, and the other, after being abstracted for the bank deposit, was sent to me.
274. If you had made a monthly comparison of your account of remittances from the station-masters with Mr. Walker's cash account, any defalcation would have been discovered? *Answer* : Inevitably. I may also mention I have always used most strenuous efforts to obtain the means of making it—not with the idea of preventing fraud in the Accountant's Department, for that I did not consider my duty, and I knew it was not the means on which the security of the revenue depended; but as an additional check on my own entry I have always endeavoured to obtain it, but unsuccessfully.

DEFALCATIONS IN THE RAILWAY DEPARTMENT

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WEDNESDAY, 20 MARCH, 1867.

Present :—

THE HONORABLE G. EAGAR, Esq., Colonial Treasurer, in the Chair.
THE HONORABLE J. B. WILSON, Esq., Secretary for Lands.*

Mr. H. A. Hall called in and examined :—

275. *Chairman.*] You are one of the Book-keepers in the Railway Department? *Answer:* Yes. Mr. H. A. Hall.
276. You produce certain documents to show that the daily slip sent by the Accountant to the Audit Clerk was the station-master's remittance slip, and not the bank deposit slip? *Answer:* Yes. (*Papers referred to produced.*) 20 Mar., 1867.
277. *Mr. Wilson.*] The remittance note sent to Mr. Vernon would not throw any light on the defalcations of Mr. Eastwood? *Answer:* None whatever.
278. That could only have been done if the bank deposit receipt had been sent? *Answer:* Yes.

Mr. Richard Thomas Hall called in and examined :—

279. *Chairman.*] You have been a long time in the Audit Office? *Answer:* Yes. Mr. R. T. Hall.
280. How long? *Answer:* Nearly fourteen years. 20 Mar., 1867.
281. You have been concerned principally with the examination of the Railway Accounts? *Answer:* Prior to July, 1864.
282. Will you be good enough to state in what way, up to July, 1864, you audited the Railway Accounts? *Answer:* I may state, perhaps, that, prior to 1859, I was engaged in the general examination of the Public Accounts. In 1858 the system of examining or auditing the Railway Accounts by the public was instituted. They were audited, prior to 1858, by the Commissioners; there was no governmental examination of the accounts. On the 1st of January, 1859, I commenced my duty; the Auditor General, Captain Mayne, having recommended me, in October, 1858, for the post of Examiner of Railway Accounts, under the new arrangements.
283. Were the new arrangements you speak of those comprised in the documents which I now place in your hand, being F in the Appendix? *Answer:* Yes.
284. Will you be good enough to state how, in your examination of the Railway Accounts, you carried out the arrangements comprised in those documents? *Answer:* The Commissioner, according to the arrangements, had to furnish the cash books and the receipt and pay vouchers to the Audit Office monthly, and I was instructed to examine the accounts in the usual way as examined in our office, generally in detail, to compare the entries in the cash book with the vouchers, and, if found correct, to tick them and pass them back to the Railway Office.
285. Do I understand that you audited the receipts of revenue as well as the expenditure? *Answer:* To a certain extent.
286. To what extent did you audit the receipt of revenue? *Answer:* By checking the entries in the cash book to the debit of cash by receipt vouchers furnished.
287. What were the receipt vouchers furnished? *Answer:* A statement of the collections from all sources from the various stations.
288. Where did you get this statement of collections? *Answer:* From the Railway Office, furnished monthly. I think this paper was called a bank deposit receipt, and it bore the receipt of the teller.
289. Then do I understand that you compared the receipts as shewn by the cash book with the bank deposit receipt signed by the teller? *Answer:* Yes.
290. And to that extent only you audited the receipts of revenue? *Answer:* Yes.
291. Are you aware of a monthly return being furnished by the Commissioner of Railways to the Audit Office, attested before a Magistrate? *Answer:* Yes.
292. Is it any part of your duty to examine that? *Answer:* To examine it simply as to the total amount compared with the cash book.
293. So that your audit was more of the character of a check upon the bank? *Answer:* Yes, and a check upon the Commissioner as to his cash book.
294. The cash book being a copy of the bank book? *Answer:* No, not exactly; in fact it was not so, because their cash book was a journalized cash book, if I may so term it.
295. Are you aware of any obligation imposed upon the Commissioner of Railways to render monthly sworn statements of the traffic receipts? *Answer:* Yes.
296. Is that obligation imposed by the arrangement I have before alluded to? *Answer:* Yes.
297. Do you know whether the Commissioner was personally aware of that arrangement? *Answer:* Captain Martindale was, and I should think the present Commissioner must have been.
298. On commencing your duties on the 1st of January, 1859, had you your instructions from the Audit Office embodying the arrangement alluded to? *Answer:* Yes.
299. You had copies of these documents? *Answer:* Yes, they formed the basis of my examination.
300. You know, as a matter of fact, that Captain Martindale was aware of that arrangement? *Answer:* Yes, because he contested it.

- Mr. R. T. Hall.
- 20 Mar. 1867.
301. And you have reason to believe Mr. Rae also had a knowledge of that arrangement? *Answer*: Yes.
302. You say you continued this mode of audit, as regards the public receipts of the Railway Department, up to July, 1864? *Answer*: Yes, up to 30th June, 1864.
303. Did you then discontinue that particular form of audit? *Answer*: Yes.
304. What was your reason for doing so? *Answer*: From instructions received from the Chief Clerk, afterwards confirmed by Captain Mayne, the Auditor General, that I had no longer anything to do with the examination of the Railway Accounts—that in consequence of a change in the system of the Treasury arrangements by the Treasurer, there would be no more duty for me to perform as a special Auditor of Railway Accounts.
305. Is that instruction in writing? *Answer*: No.
306. Was it given verbally to you by Mr. Rennie? *Answer*: Yes.
307. And afterwards by Captain Mayne? *Answer*: Yes.
308. Do you know the nature of these changes made in the Audit Department by myself when Treasurer? *Answer*: Yes.
309. What was the nature of those arrangements? *Answer*: Principally to lessen some of the work in the Audit Office, and to concentrate the duties in the Treasury.
310. You are not aware that the great object of that change was to confine payments of public moneys to the Treasury, leaving the audit of receipts of revenue intact? *Answer*: Yes, I think so; I may say so generally.
311. In other words, you believe the Auditor General was still charged with the audit of revenue, and also with the audit of expenditure, but that the Treasury took upon itself the task of expending the revenue? *Answer*: Yes.
312. In contradistinction to the bank credit system? *Answer*: Yes, that was what I understood.
313. Then the Treasury did nothing to relieve the Audit Office of its responsibilities? *Answer*: No, I think not, unless by lessening the staff.
314. You say you had a verbal instruction from Mr. Rennie to discontinue any examination of the Railway Accounts, either of receipts or expenditure? *Answer*: Yes; but I should supplement that by saying that my office of Examiner of Railway Accounts ceased. In consequence of Mr. Muir being taken by the Treasury, I was instructed to take up the duties previously performed by him, and in these duties, from 1st July, 1864, the audit or examination of Railway expenditure was involved.
315. But not the audit of receipts? *Answer*: Not with me.
316. Not as your special duty? *Answer*: No.
317. Then I understand you to say this,—that on 1st July, 1864, on taking Mr. Muir's place as Examiner, you retained your function as far as the audit of Railway expenditure was concerned, but conceived yourself released from the audit of Railway receipts? *Answer*: Yes, I was released by the very nature of the duties performed by Mr. Muir.
318. Then I infer that, from 1st July, 1864, the Audit Office ceased to audit the receipts of revenue by the Railway Department? *Answer*: I cannot say that I can make any reply to that, because I am ignorant of any process.
319. You can merely speak of your own position and duties,—that having succeeded to the office of Examiner, you conceived yourself discharged from the obligation of checking the Railway receipts? *Answer*: Yes.
320. And you are not aware whether the duty was performed by any other branch of the Audit Office? *Answer*: No, strictly speaking, I was not; I am aware now, but I was not then.
321. You have no doubt as to the correctness of the statement you have made,—that the Chief Clerk, Mr. Rennie, directed you to discontinue any special audit of the Railway Accounts after 30th June, 1864? *Answer*: No.
322. And you are not personally aware of any provision made by the Audit Office to check the Railway receipts? *Answer*: No.
323. *Mr. Wilson.*] Will you state what were the duties of Mr. Muir, to whom you succeeded? *Answer*: The examination of the Expenditure Accounts of the Colony, with the exception of the Railway Accounts. By the change of system, the Railway Accounts came into the general audit.
324. *Chairman.*] If I understand you rightly, prior to the change of system, in July, 1864, the cash book of the Railway Department was sent to you periodically, with the bank deposit slips, to shew the traffic receipts, and vouchers to shew the expenditure, and your comparison of these with the entries in the cash book constituted your audit? *Answer*: Yes.
325. You are also aware, from the instructions of January, 1859, that the Auditor General relied upon the monthly sworn statement, to be sent in by the Commissioner, for his knowledge of the Railway receipts? *Answer*: Yes.
326. And that beyond these monthly sworn statements, no audit was exercised? *Answer*: Other than that you have alluded to.
327. In other words, the audit of the expenditure was in detail, and the audit of the receipts in gross? *Answer*: Yes.
328. The Commissioner's attested monthly statement was always compared with the total of the cash book? *Answer*: Yes.
329. I find in Mr. Walker's evidence; a statement to this effect,—that from 1st July, 1864, he discontinued sending the daily deposit receipt to the Auditor General, by your instructions—Is that the case? *Answer*: No.
330. *Mr. Wilson.*] I want to ask you a few questions with regard to these minutes of Mr. Mayne, which were afterwards adopted by Mr. Cowper, dated 22nd August and 9th October, 1858, referring to the duties of the Auditor General, in inspecting these Railway Accounts.

Accounts. In the third paragraph of the minute of the 22nd August, 1858, are words to the following effect: "I propose, then, that monthly cash accounts, fully supported by satisfactory vouchers, shall be rendered to the Auditor General by the Commissioner of Railways." Will you be kind enough to tell me what you understand by being "fully supported by satisfactory vouchers"? *Answer*: By vouchers initialled by the Commissioner, certified by other officers, and duly received by the claimant.

Mr. R. T.
Hall.

20 Mar., 1867.

331. I want to know what you mean by vouchers—what is a voucher, as you understand it in that paragraph of that minute? *Answer*: A voucher is a receipt from the claimant for services rendered or articles supplied.

332. This has nothing to do with expenditure—this has to do with the Railway cash accounts? *Answer*: Will you allow me to say that that was not adopted.

333. I beg your pardon, I have the authority of Mr. Elyard's letter for saying it was adopted. Mr. Elyard's letter to the Auditor General is to the following effect:—

" Colonial Secretary's Office,
Sydney, 4 February, 1859.

Sir,

With reference to my letter of the 27th ultimo, apprising you of the appointment of Mr. R. T. Hall to be Examiner of Railway Accounts, I am directed by the Colonial Secretary to inform you that, as in the case of other Establishments of the Government, the Accounts of the Railway Department are to be rendered to the Audit Office, and to be examined by the Auditor General, in conformity with the arrangements suggested in your minutes of the 22nd of August and 9th of October, which have been approved, and are to take effect from the 1st of the present year.

I have, &c.,

W. ELYARD."

Now there is nothing there or in that minute about the difference between expenditure and receipts. All that we read of in these minutes, are the cash accounts? *Answer*: That part of the minute was not finally adopted, and I think the correspondence will show that.

334. I think the correspondence shows that it was adopted. The only paragraph not adopted is the last, and that is expressly excepted in the fourth paragraph of the minute of the 9th October. In this minute of the 22nd August, the Auditor General was instructed "that monthly cash accounts, duly supported by satisfactory vouchers, should be rendered to the Auditor General, by the Commissioner for Railways"? *Answer*: That was a suggestion.

335. That was a suggestion that was adopted, and became a rule—How was it you chose to select a single portion, with regard to the monthly statements, and say that is imperative, whereas the other is not—they are all in the same minute? *Answer*: That was a mutual arrangement between Captain Martindale and Captain Mayne, the then Auditor General, and the sum total of their mutual arrangement was that adopted or authorized by the Government.

336. *Chairman.*] In your examination of the monthly cash accounts, as far as the traffic receipts were concerned, you considered the daily bank deposit receipt to be a satisfactory voucher? *Answer*: Yes.

337. *Mr. Wilson.*] Was that daily bank receipt in reality any guarantee whatever that that was the amount that had been received by the officers of the Government on account of the Railway traffic? *Answer*: Yes.

338. Then, how do you account for these bank receipts proving no check at all, but allowing Mr. Eastwood to take away almost daily a certain sum of money out of the receipts? *Answer*: It was satisfactory compared with the attested statement of the Commissioner.

339. I am not asking any comparisons, I am asking the simple fact—Was the bank receipt a satisfactory voucher of the moneys actually received by the Railway Department? *Answer*: As far as we are concerned, it was. I must look upon it in the light of my examination. As far as we are concerned, and according to the nature of the duties as I understood them, it was a satisfactory voucher.

340. Was it possible, under that system of examination, for any of these frauds to have been perpetrated by Mr. Eastwood? *Answer*: Yes, as far as we are concerned.

341. Then how could it have been a satisfactory voucher? *Answer*: It was a satisfactory voucher to us, because it supported the monthly attested statement of the Commissioner.

342. I am not asking either with regard to the statement of the Commissioner or any other—I am asking with regard to the duties of an Auditor, to protect the interests of the Government in all their receipts—and I am putting the simple question, whether that bank receipt was a satisfactory voucher for that purpose? *Answer*: It was to us.

343. *Chairman.*] Having regard to the usual character of the vouchers passed by the Audit Office, you considered the bank deposit receipt a satisfactory voucher, not alone on its own merits, but because it was confirmed by the monthly sworn statement sent in by the Commissioner? *Answer*: Yes.

344. *Mr. Wilson.*] I am asking altogether irrespective of these monthly statements—You state that, taking it by itself, you look upon it as a satisfactory voucher? *Answer*: Yes.

345. And yet, notwithstanding that, it was quite possible for frauds to be daily committed, that voucher having been sent in? *Answer*: Yes; and I think it quite possible for frauds to be committed with any voucher that may be sent in, in any establishment in the kingdom.

346. *Chairman.*] In other words, you think audit checks can only reach a certain point, and up to that certain point you must trust to individual honesty? *Answer*: Yes.

- Mr. R. T. Hall.
20 Mar., 1867.
347. There can be no perfect check? *Answer*: No; according to my experience of many years.
348. *Mr. Wilson.*] I did not use the word "perfect check"—I only used the word "satisfactory," and you have stated that a system of check that would allow daily defalcations to be continued over a series of years is satisfactory? *Answer*: No —
349. *Chairman.*] At the time you considered it a satisfactory check, but subsequent circumstances have shown that it was not so—is that what you mean? *Answer*: Yes. Mr. Wilson asked me if we considered the vouchers furnished to us satisfactory vouchers; I must say—and I wish to answer that question to the full extent of the truth—most undoubtedly we did.
350. *Mr. Wilson.*] You never considered it necessary to get the traffic remittance notes from the Railway Department, with the view of comparing them with the cash account? *Answer*: We did not. I have thought on the subject myself, as an individual, but we did not consider it necessary; that was no part of my instructions.
351. Did you ever go to the Railway Office with the view of inspecting the contracts and other documents that they thought it was not advisable to send out of the Railway Department? *Answer*: Yes.
352. How often were you in the habit of doing so? *Answer*: To give a general answer, as often as the vouchers themselves required. Every original voucher for the first payment under a contract would require the authority of the contract before I could pass it.
353. And you used to be in the habit of going to the Railway Department to inspect these? *Answer*: Yes.
354. Up to what time did you continue that practice? *Answer*: Until about June, 1864. I may say that the Commissioner relaxed his wish, in the first place, that we should examine them at the Railway Office, and for greater convenience they used to furnish with the vouchers, the contracts to us.
355. Who do you mean by the Commissioner? *Answer*: Mr. Rae.
356. Were all the schedules of prices, as referred to in that minute—verified copies of the schedules of prices—forwarded by the Commissioner to the Auditor General? *Answer*: Yes. I may say the original schedule appended to the contracts was ultimately furnished after the first few months.
357. In the minute of the 9th October, it was ordered that a monthly abstract shewing the distribution of the expenditure and the gross receipts of the Railway, should be furnished by the Commissioner? *Answer*: Yes.
358. That monthly return, as I understand from your evidence, was forwarded to you as long as you were acting as Audit Clerk in respect to the Railway Accounts? *Answer*: Yes, as Examiner of Railway Accounts.
359. Consequently, you are not aware of the reason why this practice was discontinued? *Answer*: No.
360. While examining the Railway Accounts, were you in the habit of sending to the Railway Department for these monthly abstracts as you required them, or was the Commissioner in the habit of forwarding them? *Answer*: It was the duty of the Commissioner to forward them. It was no part of our duty, but in consequence of the Commissioner not furnishing them we had to apply for them, sometimes by letter or memorandum, sometimes verbally by myself.
361. It was not a matter of convenience with you that you should not have them sooner than you required them? *Answer*: No.
362. And I think you have already stated, that you made no request or gave no instructions to the Accountant of the Railway Department verbally, to the effect that these monthly abstracts were no longer required? *Answer*: No.
363. Are you aware of your own knowledge whether they have been sent to the Auditor General since July, 1864? *Answer*: No; that is to say, for the period since that date; because they have furnished some arrears.
364. You have stated that the present Commissioner must have been aware of the minute imposing upon him the duty of sending in monthly statements? *Answer*: I cannot say of the minute, but he must have been aware of the duty; I do not know that he has ever seen the minute.
365. He must have been aware of the duty, because he performed it? *Answer*: Yes; and he was the J.P. before whom Captain Martindale attested his first accounts. He was Accountant afterwards.
366. You, in your answer, said he must be aware of this minute? *Answer*: I did not mean that.
367. *Chairman.*] Did you ever shew him any copy of the minute? *Answer*: No.
368. You infer, from his sending in these successive monthly statements, that he knew his duty, and did it? *Answer*: Yes, most undoubtedly.
369. *Mr. Wilson.*] He might have done that without knowing it was a special and peculiar duty imposed upon him by a minute of the Government? *Answer*: Yes. Of course, that I know nothing about.

Christopher Rolleston, Esq., Auditor General, called in and examined:—

370. *Chairman.*] When were you appointed Auditor General? *Answer:* I think my C. Rolleston, Esq. appointment was dated 10th November, 1864.

371. As the successor of Captain Mayne? *Answer:* Yes.

372. Will you be good enough to state what you know in reference to the audit of the Railway Accounts, meaning by that the Railway receipts and Railway expenditure? *Answer:* When I first took charge of the office I had not the advantage of any conference with Captain Mayne on the subject of the duties, for I never saw him in the office after I was appointed. I was left to find out things as best I could, from the officers of the department. He told me himself that to Mr. Rennie I must look for everything—that he was a very old officer, and a very intelligent and excellent public servant, and that I might put implicit confidence in his knowledge and experience of the whole working of the department. I went through the department with Mr. Rennie, and looked through things in general. With regard to the Railway Department, I understood that Mr. Hall, who was then the head of the Expenditure Branch of the office, had been withdrawn from the special examination of the Railway Accounts, to take the place of Mr. Muir, who had been transferred to the Treasury; and that we had no particular examination of the Railway Accounts, except such expenditure accounts as came in through the Treasury, like every other Public Account—that the Railway Accounts were examined, like the Accounts of all other Departments in the Service, as they came through the Treasury.

373. That is to say, the Railway expenditure accounts were examined as they passed through the Treasury? *Answer:* Yes.

374. Having regard to the changes made by myself, as Treasurer, commencing on the 1st of July, 1864, in relation to the Audit and Treasury Departments, you know those changes affected simply the expenditure, without in any way relieving the Audit Office from the duty of checking the receipts of revenue? *Answer:* Yes, I do not think they affected the matter of receipts at all.

375. But they had to do with the expenditure? *Answer:* Yes, I always thought so.

376. Then, in fact, from the time of your appointment, there has been no check exercised by the Audit Office on the Railway receipts? *Answer:* None whatever—none to my knowledge.

377. Have you fully explained the reason why no check was exercised on the receipts? *Answer:* I must confess to have been perfectly ignorant of there having been any arrangement for sending in any returns to the Audit Office at all in connection with these receipts, until very recently. Until the cause of this inquiry became known, it was never brought to my knowledge as Auditor General, that there were no returns of the receipts from the Railway Department, or that there had been any change made, or any absence of any returns which had been sent in; and I was under the impression that we had nothing to do with them.

378. Then I presume, you were not aware, when you took office as Auditor General, of Mr. Elyard's letter of 4th February, 1859, addressed to the then Auditor General, Captain Mayne, indicating the approval, by the Government, of certain arrangements suggested by Captain Mayne for the audit of the Railway expenditure? *Answer:* Not at that time, certainly.

379. I think, through the late defalcations, you have discovered the papers? *Answer:* Yes, the papers have been since brought to me; I was not aware of their existence before.

380. About what time were you first made aware of the existence of those papers? *Answer:* Within the last three weeks, or certainly within the last month.

381. Will you be good enough to state how you got these papers, and where they were obtained? *Answer:* I sent a minute to the Chief Clerk, Mr. Rennie, to ask what check we exercised on the Miscellaneous Receipts of the Railway Department, particularly with regard to the purchase of water by the Liverpool Asylum. The accounts had never come under my notice, and I made a minute to ask what check we had on receipts of that kind, and also on the general receipts of the Railway. The answer was, that we had no check. This paper was referred to Mr. Hall, who stated that, from the time of his withdrawal he had had nothing to do with them; and Mr. Livingstone, the head of the Revenue Branch, stated that these accounts had never been put into his hands, and he believed they were still under Mr. Hall's control. I found, on further inquiry, that from June, 1864, there had been no returns whatever received of the Railway traffic.

382. In what way were the papers then discovered—the papers of the 4th February, 1859? *Answer:* I asked that all the papers connected with the arrangements for the audit of the Railway Accounts should be looked up and sent up to me, that I might make myself master of the history of the whole thing—how the business was arranged to be conducted.

383. Can you state where these papers were got from? *Answer:* I believe from Mr. Hall—Mr. Hall looked them up; I believe they were in his possession; the whole of them, I think, were in his possession.

384. *Mr. Wilson.*] Were they the original documents, or copies? *Answer:* Copies.

385. *Chairman.*] Are you in possession of the original documents? *Answer:* No, I cannot find them. I am in possession of Mr. Elyard's letter of 4th February, 1859, conveying the approval of the Government to the arrangement.

386. Then, in fact, not being aware of the arrangement of 4th February, 1859, until very recently you were not aware of any obligation imposed upon you to audit the Railway Accounts? *Answer:* No; any further than as they came through the Treasury, like the accounts of other Departments. On the contrary, I have been always given to understand that they have resisted the audit throughout, and that by that resistance they have rendered the audit almost an impossibility.

387. I presume Mr. Rennie, the Chief Clerk, will be more conversant with the details of this matter than yourself? *Answer:* Yes.

TUESDAY, 26 MARCH, 1867.

Present:—

THE HONORABLE G. EAGAR, Esq., Colonial Treasurer, in the Chair.

THE HONORABLE J. B. WILSON, Esq., Secretary for Lands.

Richard Moody, Esq., called in and examined:—

- R. Moody, Esq.
26 Mar., 1867.
388. *Chairman.*] What is your position in the Railway Department? *Answer:* Chief Clerk.
389. Did you also act as Record Clerk? *Answer:* I did for some years prior to 1861, and subsequently from the middle of 1864.
390. Are you aware of any minutes, written by Mr. Walker, the Accountant, with regard to the work of Mr. Eastwood? *Answer:* None immediately with regard to Mr. Eastwood, but there is a minute in reference to the transfer of the Audit Clerk from the Sydney station, in which Mr. Eastwood takes a prominent part.
391. Have you that minute with you? *Answer:* No, I believe it to be with the other papers referred to the Board.
392. *Mr. Wilson.*] Some short time ago there were considerable sums of money paid to the unemployed, for clearing the ground at Haslem's Creek Cemetery—Have any written instructions from the Minister to the Accountant ever come through your hands, with regard to those payments? *Answer:* None.

Edward Alexander Rennie, Esq., called in and examined:—

- E. A. Rennie, Esq.
26 Mar., 1867.
393. *Chairman.*] You are in the Audit Office? *Answer:* Yes.
394. What is your position there? *Answer:* Chief Clerk and Inspector of Accounts.
395. How long have you been in the Audit Office? *Answer:* Twenty-one years, nearly.
396. Then, of course, you know the general course of business, and are cognizant of the arrangements for audit which have been made from time to time? *Answer:* Yes.
397. Are you aware what arrangements were made for auditing the railway accounts; I mean by that, its account of receipts and its account of expenditure? *Answer:* Yes.
398. Will you be good enough to state them? *Answer:* The appointment of a separate Examiner of Railway Accounts, in 1859; and he was to be supplied with, first of all, the Commissioner for Railways' cash book and supporting vouchers, and also with a statement of his collections monthly. These accounts were sent over every month; and the Examiner took them in hand, and applied the usual tests that are applied to all other Public Accounts.
399. Will you look at Appendix F.—Read the memorandum at the foot of that appendix, and tell me if you know anything of that arrangement? *Answer:* Yes, I am familiar with these documents.
400. Was that the arrangement under which the accounts of the Railway Department were to be audited? *Answer:* Yes.
401. I gather from this paper that Mr. Hall's duty was to call for individual vouchers for the expenditure, but for the railway receipts he was to receive a monthly sworn statement from the Commissioner for Railways? *Answer:* An attested statement.
402. Can you tell me whether the provision which rendered it necessary for the Commissioner of Railways to render a monthly sworn statement was carried out, and to what date? *Answer:* It was carried out from the beginning of 1859 to the 30th June, 1864.
403. Are you in a position to say that, during the whole of that time, the monthly statements were rendered? *Answer:* They were rendered, though not regularly.
404. Still they were rendered for that period complete? *Answer:* Yes, for that period.
405. They were rendered by Mr. Rae, as Commissioner, and by the preceding Commissioner? *Answer:* Precisely.
406. Were they not rendered after June, 1864? *Answer:* For no subsequent period have we had them.
407. Can you explain why they were not so rendered? *Answer:* I can give no reason why the Commissioner failed to send them.
408. Did you ever send him any reminder to forward them on to you? *Answer:* We did not.
409. I understand that the monthly attested statements for April, May, and June, were not sent in by the Commissioner for Railways until a date long subsequent—Is that the case? *Answer:* Yes.
410. Can you recollect the date when these particular statements were sent in? *Answer:* On the 10th October, 1866.
411. They were sent in on the 10th October, 1866? *Answer:* They were then parts of outstanding objections to accounts up to June, 1864.
412. Was there no audit, then, by your department, of Railway Revenue and Expenditure, from the 1st July, 1864? *Answer:* All the audit that we could apply to them was carried out, with one exception—the attested statements from July. The expenditure formed part of the Treasurer's accounts, and the receipts also formed part of the Treasurer's account. So far as the Treasurer's vouchers went, they were examined.
413. I presume you mean by that, that the Treasurer received daily an account of the railway revenue paid into the bank by the proper officer? *Answer:* Yes.
414. You do not mean to say that that was an audit undertaken by the Treasury? *Answer:* No.

415. Some misconception appears to exist as to the nature of the changes made by me in 1864. I will state the nature and effect of those changes, and I will ask you to say if I have correctly stated them. The object of the Government in making these changes on the 1st July, 1864, was to confine public payments to the Treasury, and to institute a preliminary audit in respect of those payments, but in no way to relieve the Audit Department from its function of auditing the public revenue; that is the case, is it not? *Answer: Yes.*

E. A. Rennie,
Esq.

26 Mar., 1867.

416. Would you be good enough to state what audit you have made of the railway receipts since the 1st July, 1864? *Answer: There was no further audit than the examination of the vouchers which came to us with the Treasury cash book.*

417. There was, in fact, no direct audit of the Commissioner's cash book? *Answer: No.*

418. I believe Mr. Hall, the former Examining Clerk of Railway Accounts, succeeded Mr. Muir as Examining Clerk in the Audit Office? *Answer: He took charge of the Examining Branch, on Mr. Muir's transference.*

419. And his duties comprehended the examination of expenditure alone? *Answer: Of expenditure alone.*

420. So that, in point of fact, there was no provision in the Audit Office, since the 1st July, 1864, for examining directly the railway receipts? *Answer: Only so far as they appeared in the Treasury Accounts.*

421. *Mr. Wilson:* When Mr. Hall was appointed Examiner of Railway Accounts, did he receive any written instructions as to what his duties were? *Answer: There was the Colonial Secretary's letter of instructions, and the arrangements contained in the minutes which have been referred to of the 22nd August and the 9th October, 1858.*

422. Were these minutes handed to Mr. Hall, to allow him to put what interpretation upon them he chose, or were there any definite instructions given to him as to his duties?

Answer: I am not aware that any special instructions were given beyond what are contained in these documents. Captain Mayne and himself had conversations that I was not present at; I cannot say what verbal instructions he received.

423. You have seen no written instructions, and know of none? *Answer: There were remarks made by Mr. Hall upon the Railway Accounts as received for the month of January, 1859. On these remarks Captain Mayne gave certain instructions as to whether he should carry out the audit on the points which Mr. Hall submitted.*

424. By looking at this correspondence in Appendix F, you will see that not till the 4th February, 1859, instructions were given to the Auditor General to act upon this memo. or minute of Captain Mayne? *Answer: Yes.*

425. Consequently, any observations Mr. Hall may have made with reference to these accounts could not have alluded to this minute, which received sanction only in February, 1859? *Answer: Mr. Hall had these instructions at this time.*

426. You have stated, in answer to a question put to you by the Chairman, that it was part of Mr. Hall's duty to audit the statement of the moneys collected by the Railway Department? *Answer: Yes.*

427. Are you aware how he carried out that work—the principle upon which he audited those receipts? *Answer: The main thing he had to see to was, the attestation of the Commissioner to his monthly statement of traffic receipts, and to see that the amount was credited at the Treasury.*

428. If he was only to look to the attestation of the Commissioner, what is meant by this paragraph in the minute of 22nd August—"That the original vouchers, if necessary to the Railway Department, shall, after the cash accounts and traffic statements have been examined and checked, and each voucher been initialled by the Audit Office Examiner of Railway Accounts, be returned to the Railway Office, and, a receipt being given for them, be there retained, and be open to reference when required"? *Answer: I think that is very clear; we understood it perfectly well. You will notice that there is no mention of vouchers in connection with the traffic receipts. The statement is based upon this in the third paragraph in the minute of 22nd August,—that "monthly cash accounts, duly supported by satisfactory vouchers, shall be rendered to the Auditor General, by the Commissioner of Railways." These cash accounts, as then understood, were not accounts of receipt and expenditure—they were simply accounts of moneys received from the Treasury, by way of advance, to be accounted for. The cash account was then simply an advance account of money received from the Treasury, and supported by vouchers to shew the expenditure of advances. That is quite plain from the following suggestion in the next paragraph,—"That in a form to be agreed on—condensed, as far as the conveying useful information will admit—monthly statements of traffic receipts shall also be rendered." It is quite clear that the two things were wholly distinct. The cash accounts and the supporting vouchers referred wholly to expenditure. The fourth paragraph deals with the receipts, and there it is limited to the monthly collections. "These last, as in the case of other statements of collections of revenue, to be attested by the Commissioner; but their peculiar nature not admitting the application of the usual check by the Audit Office, to be taken on his faith and responsibility, he subjecting them to the strictest system of departmental examination and check."*

429. Such being your answer to this question, will you explain what is meant by the next paragraph, which I have already quoted, "That the original vouchers, if necessary to the Railway Department, shall, after the cash accounts and traffic statements have been examined and checked, and each voucher been initialled by the Audit Office Examiner of Railway Accounts, be returned to the Railway Office, and, a receipt being given for them, be there retained, and be open to reference when required"; because it appears to me that that instruction is quite inconsistent with the explanation you have offered of the other paragraph? *Answer: Not as we understand it; the only vouchers referred to are those in connection with expenditure.*

- E. A. Rennie, Esq. 430. But the vouchers in the paragraph quoted by me have reference to the traffic statement? *Answer*: No.
- 26 Mar., 1867. 431. How did you propose that these traffic statements should be checked? *Answer*: There was no check beyond that which I have already stated.
432. In this fourth paragraph which you have quoted yourself, it goes on to say "in a form to be agreed upon"—Was there ever a form agreed upon? *Answer*: I believe so.
433. By whom? *Answer*: Between the Auditor General and the Commissioner of Railways.
434. Do you know what that form was? *Answer*: The form in Appendix G, subsequently modified as shewn in Appendix I. That was, of course, under the written instructions as agreed upon between the Auditor General and the Commissioner of Railways.
435. Did you consider that that return, "Summary of Monthly Traffic," of which Appendix G is an example, was any guarantee or sufficient voucher for the Auditor General to enable him to examine what were the actual receipts from railway traffic? *Answer*: It is the only voucher possible to be given to us. I could hardly say it is a sufficient voucher, but it is the only one that could be given to us.
436. Could they not have got the original remittance notes of the various station masters, and examined them with the moneys placed in the bank? *Answer*: If it had been arranged so in the first instance, they might have been sent to us.
437. Would not that have been a better check? *Answer*: It would have been of very little value, unless these documents themselves were tested by the books from which they were taken.
438. But supposing these documents—these remittance notes from the railway stations—were audited of themselves, checked, and a guarantee of their correctness given, then that would have been a more satisfactory voucher than the monthly statement of moneys actually paid into the bank, as it would have given you a distinct statement of moneys that ought to have been placed in the bank? *Answer*: It might have assisted the check, though I do not see very well that it would have made it more satisfactory, unless, as I said before, you went farther, and tested the accuracy of these.
439. Supposing they were tested and found to be accurate, it would have been a more satisfactory test then? *Answer*: It would.
440. Then what I am to gather from your evidence, as far as I can understand it, is this,—that the Audit Office in fact have made no audit whatever themselves, of the railway receipts? *Answer*: No; we do not profess to do so, nor were we required to do so, beyond the Commissioner's monthly attested statement.
441. Did you invariably see that you got this monthly attested statement of the Commissioner, or was it Mr. Hall's duty to see that he always got it? *Answer*: It was Mr. Hall's duty to see that he always got it.
442. It has been stated that these monthly receipts were checked by the Audit Office, by the monthly attested statement, up to the 1st of July, 1864. How were the receipts for the months of May and June, 1864, audited, when these monthly attested statements were not received till the year 1866? *Answer*: They were not audited—they could not be audited in the sense in which they were audited previously, until the receipt of these documents.
443. Can you account for it, how these things were never looked or inquired into by the Audit Office, seeing these documents were never sent in? *Answer*: There were repeated reminders sent for them.
444. For these statements? *Answer*: Not for these by themselves, but as parts of uncompleted documents to the end of June, 1864.
445. It has been stated to us, by Mr. Hall and others, that these accounts were audited at the 1st July, 1864; now, I think it appears perfectly clear they could not have been audited for three months before that time? *Answer*: The accounts were audited, undoubtedly, to the end of June, 1864, to the extent the documents we had enabled us.
446. How could the receipts be audited without the certified statement of the receipts by the Commissioner—how were they audited without them? *Answer*: The attested statements of the Commissioner were the only documents we had to audit; and if we did not have them until October, 1866, we could not audit them till then. We repeatedly asked for them, and did not get them.
447. It has been stated by Mr. Walker, the Accountant, that the Audit Office were in the habit of sending for these monthly statements as they required them. Are you aware whether that is the case or not? *Answer*: Personally, I am not. I believe it was the case. I am speaking of the time before July, 1864.
448. *Chairman.*] Do you mean by that, that the Railway Department is justified in holding back these monthly attested statements till you send for them? *Answer*: No, certainly not.
449. *Mr. Wilson.*] That is to say, it was the duty of the Railway Department to forward them to the Audit Office? *Answer*: Yes.
450. If they did not, was it the duty of the Audit Office to see that they did; or, if they did not, to lodge a complaint somewhere? *Answer*: It was our duty undoubtedly to point out that the Commissioner for Railways failed to comply with the regulation.
451. Was that ever done? *Answer*: As regards the accounts to June, 1864, it was.
452. To whom, and how? *Answer*: I find there were letters addressed to the Under Secretary for Public Works, on the 26th October and the 10th December, 1864, and subsequently, on the 24th February, 1865, to the Under Secretary to the Government. Then there were subsequent communications to the Commissioner himself, on the 26th September,

September, 1865, the 24th November, 1865, 6th March, 1866, and 17th April, 1866. I E. A. Rennie, Esq. pick out these among numerous other memoranda and letters on various points, but these are the leading communications.

453. To what effect were these communications? *Answer*: The effect of them was to point out the failure in answering our queries. 26 Mar., 1867.

454. The questions referred to this monthly statement? *Answer*: These formed part of a series of queries and observations—that is to say, the want of these documents.

455. What I want to know is this: It is expressly stated in this minute of the 22nd August, 1858, that monthly statements are to be sent in—you have stated that it was the duty of the Commissioner to send in these monthly statements, and if not sent in by him, it was the duty of the Audit Office to obtain them—now I want to know if any representations have been made to the Government, to the Minister, or to any party in power, as to this neglect? *Answer*: Not upon that specially.

456. Can you tell us why it was the Audit Office took upon itself to alter the system, so far as it appears to be altered, without any authority? *Answer*: I am not aware.

457. Before July, 1864, the railway receipts were so far audited by the Audit Office that they were compared with the bank vouchers, or with the attested statement of the Commissioner? *Answer*: They were compared, as I have said already, on the main point of audit, with the payments in the Treasury.

458. I will put the question in another way. Since the 1st July, 1864, has this minute of August, 1858, been acted upon in the Audit Office? *Answer*: No, because the monthly attested statements have not been furnished under it.

459. Why did not the Audit Office see that they were furnished—does it not actually appear that the duties of Mr. Hall, after the 1st of June, 1864, were altered from those of Examiner of Railway Accounts to those of Examiner of Accounts generally? *Answer*: His duties were so altered.

460. Was there any other person appointed as Examiner of Railway Accounts? *Answer*: No.

461. Are you aware upon whose authority the Auditor General acted in making these changes? *Answer*: May I ask what changes you refer to?

462. I refer to the changes in the system of auditing the railway receipts such as it was? *Answer*: I am not aware that he had any authority.

463. There is nothing that you are aware of in the office to shew that he had any authority? *Answer*: No; the only possible allusion to it is in the correspondence with the Colonial Treasurer on the change of system, in which he referred specially to Mr. Hall's position, and inquired whether the Railway Department was to be exempted or not from the general operation of the new system; and the answer was—no, the Railway Department was not to be exempted. That is the only allusion made to it.

464. Could you furnish the Board with a copy of this minute you have given the dates of as having been sent to the Works Department and the Chief Under Secretary? *Answer*: Yes.

465. Will you hand them to the Board? *Answer*: Yes. (*Vide Appendix.*)

Appendix N.

466. *Chairman.*] Can you state whether Mr. Rae was ever instructed in writing from the Audit Office to discontinue sending in his monthly statement? *Answer*: No.

467. Was Mr. Walker, the Accountant, ever instructed in writing from the Audit Office to discontinue sending the daily bank deposit receipt for comparison? *Answer*: No.

468. Your audit of the public revenue is based mainly upon the attested monthly statements sent in by the collectors of the revenue generally? *Answer*: Yes.

469. *Mr. Wilson.*] Are you not in the habit of auditing these statements, or looking to their correctness in any way as to the details? *Answer*: We have no means of testing them.

470. Have you any means of testing the actual *bonâ fide* receipts of the Telegraph Department? *Answer*: None whatever.

471. How are they audited—by comparison of the bank receipts, as in the Railway Department? *Answer*: By comparison of what the Treasurer shews in his cash book as having been received from the Telegraph Department every day, with the monthly attested statement.

472. Under such a system as that, if there were anything like collusion between two officers, the Accountant and the attesting officer, the Government might be defrauded to a considerable extent? *Answer*: Undoubtedly, the fact of having an attested statement shews that there are no means of testing the accuracy of the receipts—beyond that we must trust to the good faith of the officer.

473. Why must you—Is it not possible here, as in other countries, to audit the Railway Accounts and see whether they are correct? *Answer*: We could do what the Railway Department professed to do, but that was denied to us.

474. Do you not think it is more suitable for the Audit Clerk to be under the direction of the Auditor General, than under the direction of the head of the department whose accounts he audits? *Answer*: Undoubtedly.

475. *Chairman.*] The usual guarantee for the honesty of Government officials entrusted with the collection of revenue, is to take sureties and bonds? *Answer*: Yes.

Mr. Edward Owen called in and examined:—

476. *Chairman.*] What is your position in the Railway Department? *Answer*: Traffic Mr. E. Owen, Manager.

477. You are aware that some defalcations have been committed in the Railway Department by Mr. Eastwood? *Answer*: I am. 26 Mar., 1867.

- Mr. E. Owen. 478. Will you tell the Board what you know about this matter—I mean as regards the discovery of these defalcations? *Answer*: About the time that Mr. Eastwood went to Melbourne, that is, about a month before the discovery was made, I found him continually in conversation with the clerk at the Sydney Station—the Audit Clerk, Mr. Vernon. This led me to make inquiries of the clerk in charge of the Sydney Station, what these conversations were about; and he stated that a cheque was given by the Inspector General of Police, amounting to some £200, and that it had not been paid into the revenue; that the Audit Clerk and Mr. Walker were making inquiries at the same time, but did not seem to take any active part in it, so I made up my mind to inform the Minister at once. That is all I know about it.
479. On what date or day did you inform the Minister? *Answer*: On Tuesday afternoon I told Mr. Byrnes, as Mr. Eastwood went away on the following Saturday.
480. Can you not fix, with some precision, the date when you observed these conversations with Mr. Eastwood? *Answer*: I had not had the slightest confidence in Mr. Eastwood for a long time—I had been watching him for a long time.
481. You had reason to doubt his honesty? *Answer*: I had great reason to doubt his honesty with respect to the money he received for payment of the unemployed.
482. Did you think he would not expend that honestly? *Answer*: I was afraid he would not; there was no check upon him.
483. You communicated your suspicion to the Minister on the Tuesday preceding Mr. Eastwood's going away? *Answer*: Yes.
484. *Mr. Wilson.*] In what way did you communicate with the Minister? *Answer*: He was up at the station, and I told him I thought there was some defalcation on the part of Mr. Eastwood, and that if so, I feared it must be very large. In June, 1861, I called attention to it.
485. Whose attention did you call to it? *Answer*: The Commissioner's. The papers, I believe, are somewhere here—Mr. Moody told me so.
486. *Chairman.*] You say that, in June, 1861, you called attention to defalcations? *Answer*: Not to defalcations, but to chances of defalcation.
487. *Mr. Wilson.*] Is that in the minute? *Answer*: Yes; it was addressed to Mr. Moody, the Chief Clerk, and pointed out the proper checks to be carried out. The minute recommended a proper system of audit, of which this was a part. It was not carried out.
488. *Chairman.*] Were you Traffic Manager then? *Answer*: No, I was clerk in the goods shed.
489. The system of audit suggested by you was not carried out? *Answer*: It was carried out in part, but not the whole of it.
490. Is this system of audit stated in your minute paper? *Answer*: Yes, and it contains all the instructions to the station masters.
491. You have reason to believe that this minute paper still exists? *Answer*: Yes, I saw it the other day, and it is here now I believe.
492. The date of this minute of yours is June, 1861? *Answer*: June 27th, 1861.
493. *Mr. Wilson.*] Had you ever any suspicion of Mr. Eastwood—that he was tampering with the public funds? *Answer*: Not the slightest. Of course I observed his extravagant way of living, and I could not help thinking something was wrong somewhere, but I had not the slightest reason to suppose that this check was not carried out.
494. *Chairman.*] Had you any suspicion of Mr. Eastwood? *Answer*: I could not imagine he could be a defaulter in any way; I had a suspicion he was not an honest man.
495. Did you ever hear Mr. Vernon make any statement as to the dishonesty of Mr. Eastwood, or his suspicion of his dishonesty? *Answer*: Not till a few days previous to this being found out.
496. Mr. Vernon never stated to you that he had any suspicion? *Answer*: No.

Richard Moody, Esq., again called in and further examined:—

- R. Moody, Esq. 497. *Chairman.*] Have you some minute of Mr. Owen's, of June, 1861, proposing a system of auditing the railway accounts by the department? *Answer*: I have a minute. The paper I now produce contains that minute; it is the first enclosed. (*The witness produced the same. Vide Appendix P.*) But it has reference to a system of audit then about to be initiated, and which Mr. Owen and I were then working up.
- 26 Mar., 1867. Appendix P. 498. Then minute paper No. 61-306 contains the particulars of the audit system referred to? *Answer*: Generally, but not the whole.
499. *Mr. Wilson.*] Have any instructions been given to station masters and other officers, with reference to the way in which the accounts are to be kept and audited? *Answer*: Yes. (*The witness produced the same. Vide Appendix Q.*)
- Appendix Q.

THURSDAY, 28 MARCH, 1867.

Present :—

THE HONORABLE G. EAGAR, Esq., Colonial Treasurer, in the Chair.
THE HONORABLE J. B. WILSON, Esq., Secretary for Lands.

Robert C. Walker, Esq., called in and further examined :—

500. *Mr. Wilson.*] In a part of the evidence you gave before the Board, when previously before it, you stated that it was the practice of the Audit Office to send for the daily bank vouchers, not on account of any dereliction of duty in your department in not forwarding them, but that they were in the habit of doing it for their own convenience, prior to July, 1864? *Answer:* Those vouchers were sent by the Commissioner, with the cash book, to complete the month's accounts. R. C. Walker, Esq., 28 Mar., 1867.

501. Were they sent with the monthly statement, signed by the Commissioner? *Answer:* Yes.

502. Were they sent as vouchers for that monthly statement? *Answer:* Yes, as vouchers for the entries in the cash book.

503. Consequently, after July, 1864, when these monthly statements were no longer sent in by the Commissioner, the daily bank receipts or vouchers were not forwarded either? *Answer:* They were not.

504. You stated before, distinctly, that you were told by Mr. Hall that these monthly statements were not required? *Answer:* That he had received no instructions about them, and he did not think they would be required.

505. Did he give any reason why they were not required after July, 1864, when they were required before July, 1864? *Answer:* I think he said simply that they had received no instructions about them themselves; and as he had received instructions not to do as he had done before, he did not think they were to be sent, but he supposed we should have instructions if they were.

506. By whom was the monthly statement, signed by the Commissioner, prepared? *Answer:* Usually by the Book-keeper who made up the journals, and brought by me to the Commissioner, and called over with the books.

507. From what documents was it prepared? *Answer:* From the journal. The journal comprises a summary of the whole transactions for the month.

508. In your report, dated 14th February, 1867, you state: "It now appears that, as far back as 1864, and up to the present time, Mr. Vernon has continually written reports and private letters, calling my attention to the outstanding accounts, and to discrepancies he discovered; but as he sent them through Eastwood (the suspected party) from the station, he took care they never reached me." What grounds had you for making that statement? *Answer:* He tells me he did so.

509. I may state to you that he has distinctly stated here that such is not the case? *Answer:* All I can say is, that he has told me so repeatedly, and he has done so in the presence of the office.

510. And that he had given them to Mr. Eastwood? *Answer:* I understood from him that Mr. Eastwood had brought them to me.

511. The statement you have made in your report, as to his having continually written reports and private letters, you understood that from Mr. Vernon himself? *Answer:* From Mr. Vernon himself.

512. In the Appendix marked G and H there are certain summaries of the traffic of the Great Southern Railway—Would you be kind enough to look at them, and tell me if such summaries as these were made out for each month up to the present time, and if not, when they were stopped? *Answer:* These were made out in Captain Martindale's time. The system is totally different now to what it was then. I was not in the office then.

513. Since you have been in the office, have any monthly summaries of the traffic been made out similar to these? *Answer:* There was a monthly summary of the traffic made out, but in a different form to this, that is, only the totals were given.

514. Under whose instructions did that alteration take place, are you aware? *Answer:* It was in force when I came into the office; I cannot tell you on what instructions it was done; I merely went on with it as I found it.

515. The summary afterwards made out was simply a statement of receipts for the month? *Answer:* Yes, the totals as taken from the books.

516. *Chairman.*] If I understand you rightly, you sent to the Treasury daily the total of each day's collections, to be entered to the credit of Revenue; and you sent with the cash book, monthly, to the Audit Office, the daily bank deposit receipts, signed by the Teller, in support of the receipts as shewn by the cash book; and that this system obtained up to 30th June, 1864? *Answer:* Yes.

517. *Mr. Wilson.*] Do you wish to make any further remarks to the Board? *Answer:* I have the dates of two minutes referred to by me in my original examination—11th April and 2nd June, 1862—and they are in the Works Office.

TUESDAY, 9 APRIL, 1867.

Present:—

THE HONORABLE G. EAGAR, Esq., Colonial Treasurer, in the Chair.
THE HONORABLE J. B. WILSON, Esq., Secretary for Lands.

Mr. Henry Albert Hall again called in and further examined:—

- Mr. H. A. Hall. 518. *Chairman.*] What is your position in the Railway Account Department? *Answer:* Book-keeper.
519. How long have you held that office? *Answer:* Since 1863.
- 9 April, 1867. 520. Are you aware whether any comparisons have been made by Mr. Vernon, of the monthly traffic receipts as recorded by him, and the monthly traffic receipts as paid into the bank and shewn by the Accountant's books? *Answer:* No, I am not aware that any comparison was made.
521. Do you happen to know whether a comparison of the kind was made for the months of February and March, 1865? *Answer:* No, I am not aware that any comparison was made in those months.
522. Can you speak distinctly on the point? *Answer:* A comparison may have been made by him with the Accountant, and I may not have known anything of it.
523. No comparison was made with your cognizance? *Answer:* No, not with my cognizance.
524. *Mr. Wilson.*] Do you recollect any monthly statement of cash received being sent from the office to Mr. Vernon? *Answer:* Not to my knowledge.

THURSDAY, 11 APRIL, 1867.

Present:—

THE HONORABLE G. EAGAR, Esq., Colonial Treasurer, in the Chair.
THE HONORABLE J. B. WILSON, Esq., Secretary for Lands.

R. C. Walker, Esq., again called in and further examined:—

- R. C. Walker, Esq. 525. *Chairman.*] In your answer to question 517, you refer to two minutes dated 11th April and 2nd June, 1862. There are now before the Board minutes dated respectively 11th April and 2nd July, 1862, which it appears are all that can be discovered in the Works Office. Are those the papers you refer to? *Answer:* These papers do not appear to bear upon the subject.

* NOTE.—Mr. Walker subsequently identified the papers referred to, which appear as U in the Appendix.

APPENDIX.

(To Evidence given by R. C. Walker, 11th March, 1867.)

A.

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
1863.			£ s. d.	£ s. d.	
— February....	.....	.....	.....	1 18 3	
1864.					
12 April	Eastwood	Eastwood	.....	177 19 7	
— May .....	"	"	.....	162 16 7	
15 June.....	"	"	202 4 7		
21 "	"	"	10 0 0		
23 "	"	"	10 0 0		
24 "	"	"	10 0 0		
25 "	"	"	20 0 0		
27 "	"	"	10 0 0		
28 "	"	"	10 0 0		
29 "	"	"	20 0 0		
30 "	"	"	20 0 0		
22 "	"	"	10 0 0		
				322 4 7	
1 July.....	Eastwood	Eastwood	10 0 0		
2 "	"	"	20 0 0		
4 "	"	"	10 0 0		
5 "	"	"	10 0 0		
6 "	"	"	10 0 0		
7 "	"	"	10 0 0		
8 "	"	"	10 0 0		
9 "	"	"	20 0 0		
10 "	"	"	10 0 0		
11 "	"	"	10 0 0		
12 "	"	"	10 0 0		
13 "	"	"	10 0 0		
14 "	"	"	10 0 0		
16 "	"	"	20 0 0		
18 "	"	"	20 0 0		
19 "	"	"	20 0 0		
20 "	"	"	10 0 0		
21 "	"	"	10 0 0		
22 "	"	"	10 0 0		
23 "	"	"	20 0 0		
25 "	"	"	10 0 0		
26 "	"	"	10 0 0		
27 "	"	"	10 0 0		
28 "	"	"	10 0 0		
29 "	"	"	10 0 0		
30 "	"	"	20 0 0		
				330 0 0	
1 August	Eastwood	Eastwood	10 0 0		
2 "	"	"	10 0 0		
5 "	"	"	10 0 0		
6 "	"	"	20 0 0		
8 "	"	"	10 0 0		
10 "	"	"	10 0 0		
11 "	"	"	10 0 0		
12 "	"	"	10 0 0		
13 "	"	"	20 0 0		
15 "	"	"	10 0 0		
16 "	"	"	10 0 0		
20 "	"	"	20 0 0		
22 "	"	"	10 0 0		
23 "	"	"	10 0 0		
24 "	"	"	10 0 0		
26 "	"	"	10 0 0		
27 "	"	"	20 0 0		
29 "	"	"	10 0 0		
30 "	"	"	360 0 3		
31 "	"	"	10 0 0		
				590 0 3	

APPENDIX.—(A.)

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
1864.					
2 September ..	Eastwood	Eastwood	£ s. d. 10 0 0	£ s. d.	
3 "	"	"	10 0 0		
6 "	"	"	10 0 0		
7 "	"	"	10 0 0		
9 "	"	"	10 0 0		
10 "	"	"	20 0 0		
12 "	"	"	10 0 0		
13 "	"	"	10 0 0		
15 "	"	"	10 0 0		
17 "	"	"	30 0 0		
20 "	"	"	10 0 0		
21 "	"	"	10 0 0		
19 "	"	"	1 0 0		
22 "	"	"	10 0 0		
24 "	"	"	20 0 0		
26 "	"	"	10 0 0		
27 "	"	"	5 0 0		
28 "	"	"	10 0 0		
29 "	"	"	10 0 0		
30 "	"	"	30 0 0	246 0 0	
3 October	Eastwood	Eastwood	10 0 0		
4 "	"	"	10 0 0		
5 "	"	"	10 0 0		
8 "	"	"	20 0 0		
10 "	"	"	10 0 0		
11 "	"	"	10 0 0		
13 "	"	Poole....	10 0 0		
19 "	"	Eastwood	10 0 0		
20 "	"	"	10 0 0		
22 "	"	"	20 0 0		
24 "	"	"	10 0 0		
26 "	"	"	10 0 0		
28 "	"	"	10 0 0		
29 "	"	"	20 0 0		
31 "	"	"	30 0 0	200 0 0	
3 November ..	"	"	10 0 0		
5 "	"	"	20 0 0		
8 "	"	"	10 0 0		
9 "	"	"	20 0 0		
10 "	"	"	5 0 0		
11 "	"	"	10 0 0		
12 "	"	"	20 0 0		
14 "	"	"	10 0 0		
15 "	"	"	10 0 0		
16 "	"	"	10 0 0		
19 "	"	"	30 0 0		
21 "	"	"	10 0 0		
22 "	"	"	10 0 0		
23 "	"	"	10 0 0		
24 "	"	"	10 0 0		
26 "	"	"	20 0 0		
25 "	"	"	10 0 0		
28 "	Poole ..	Bulford..	10 0 0		
29 "	Eastwood	Eastwood	30 0 0		
30 "	"	"	10 0 0	275 0 0	
15 December ..	Bulford..	Bulford..	10 0 0		
17 "	"	Poole ..	0 5 0		
7 "	Eastwood	Eastwood	0 5 0		
26 "	Bulford..	Bulford..	10 0 0	20 10 0	
1865.					
11 February....	Bulford..	Bulford..	0 10 0		
13 "	Eastwood	Eastwood	0 9 3		
16 "	Bulford..	"	5 0 0		
20 "	Eastwood	"	0 11 0		
28 "	"	"	1 0 0		
— "	"	"	0 10 9	8 1 0	
9 March	"	Eastwood	0 10 0		
10 "	Bulford..	"	10 0 0		
15 "	"	Bulford..	1 0 0		
— "	"	"	1 12 5	13 2 5	
29 April	Bulford..	Bulford..	.....	10 0 0	
5 July	Poole....	Eastwood	1 13 0		
12 "	"	"	6 0 0	7 13 0	
24 November ..	Poole....	Eastwood	.....	798 2 2	
19 December ..	"	"	798 17 5		
29 "	Bulford..	"	2 17 0	799 14 5	

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

63

APPENDIX.—(A.)

Date.	Bank Voucher made out by	Station Receipt signed by	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
1866.			£ s. d.	£ s. d.	
— January .....	.....	.....	.....	1 5 4	
8 March	Bulford..	Eastwood	10 0 0		
10 "	"	Bulford..	10 0 0		
22 "	"	Eastwood	5 0 0		
23 "	"	Bulford..	1 0 0		
28 "	Eastwood	.....	5 0 0		
31 "	Bulford..	.....	10 0 0		
			41 0 0		
			9 0 2		
Less overpaid on the 6th instant by Eastwood.				31 19 10	
1 April	Eastwood	Bulford..	0 10 0		
10 "	Bulford..	"	5 0 0		
9 "	"	"	1 0 0		
12 "	"	Eastwood	0 10 0		
14 "	"	Bulford..	1 0 0		
19 "	"	"	0 10 0		
20 "	"	"	1 0 0		
21 "	"	"	0 10 0		
21 "	"	"	0 10 0		
27 "	"	"	0 10 0		
30 "	"	"	1 0 0		
			1 8 8		
1 May	Bulford..	Bulford..	1 0 0	13 8 8	
2 "	"	"	1 0 0		
4 "	"	"	5 0 0		
6 "	"	"	1 0 0		
9 "	"	"	1 10 0		
11 "	"	Eastwood	1 0 0		
16 "	"	Bulford..	0 10 0		
17 "	"	"	1 0 0		
18 "	"	"	0 10 0		
21 "	"	Eastwood	0 10 0		
25 "	"	"	0 10 0		
29 "	"	Bulford..	0 10 0		
30 "	"	"	0 10 0		
31 "	"	"	10 0 0		
			0 9 10		
				24 19 10	
1 June.....	Bulford..	Bulford..	0 10 0		
19 "	"	Eastwood	1 0 0		
21 "	"	"	0 10 0		
23 "	"	Bulford..	1 0 0		
				3 0 0	
2 July	Bulford..	Eastwood	0 10 0		
5 "	"	"	1 0 0		
9 "	"	"	1 0 0		
10 "	"	"	1 0 0		
12 "	"	"	0 10 0		
14 "	"	"	0 10 0		
21 "	Eastwood	"	1 0 0		
				5 11 1	
3 August	Bulford..	Bulford..	5 0 0		
7 "	"	"	0 10 0		
24 "	"	Eastwood	0 10 0		
26 "	"	"	0 10 0		
27 "	"	"	5 0 0		
30 "	"	Bulford..	229 2 6		
			240 12 6		
17 Less overpaid by Eastwood			0 4 0	240 8 6	
6 September ..	Bulford..	Bulford..	10 10 0		
8 "	"	"	1 0 0		
12 "	"	"	0 10 0		
21 "	"	"	1 0 0		
29 "	"	"	10 0 0		
				23 0 0	
2 October	Bulford..	Bulford..	0 10 0		
4 "	"	"	1 0 0		
				1 10 0	
20 November ..	Bulford..	Bulford..	5 0 0		
21 "	"	"	0 10 0		
22 "	Eastwood	Eastwood	1,387 8 8		
23 "	Bulford..	Bulford..	6 0 0		
			1,398 13 8		
5 Less overpaid by Eastwood			13 10 10	1,385 7 10	

APPENDIX.—(A.)

Date.	Bank Voucher made out by	Station Receipt signed by.	Details of Deficiency.	Total Amount of Deficiency.	Remarks.
			£ s. d.	£ s. d.	
1866.					
1 December	Bulford ..	Bulford ..	1 0 0		
7 "	"	"	10 0 0		
31 "	"	Bryant ..	10 0 0		
20 "	Eastwood	Eastwood	1 0 0		
			3 10 0	25 10 0	
1867.					
10 January	Bulford ..	Bulford ..	0 10 0		
11 "	"	"	0 10 0		
15 "	"	Eastwood	2 0 0		
17 "	"	Bulford ..	1 0 0		
18 "	"	"	1 0 0		
19 "	"	"	0 10 0		
21 "	"	Eastwood	0 10 0	6 10 0	
List of Salaries, Wages, &c., as ascertained to have been received by Eastwood, but not paid over by him:—				5,720 13 4	
W. V. Read, salary for Dec., 1866..			20 0 0		
Do. allowance do. ..			4 3 4		
E. Barton, salary and allowance for do.			64 13 4		
Do. wages—men, to 19 Dec., 1866			21 12 0		
M'Kenzie's wages to 25 Dec., 1866.			11 8 0		
M. Finn, for oil			0 18 0		
H. Quodling, wages of men to 15 Dec., 1866			26 8 0		
Firth do. do			31 16 0		
Hull do. do.			51 12 0		
Mann do. do.			43 14 0		
Cowdery do. do.			47 2 0	323 6 8	
				6,044 0 0	
Fines—Peters and Munson			7 16 3		
" Hooper.....			2 9 0	10 5 3	
Police accounts received by Eastwood, but not handed over—					
September 1863			89 18 7		
October "			129 6 2		
December "			46 6 8	265 11 5	
				£ 6,319 16 8	
Less 163 and 170				0 11 1	
				6,319 5 7	
Police accounts received by Eastwood, but not handed over—					
January, 1866			35 12 6		
February "			38 1 3		
<i>Sheriff.</i>					
June, 1866			9 13 6		
July "			4 11 4		
<i>Postmaster General.</i>					
Quarter ending 31 March, 1866			258 15 0		
<i>Roads.</i>					
June, 1865			5 15 7	352 9 2	
				£ 6,571 14 9	

R. C. WALKER, Accountant.

14/2/67.

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

APPENDIX.—(B.)

B.

GOVERNMENT RAILWAYS.—REMITTANCE NOTE.

Sydney Station, 12 April, 1864.

COACHING TRAFFIC.										£ s. d.			
Passengers, &c.	..	..	..	..	..	..	..	..	..	51	8	2
Excess Fares	..	..	..	..	..	..	..	..	..	1	17	9
Parcels	..	..	..	..	..	..	..	..	..	1	10	0
Horses, Carriages, and Dogs	..	..	..	..	..	..	..	..	..	6	3	0
Cloak Room	..	..	..	..	..	..	..	..	..	0	1	0
MISCELLANEOUS RECEIPTS.										£ s. d.			
Poundage..	..	..	..	..	..	..	..	..	..
Notes ..	..	..	..	..	..	..	..	..	..	25	0	0
Gold ..	..	..	..	..	..	..	..	..	..	21	0	0
Silver ..	..	..	..	..	..	..	..	..	..	12	19	10
Coppers ..	..	..	..	..	..	..	..	..	..	0	0	1
Baillie ..	..	..	..	..	..	..	..	..	..	2	0	0
										£	60	19	11
											60	19	11

* Recd. C.W.E.

GOVERNMENT RAILWAYS.—REMITTANCE NOTE.										Station, 136 .				
GOODS TRAFFIC.										£ s. d.				
Merchandise, &c.	..	..	..	..	..	..	..	..	..	177	12	8
Live Stock	..	..	..	..	..	..	..	..	..	0	7	4
Store Rent	..	..	..	..	..	..	..	..	..
Notes ..	..	..	..	..	..	..	..	..	..	8	0	0
Gold ..	..	..	..	..	..	..	..	..	..	3	0	0
Silver ..	..	..	..	..	..	..	..	..	..	0	17	10
Copper..	..	..	..	..	..	..	..	..	..	0	0	1
Cheque	..	..	..	..	..	..	..	..	..	166	1	8
										£	177	19	7

* Recd. C.W.E.

BANK DEPOSIT RECEIPT.—GREAT SOUTHERN AND WESTERN RAILWAYS.

Amount Received for the Traffic of Tuesday, the 12th April, 1864, from the undermentioned Stations.

Stations.	Passengers.	Excess Fares.	Parcels.	Horses, Carriages, & Dogs.	Cloak Room.	Miscellaneous.	Season Tickets.	Total Coaching.	Merchandise.	Live Stock.	Store Rent, &c.	Total Goods.	Total.
Sydney	£ s. d. 51 8 2	£ s. d. 1 17 9	£ s. d. 1 10 0	£ s. d. 6 3 0	£ s. d. 0 1 0	£ s. d. 0 1 0	.....	£ s. d. 60 19 11	.....	.....	.....	£ s. d. 60 19 11	£ s. d. 60 19 11
Newtown	3 7 3	.....	0 1 9	.....	0 0 2	.....	.....	3 9 2	.....	.....	.....	.....	3 9 2
Petersham	1 10 5	0 0 2	0 0 6	0 1 0	.....	.....	.....	1 12 1	.....	.....	.....	.....	1 12 1
Ashfield	5 1 3	.....	0 0 6	.....	.....	.....	.....	5 1 9	.....	.....	.....	.....	5 1 9
Burwood	2 10 0	.....	.....	.....	.....	.....	2 10 0	5 0 0	.....	.....	.....	.....	5 0 0
Homebush	1 19 6	.....	0 0 6	.....	.....	.....	.....	2 0 0	.....	.....	.....	.....	2 0 0
Haslem Creek	0 13 8	.....	.....	.....	.....	.....	.....	0 13 8	0 3 9	.....	.....	0 3 9	0 17 5
Parramatta Junction	1 1 7	0 2 1	.....	.....	.....	.....	.....	1 3 8	.....	.....	.....	.....	1 3 8
Fairfield	1 4 6	.....	.....	.....	.....	.....	.....	1 4 6	.....	.....	.....	.....	1 4 6
Liverpool	4 1 6	.....	0 4 6	.....	.....	0 10 0	.....	4 16 0	0 6 10	.....	.....	0 6 10	5 2 16
Campbelltown	8 6 4	.....	1 0 9	1 5 0	.....	.....	.....	10 12 1	9 0 1	.....	.....	9 0 1	19 12 2
Menangle	2 18 11	.....	0 3 0	.....	.....	.....	.....	3 1 11	.....	.....	.....	.....	3 1 11
Douglas Park .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pictou	14 17 7	.....	0 1 0	1 19 9	0 0 4	.....	.....	16 18 8	25 14 7	.....	.....	25 14 7	42 13 8
Total South.....	99 0 8	2 0 0	3 2 6	9 8 9	0 1 6	0 10 0	2 10 0	116 13 5	35 6 3	.....	.....	35 6 3	151 18 8
Parramatta	12 13 7	.....	0 8 3	1 12 6	0 0 4	.....	.....	14 14 8	3 1 6	.....	.....	3 1 6	17 16 2
Blacktown	3 11 0	0 12 0	0 6 8	.....	.....	.....	.....	4 9 3	0 8 2	.....	.....	0 8 2	4 17 5
Rooty Hill .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Creek	0 6 7	.....	.....	0 1 6	.....	.....	.....	0 8 1	0 2 0	.....	.....	0 2 0	0 10 1
Penrith	22 19 7	.....	1 5 5	0 5 8	.....	.....	.....	24 10 6	17 13 11	.....	.....	17 13 11	42 4 6
Total West.....	39 10 9	0 12 0	1 19 11	1 19 6	0 0 4	.....	.....	44 2 6	21 5 7	.....	.....	21 5 7	65 8 1
TOTAL.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	217 6 9

* R. C. W.

I Certify that the sum of two hundred and seventeen pounds six shillings and nine pence was paid by the Commissioner for Railways, into the Bank of New South Wales, at Sydney, and placed to the credit of the Colonial Treasurer in his General Account with this Bank, this 13th day of April, 1864.

GEO. EVANS,
Teller.

* The initials "C.W.E." were made by Charles Woodman Eastwood—and those "R.C.W." by Robert Cooper Walker.

APPENDIX.—(C.) (D.)

C.

Advance to be accounted for.

Voucher No.

The Treasury, New South Wales,
Sydney, 1 December, 1866.

£650. RECEIVED from The Honorable the Treasurer, the sum of six hundred and fifty pounds sterling, being an advance to enable me to pay wages of the Unemployed at Haslem's Creek; and I hereby undertake to furnish to the Treasury, within one month from the date hereof, true and satisfactory accounts of the expenditure of the above sum, properly vouched and receipted.

R. C. WALKER.

Witness—JNO. J. EATON.

(Duty stamp.)

Advance to be accounted for.

Voucher No.

The Treasury, New South Wales,
Sydney, 8 December, 1866.

£900. RECEIVED from The Honorable the Treasurer, the sum of nine hundred pounds sterling, being an advance to enable me to pay the Unemployed at Haslem's Creek; and I hereby undertake to furnish to the Treasury, within one month from the date hereof, true and satisfactory accounts of the expenditure of the above sum, properly vouched and receipted.

R. C. WALKER.

Witness—JNO. J. EATON.

(Duty stamp.)

Advance to be accounted for.

Voucher No.

The Treasury, New South Wales,
Sydney, 24 November, 1866.

£900. RECEIVED from The Honorable the Treasurer, the sum of nine hundred pounds sterling, being an advance to enable me to pay the Unemployed at Haslem's Creek; and I hereby undertake to furnish to the Treasury, within a month from the date hereof, true and satisfactory accounts of the expenditure of the above sum, properly vouched and receipted.

R. C. WALKER.

Witness—JNO. J. EATON.

(Duty stamp.)

D.

On the Defalcations in the Railway Branch of the Public Works Department.

THE investigation into the Railway Revenue Receipts, which the Honorable the Minister for Public Works directed to be carried out, from 1863 to the end of January last, in order to trace out the late frauds; is now brought to a close, and it will be seen by the accompanying tabular statement and vouchers, that the total deficiency amounts to £6,871 14s. 9d.

Appendix A.

In order to point out how the fraud has been committed, I must first state that, although C. W. Eastwood was never gazetted as Cashier, the duties he performed were really those of Cashier to the Railway Department, as all moneys received in the Department, or paid by the Department, of whatsoever nature, passed through his hands until 1st July, 1864, when the Treasury took over the payment of all large accounts for the Contractors; but all other payments were still made by Eastwood, and he gave the security of £1,000 equal with myself, on account of the responsible position he held.

The manner in which the frauds have been committed (with the exception of about £400, for salaries, wages, fines, &c.) is by falsifying his daily bank vouchers with the cash slips received from the stations—the fraud being committed in the transmission of the money from the Sydney Station to the bank. These slips are sent daily in duplicate with the cash, from every station, in locked bags; which were brought from the Sydney Station to the office by Eastwood, either in a cab or in his own buggy, he being the authorized conveyance for all cash, letters, and documents, between the station and the office. The bags were opened by Eastwood every morning in the accountant's office, and each station's cash counted and checked separately. When it was found to agree with the amount stated on the cash slip, one of the slips was receipted by Eastwood and returned in the bag to the station-master, as his receipt for the amount remitted, this amount being afterwards checked by the audit clerk through another channel. In the traffic of the railway, large cheques have to be received from the Government Departments, viz., from the Postmaster General, for conveyance of mails, from Police Department, for carriage of escort, prisoners, &c., Commissioner for Roads and Commissioner for Crown Lands, for conveyance of passengers, and from the Railway Extension Votes, for carriage of rails, &c. These cheques were all collected by Eastwood, which he entered as soon as received, in the office receipt book; the cheque was then forwarded to the station from which the account was rendered, whose receipt for the cheque was returned to this office. The amount of the cheque was then entered to credit in the station books, by the station-masters, and included in his cash slip the next day. In some cases Eastwood merely entered the amount of the cheque on the cash slip and receipted it to the station-masters, who took credit as usual, and sent back his receipt for the amount; but in the next day's cash, the bank voucher was falsified with the slip, in the manner previously pointed out, to the amount of the cheque he had sent up the day before. If an examination of the Revenue had been made by the Auditor General, it would have been necessary to have seen that these cheques were paid before a discharge could have been given by the party making the audit.

Owing to the few hands allowed for carrying on the duties of the account branch, my time was always occupied in preparing urgent and heavy returns called for by Parliament, the Minister, the Treasury, and Audit Office, and thus I was prevented from exercising that supervision I ought to have had over the office. The copies of the returns in this office, and the printed papers, will, I think, be sufficient to show that I could not perform both duties. The cash portion of the work was left almost entirely to Eastwood; but as a daily check, and to facilitate the cash being paid to the bank within bank hours, one of the clerks in the office assisted him in making up the bank vouchers, while Eastwood counted the cash from the bags. This assistance was usually given by Bulford, and Poole while he was in the office, but it has been done by myself and every one in the office. The cash will, however, be found correct when done by Messrs. Hall, Bryant, Poole, or myself. After the cash was counted, the amounts from the slips were

were

APPENDIX.—(D.)

were called for Eastwood to enter on the bank voucher. When this was done, he entered a less sum than that called to him, having previously abstracted from the total cash, a similar sum to that he omitted from the bank voucher; and thus, when the additions on the bank voucher were made, they, of course agreed with the cash on the table, and the deception was complete; the voucher was then taken to the bank (with the cash) by Eastwood, which he brought back signed by the teller, as a discharge for the amount having been placed to the credit of the Colonial Treasurer; a voucher was then signed by me for the amount and sent to the Treasury, for daily comparison with the Treasury pass-book, so that the amount reported to the Treasury always agreed with the bank voucher, which also agreed with the cash shown by Eastwood or Bulford. These bank vouchers were checked by the Auditor General with the Treasury receipts and the office cash book, up to the 30th June, 1864, and then discontinued; but this was quite useless as a check against fraud in the Railway Branch, as the total cash received from the stations was never checked by the Auditor General, at any time, for it could only be done by some one from his department coming to compare the Railway Audit Books with the books in the Accountant's office, which was always objected to by the Auditor General, although strongly urged by the late and present Commissioner for Railways and myself. The duplicate cash slips retained from the bags were always taken back to the station by Eastwood, and handed over to the audit clerk, who checked them with the daily summaries of cash sent to him by the station masters; and the total cash shown by the audit clerk's books to have been remitted to the accountant, should always agree with the totals of the journal in the accountant's office, which is the summary from the cash book of the daily receipts. This comparison of the books should have been made by the Audit Clerk monthly, but has not been kept up since 1863. Had I been relieved of the heavy and onerous duties of compiling the numerous returns I have before spoken of, together with the laborious work of the Appendix to the Commissioner's Report (which are quite foreign to the duties of my office), and had been allowed proper assistance, so that I could have a proper supervision of the office, I have no hesitation in saying this comparison of the books would have been kept up and the fraud could not have taken place; and I think it right to state here, that no real fraud had taken place until a pressure was put on the Office by Parliament and the Minister then in office, to supply heavy and voluminous returns respecting the alleged frauds in the Railway Iron transactions, for which every officer was taken from his proper duties to obtain the necessary information; and at this time Eastwood was left to himself to check the cash and pay it to the bank. When once he had commenced the system of fraud, and found it was not discovered, it was easy for him to continue his deception—his greatest security being the confidence every one in the department placed in him, from the Minister downwards.

It will be seen, on reference to the tabulated statement, that sometimes the receipts are by Eastwood, and the voucher by Bulford, and *vice versa*, and a few by Poole and Bulford, and Eastwood and Poole, but the majority are by Eastwood and Bulford. This shews that the check on Eastwood by myself or any other party going over the slips with the vouchers, was not sufficient against such roguery, and it required some extra check quite independent of this office, especially where two are concerned in the fraud, and in numerous cases there are deficiencies in the cash when the vouchers are made up by Bulford in Eastwood's absence. It is necessary to point out that, on the days for paying salaries or wages up the line, Eastwood was obliged to hand the cash over to some one to check for him, as he could not perform both duties. In order to discover these frauds, it is necessary in the first place to compare the railway audit books with the books of this office, which only shows the total discrepancy for each month, the daily bank vouchers have then to be called over, taking each item from all stations, and when a deficiency has been ascertained, the receipt for the amount has had to be obtained from the station against which the discrepancy appears, in order to prove who received the money, and that the amount was the same on both slips. This is why the matter has been so long in hand.

It is necessary I should point out how these frauds were brought out, and why so long a time elapsed before anything could well be fixed against Eastwood, after it was first discovered there was a deficiency. During Eastwood's absence in Melbourne on leave, I sent for Mr. Vernon, the audit clerk, from the Sydney station, in order to ascertain what accounts were outstanding against the stations, and was astonished to find it a very large amount, which he informed me consisted principally of the police accounts, and our own accounts for the carriage of railway materials for the extensions. This did not make me feel suspicious of fraud, as I had often to complain of Eastwood's carelessness and neglect in collecting these accounts, as well as the slovenly way he did all his business; and owing to there being in our own hands, and the other Government Departments, they were not followed up as closely as the private accounts. His invariable excuse on these occasions was, that he had not received the accounts from the stations, and having the cash and wages to attend to, could not then go about them. I went with Mr. Vernon to the Inspector General's Office, after going through our office receipt book together, in which all station accounts collected by Eastwood were entered, but we could not arrive at any satisfactory result, as some accounts they said were paid did not appear in our books, while others were entered which could not be accounted for, nor could the vouchers be produced; and as Eastwood was then returning, we thought it best to wait for his explanation. On his return I questioned him about these accounts, and he explained several of them by producing the receipts, and cleared off a large amount from the police accounts by a cheque he got just after his arrival. I also pointed out one cheque for £46 6s. 8d., which could not be traced properly through the books. I did not communicate this fact to the Commissioner, as blunders of a similar kind, which caused a good deal of searching and trouble, but turned out correct in the end, had often occurred. I had not, therefore, sufficient grounds for reporting the matter as a deficiency, and the Commissioner left for Melbourne, on sick leave, before the amount of the cheque could be proved a fraud. This missing cheque of £46 6s. 8d., strange to say, was twice entered in the Receipt Book, first on 19th April, 1864, and again on 25th April, 1864, not in Eastwood's handwriting, but in that of Mr. Skardon, the audit clerk for the Northern Line, which again tended to divert suspicion from Eastwood, as it was unusual for Mr. Skardon to enter these things, and it was thought the amount had been passed through the books in a wrong manner, which would make it difficult to trace. But in order to find out this and some other amounts not satisfactorily explained, I directed Mr. Vernon to make a search through the traffic of 1864, with the bank vouchers, so as to find out if any of the amounts questioned had passed through the cash and were omitted, in error, from the cash slips. It was in making this search that Mr. Vernon discovered the systematic discrepancy between the daily cash and the bank vouchers; he ascertained a deficiency in this way of £60 on Tuesday, the 22nd January last, about 3 o'clock, but he did not inform me of this until the following morning, and assigns as his reason for not doing so, that he wished first to see the receipts given to the station master, to know who received the money and ascertain if the slips were correct; and it appears Eastwood went down to the station with him on Tuesday evening to make this search, as it could only be proved by going to the Sydney Station where the slips are kept. While hunting for these receipts the facts came to the knowledge of Mr. Owen, the Traffic Manager, who took the first opportunity of communicating the fraud to the Minister, on his arrival in Sydney, by the train from Parramatta, on Wednesday morning. On my shewing these deficiencies to Eastwood when he came to office on Wednesday morning, he was not in the least taken aback, but at once drew my attention to the fact of the vouchers having been made out by others, and that the amounts were called over to him, protesting at the same time that he had been robbed and made the victim of some one in the office. These facts were communicated to the Minister, and everything appeared so palpable in what he stated, that suspicion for the time was diverted from him; and as it was generally known and believed, on good and reasonable grounds, that he had a legacy left to him in 1864 of £6,400 (which turns out now to have been only £2,400), it was difficult to believe he had taken the money, more especially as he was very zealous in hunting up the vouchers, in order to find further discrepancies.

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He produced several in Bulford's writing, done in a similar way, which told greatly in his favour. His object in doing this was of course to gain time, as he knew it must be some time before anything that could be clearly charged against him would be found; and it was not until the traffic for the months of June, 1864, and November and December, 1865, were examined, that some cheques were found which clearly proved his having taken the cash for them. One of these was found on Thursday evening, but the others not until Saturday, when it was too late to take any steps for procuring a warrant for his apprehension. It now appears that as far back as 1864, and up to the present time, Mr. Vernon has continually written reports and private letters, calling my attention to the outstanding accounts and to discrepancies he discovered, but as he sent them through Eastwood (the suspected party) from the station,* he took care they never reached me; and he always took back, as a verbal answer from me, that I had gone into the matter and found everything correct; and the Audit Clerk appears to have rested satisfied with these verbal answers from Eastwood, which only shows the confidence the officers of the department had in him, and how much reliance was placed on his word.

R. C. WALKER,
Accountant.
14th Feb'y., 1867.

*Mr. Vernon's duties as Audit Clerk are performed at the Sydney Station.

E.

To the Honorable the Members of the Board appointed to inquire into the defalcations in the
Railway Department.

Hilton, Darlinghurst,
Sydney, 10 March, 1867.

Gentlemen,

I have the honor respectfully to request your permission to lay before you a short statement of the nature and amount of my duties connected with the Railway Branch, since my first appointment in the department, which I trust will shew that I have not been slothful nor negligent in the discharge of the duties entrusted to me.

When I was appointed Secretary to the Commissioners in 1857, I found the books of the office a perfect chaos of confusion, with no reliable information to be collected from them. With incredible labour, from a minute examination of indents, bills of lading, invoices, letters and other documents, I succeeded in restoring them to order, distributing the accounts under proper heads, forming a new Journal and Ledger entirely written by myself and, balancing the whole to the end of 1857, I think; but the books are records of the department, and will speak for themselves.

During the years 1859 and 1860, while I acted as Accountant, I considered myself entirely responsible for the correctness of the cash, and took every precaution to guard against defalcations. I found that there was no cash book properly so called, but a sort of mongrel cash book and journal combined, which could be balanced only monthly. My book-keeper, Mr. Freeman, a very careful and trustworthy officer, but somewhat wedded to the old school, was averse to change, but I represented to the Commissioner that I could not be responsible for the cash unless a proper cash book was introduced. I failed, however, to convince the Commissioner of the necessity of the change, until the appointment of the present Finance Minister as Secretary for Works, when I succeeded in carrying my point. Having obtained a proper cash book, I also instituted a system of check on the daily collections, which, when properly carried out, I consider to be perfectly efficient. I did not trust to the Pay Clerk to check the cash, but did so myself with the assistance, generally of my book-keeper; and when I found that the cash agreed with the slips from the different stations, I saw that the amount was entered in the cash book, and corresponded with that sent to the Treasury. This system of personal check, as may be seen from the records of the office, was continued as long as I remained Accountant, and for some considerable time afterwards by my successor, till, in an evil hour, the duty of checking the cash appears to have been left in a great measure to the Pay Clerk, who had thus an opportunity of falsifying the daily statements of cash received. When I was recently in Melbourne, I carefully examined the system of check adopted on the Victorian Railways, and found it to be precisely similar to our own, except that in Melbourne there is a much larger staff of officers to carry it out.

In 1861, when I was appointed Under Secretary for Works, I was informed by the Honorable Mr. Arnold, who was then head of the department, that he had no one in view for the permanent appointment of Commissioner; but as the Act required some one to be appointed nominally, to sign documents and carry out its formal requirements, he requested me to undertake the duties of the office, without pay, for a short period, till a suitable appointment could be made. I consented to do so on these terms; but it was never intended that I should undertake the management and superintendence of the Railways in the same manner, and with the same powers and responsibilities as my predecessor had done; nor did I anticipate that I should be expected to check and audit all the Railway receipts, as I knew that salaried officers were appointed for the purpose, and called upon to give security; or that I, whose appointment was only nominal, who received no remuneration, and gave no security, should be held responsible for the correctness of the accounts submitted to me by the Accountant and other responsible officers. If I had thought so for a moment, I should have known that to do this, in addition to my other duties as Under Secretary for Works, was a physical impossibility, and I should have respectfully declined to have anything to do with the office.

Having introduced what I considered then, and still consider, a strict departmental check and audit of the Railway receipts, I left them to be carried out by the officers appointed for the purpose, and never interfered with them except when the Accountant brought me the monthly statements for the Auditor General, when I compared them with the entries in the cash book, and made the usual declaration before a Justice. After the changes introduced into the Treasury and the Audit Office, by the Honorable the present Finance Minister, the Accountant informed me that he understood these monthly statements were no longer required; and as the Auditor General, who was in constant communication with me, never asked for them, it was natural for me to suppose that the Accountant's information was correct, particularly as I knew that the statements were of no real utility, since the information they conveyed could be obtained at any moment from a glance at the books, which were always open for the inspection of the Auditor General and the Examiner of Railway Accounts; nor were they of any value as a check on the cash collectors, as they were a mere summary of the entries in the books.

During the year 1864, when the defalcations appear to have commenced, there was an unusual press of work in the Accountant's office, arising from some heavy returns being urgently required for Parliament, and some voluminous statements for the Appendix to the Report on the Railways of New South Wales, which I was requested, by the Honorable the Minister for Works, to prepare. Believing that I was perhaps in a better position to do this than any one else, from my long acquaintance with the department in all its branches, I took great pains in searching for information from all quarters; and
after

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after many months of incessant labour, principally at home, I completed the sketch of the history of our Railways, from the commencement of the undertaking to the end of 1864, which, if not of much interest to the public, will at least be found a valuable departmental record, containing a large mass of reliable information, which will relieve my successor from much labour in searching through the early records of the office. This was followed by my Report for the year 1865, which, on account of the time consumed in preparing the returns for the Appendix, was not published till towards the end of last year. It is not unlikely that the preparation of these returns, which ought to be the business of a statistical clerk, may have withdrawn the Accountant's attention from the personal check formerly adopted by him, and led to the disastrous results that followed.

Acting on the views I have always entertained of my nominal position as Commissioner, besides performing the routine duties of the office, and being the medium of communication with the railway officers and the public, I have continued to sign all documents submitted to me by responsible officers, such as plans and books of reference, contracts, time-tables, and notices of lands required for railway purposes, and to initial all accounts for payment, after ascertaining that they were duly authorized and certified; but I never considered that I was responsible for the correctness of the details, or the figures, any more than for that of the daily cash receipts.

To show that this is no new-formed opinion of my duties and responsibilities, put on for the occasion, I may refer to the paper of queries forwarded by the Guarantee Society, to be filled up by the Head of the Department, with reference to Eastwood's application for security. The answers were written by the Accountant, and signed by myself, and their substance was to the effect that the cash is daily counted by the Pay Clerk in the presence of the *Accountant, who is responsible for its being duly paid into the Treasury.*

When I was verbally informed of my suspension from office, by the Honorable the Secretary for Works, he stated that the only cause for that extreme measure was the production before the Executive Council of an extract from a Minute of the Auditor General, dated as far back, I believe, as 1858, which virtually relieved him from the duty of auditing the railway receipts, and threw that responsibility on the Commissioner for Railways. If I had been informed of this, and asked for an explanation, before the decision was arrived at by the Executive Council, I could have stated then, as I do now, that I was ignorant of the existence of any such document. Its contents were never communicated to me—no copy of it was preserved in the Works or the Railway records; but after a careful search which I recently caused to be made, the original, and all the papers connected with it, were found among the records of the Lands and Works Department, where they had been lying, no doubt, since before the separation of these departments. If I had known of such a document before my appointment, I should never have been foolish enough gratuitously to undertake such a grave responsibility as it involved; and if its contents had been communicated to me after my appointment, I should have protested against their manifest injustice, and requested to be relieved from my duties as Acting Commissioner for Railways.

I have long been painfully alive to the anomalous position I occupied, in having the name of Commissioner without any independent action, and have been anxious to be relieved from this position, which imposed so much additional labour, and subjected me to so much unmerited abuse; and I felt happy when the Honorable Mr. Holroyd, Secretary for Works, placed a sum on the Estimates for the salary of a permanent officer; but this sum was subsequently withdrawn from the Estimates in consequence of the state of the finances, and I continued to carry out the formal duties of the office in the old way, till the Government should be in a better position to make the appointment.

Such being the impressions I had formed of my duties and responsibilities as Commissioner, and acting on them as I have done for upwards of six years, without their being called in question by the responsible head of the department, I trust I may be excused in stating that I feel conscious of having been guilty of no misconduct or dereliction of duty; but, on the contrary, that I have laboured faithfully and zealously in the service of the Government; and I cannot help expressing my surprise that I should have been suspended from office, without any charge having been previously communicated to me, and without my having been allowed an opportunity of answering the same.

I have the honor to be,
Gentlemen,

Your most obedient Servant,
JOHN RAE.

Since the above was written, I have received, and beg leave to hand in, a letter, of date the 11th instant, from the Honorable the Speaker, who appointed me to the office, as confirmatory of the views I have entertained of my position, responsibility, and duties, as Commissioner of Railways.

13 March, 1867.

J.R.

The Honorable W. M. Arnold, Esq., M.P., to John Rae, Esq.

Stradbroke,
11 March, 1867.

My dear Sir,

When I sat down on Saturday to reply to your note of 6th instant, I intended to return a categorical answer to each of your inquiries, but was so much interrupted and hurried, to be in time for the post, that I was unable to complete my intention, but I will endeavour to do so now. I may, however, preface my remarks by saying that, at so great a distance of time, and without access to papers, it is more difficult to trace your present position, as arising out of the first arrangement, than to say what that arrangement was.

In reply, then, to your first question, viz. —“Whether I considered your appointment as Commissioner as anything more than a temporary one [till a permanent officer should be appointed]”—I would say that such was the understanding upon which the Commissionership was at first conferred on you; but without a much further explanation of all the circumstances, and of the intentions of the Government (so far as my views were those of the Government) than I could give within the limited compass of a letter, this reply is liable to much misconstruction. I may shortly explain myself by saying that, as a Commissioner was necessary, in order to comply with certain provisions of the Railway Act, you were selected as, on many accounts, the most convenient officer to hold that Commission; but as it was expressly stipulated that you should not exercise the authority, or perform the multifarious duties, or incur the responsibilities which had hitherto attached to the office, but which were now to be distributed among the heads of the various branches of the Railway establishment, so also you should have no claim to the remuneration which had hitherto accompanied these services.

It will not, therefore, be correctly inferred from my answer that it was the intention of the Government to relieve you of the *necessary acting under the Commission*, by the transfer of the Commission to another officer. It must not be forgotten that, if the Government had obtained a reasonable offer for the leasing of the Railways, which it made every effort to do, the duties of Commissioner would have been limited to the formalities connected with the unfinished extensions. After the failure to lease

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the Railways, I do not remember that any definite arrangement was made with you in reference to continuing to execute the office of Commissioner. I think I have now given, as precisely as I can, without more lengthy explanations, an answer to your second query, viz. :—"Whether I regarded you as anything more than the creature of the Act—a nominal officer necessarily required for carrying out its provisions? Such was undoubtedly the case, so far as your position as Commissioner was concerned. In reply to your third question—"Whether I expected you to check and audit all the Railway receipts, and be responsible for the correctness of the accounts submitted to you by the Accountant, and so relieve him and the Audit and Check Clerks, as well as the Auditor General, from responsibility," &c.—it seems hardly necessary to say that I never expected impossibilities from any officer, and I should have thought it quite as reasonable to hold you accountable for the correctness of the surveys or valuations, or the accuracy of the time-tables and the working of the lines under them, or the measurements and payments of contractors' work, or any other of the thousand matters of detail, for the honest and efficient performance of which, dependence must be had on the officers charged with these special duties—a dependence which, should, as far as possible, be guaranteed by reasonable checks and securities, but which, after all, cannot be saved from occasional abuse.

Believing that you have well performed the duties thrown upon you by the Commissionership, I wish you well and soon out of the unpleasantness of your present position, and remain,

My dear Sir,

Very truly yours,

W. M. ARNOLD.

F.

The Under Colonial Secretary to The Under Secretary for Lands and Public Works.

Colonial Secretary's Office,
Sydney, 4 February, 1859.

Sir,

I am directed by the Colonial Secretary to transmit, for the information of the Secretary for Lands and Public Works, a copy of a letter which has been addressed from this Office to the Auditor General, apprising him that the accounts of the Railway Department are to be rendered to him in the same way as those of other Government Establishments.

I have, &c.,

W. ELYARD.

(Copy referred to.)

The Under Colonial Secretary to The Auditor General.

Colonial Secretary's Office,
Sydney, 4 February, 1859.

Sir,

With reference to my letter of the 27th ultimo, apprising you of the appointment of Mr. R. T. Hall to be Examiner of Railway Accounts, I am directed by the Colonial Secretary to inform you that, as in the case of other Establishments of the Government, the Accounts of the Railway Department are to be rendered to the Audit Office, and to be examined by the Auditor General, in conformity with the arrangements suggested in your minutes of the 22nd of August and 9th of October, which have been approved, and are to take effect from the 1st of the present year.

I have, &c.,

W. ELYARD.

(Auditor General's Minute of 22nd August referred to.)

If the audit of the accounts of the Railway Department can, without undue addition to its clerical labours, without hampering its necessary freedom of action, or injuriously affecting its efficiency, be conducted with sufficient despatch, by the Department charged with the audit of all other accounts of Public Revenue and Expenditure, it will not, I think, be disputed that correct principle, systematic control, official responsibility, concentration, and uniformity, all dictate that it shall be.

This admitted, the fulfilment of the conditions stated becomes the matter for consideration; and to this (premising that, in the functions of the Railway Department, I recognize peculiarities which claim relaxations that I am not prepared to advocate in the case of Departments generally in the Public Service) I now address myself, and submit the following, as appearing to me sufficiently to meet the conditions, and to provide for the audit of the railway accounts in and by the Audit Office.

I propose, then, that monthly cash accounts, duly supported by satisfactory vouchers, shall be rendered to the Auditor General by the Commissioner of Railways.

That, in a form to be agreed on, condensed as far as the conveying needful information will admit, monthly statements of traffic receipts shall also be rendered. These last, as in the case of other statements of collections of revenue, to be attested by the Commissioner; but their peculiar nature not admitting the application of the usual checks by the Audit Office, to be taken on his faith and responsibility, he subjecting them to the strictest system of departmental examination and check.

That the Commissioner's distribution of the charge for stores, implements, material, shall also be admitted, he being responsible for its strict correctness.

That the original vouchers, if necessary to the Railway Department, shall, after the cash accounts and traffic statements have been examined and checked, and each voucher been initialled by the Audit Office Examiner of Railway Accounts, be returned to the Railway Office, and a receipt being given for them, be there retained, and be open to reference when required.

That documents (such as contracts and others) which cannot be spared from the Railway Department, for examination like ordinary vouchers, shall be open to inspection by the Audit Officer at the Railway Office, and shall be there examined by him.

That of such documents as schedules of prices, and others of a nature indispensable for constant reference by the Audit Office Examiner, copies verified by the Commissioner shall be furnished to the Auditor General.

That the certificate, or counter-signature of the Commissioner, to vouchers for expenditure, shall be held sufficient as regards the necessity and due authority for the outlay; it being open, however, to the Auditor General, and his duty to bring under the notice of the Executive, any expenditure which appears extraordinary.

While

APPENDIX.—(F.)

While I cannot, of course, until it has been tested, positively say that such will be the case, I have not only hope, but confidence, that the audit of the Railway Accounts can, by adopting these propositions, be carried out, never being more than one month behind; and that, to effect this, the only addition to the establishment proposed for this Department for 1859, will be one competent and fairly remunerated Clerk, as Examiner of Railway Accounts.

I am not aware of the system under which the traffic accounts of the Railway Department are kept; but under the supposition that there must be books kept at each station, shewing the local traffic receipts, passenger and other, I throw out the suggestion that, as calculated to check in some degree the traffic returns, and to aid the Commissioner in enforcing departmental check over them, the Audit Office Examiner of Railway Accounts shall, once in each month, visit such a number of the stations as will enable him to have, once in each quarter, visited all, and to have inspected the station books, noting anything calling for remark, and reporting it to the Auditor General, who will, if necessary, bring it, without loss of time, under the notice of the Commissioner.

W. C. MAYNE, A.G.

22nd August, 1858.

P.S.—What I have here proposed will, of course, be understood, with the reservation that, as time and full acquaintance with the Railway Accounts may develop means for applying improved arrangements to their audit, it will be open to recommend the introduction of such, with the view to secure the audit most satisfactory to the public and to the Department itself.—W. C. M., A.G.

(Auditor General's Minute of 9th October referred to.)

IN pursuance of the B.C. minute, referring, for any suggestions on them I may have to offer, the propositions of the Commissioner of Railways, contained in his communication of the 29th ultimo (now returned), I have to submit the following suggestions and observations:—

2. Having regard to the voluminous character of the Railway Department cash accounts, and the amount of clerical labor which copying these would involve, I concur with the proposition of the Commissioner, that the original cash books, instead of cash accounts copied from them, shall be transmitted monthly to the Audit Office, for examination with the original vouchers. It being a condition of the arrangement that cash books for alternate months shall be kept, in order to admit of the cash book under examination at the Audit Office, being always retained there from the first to the last day of the month following the last entries in it, and that it shall be competent to the Audit Office Examiner to attach to the entries in the cash books, in such manner as not to deface, obliterate, or interfere with the entries, the ticks, marks, figures, and initials which the Auditor General may direct, to secure the identity of the entries examined with those retained on record in the cash books, and that such ticks, marks, figures, and initials, shall in no case be in any way whatever interfered with, but shall remain exactly as attached or entered by the officer of the Audit Department.

3. To the Commissioner's second proposition, that the examination of the railway accounts instead of being conducted in the Audit Office, shall be carried out in the Railway Office, the Honorable the Secretary for Lands and Public Works has, I see, recorded his objection. To that objection I desire to add mine, and to state the grounds on which I must strongly and distinctly dissent from the arrangement proposed.

The Examiner so placed would, by insensible degrees, but inevitably, become the officer of the Railway Department, instead of being, as to maintain an efficient check it is indispensable that he shall be, essentially the officer of the Audit Department. Laxity, too, would arise as regards explanations on accounts, which, to carry out responsibility and to be satisfactory, should be on record, and not merely verbal.

In proof that, in the view I take, I do not hold an opinion peculiar, unsupported by authority, or not justified by experience, I quote the words of Mr. Romilly, Commissioner of Audit in England and Chairman of the Board, when examined before the Select Committee (of the House of Commons) on Public Moneys, and referring to the Audit of the Treasury accounts:—

“If, however, the Auditors are to be in any degree an efficient check upon the Treasury, it is essential that the accounts to be checked should be sent to their office, and that the examination should be carried on under their own roof. There is always a risk, in checking the accounts of any department by officers placed in that department, that these officers will become part and parcel of that department, be more influenced by the views and feelings of that department than by those of the office to which they belong; and that instead so much of checking, they will often be advising, and carrying on the work of the department in which they are placed.”

4. Instead of the quarterly abstract proposed by the Commissioner, shewing the distribution of the expenditure under the several heads of parliamentary appropriation, and the gross receipts of the railway, it is indispensable that a *monthly* abstract shewing these shall be furnished to the Auditor General, to enable the arrangement recently decided on by the Executive for the conduct of the business of the Treasury and the Audit Office to be carried out.

5. The suggestion thrown out (under the supposition of there being books kept at each station), that the Audit Office Examiner of Railway Accounts should visit the stations and inspect the books, appears, from the Commissioner's explanation, to be inapplicable for any good purpose to the actual state of things.

6. I entirely concur with the Commissioner as to the desirability of the audit of the railway accounts by this department being commenced from the 1st of January, 1859; but to enable it legally to be deferred till then, it may perhaps be necessary to make the new Railway Act take effect only from that day.

B.C., 9th October, 1858.

W. C. MAYNE, A.G.

Submitted, 11.

The Chief Commissioner of Railways should examine this matter, and state any objection, should there, in his opinion, remain any.—JOHN K.—12 Oct.

B.C., 12 October.—M.F.

Late.

APPENDIX.—(F)

(Chief Commissioner's (Captain Martindale) Remarks on Auditor General's Minute of 22nd August.)

The Chief Commissioner of Railways to The Colonial Secretary.

[Urgent.]

Railway Branch,
Department of Internal Communications,
Sydney, 29 September, 1858.

Sir,

In April last I had the honor of submitting, for the consideration of the Government, the measures that appeared to me best suited to secure an effectual Audit of the Railway Accounts, after the passing of the Government Railways Bill.

The Government, while concurring in the views then and since expressed by me, as far as they advocate an early, simple, and effectual audit, have, so far differed as to decide that the Audit shall be made by the Auditor General, under such directions and regulations as they may determine upon; and have transmitted, for any observations I may have to offer, a memorandum by the Auditor General on the Audit of the Railway accounts, which is returned herewith.

I see no objection to the recommendations contained in that memorandum, and have only to suggest, for greater simplicity in practical working, the following alterations:—

1st. In place of copying the voluminous cash accounts and vouchers, the original cash books (which contain a record of every receipt and every expenditure of the Department), supported by the original vouchers for every payment and every receipt, be examined and passed, monthly as suggested.

2nd. To avoid the carrying to and fro of original documents, to prevent unnecessary correspondence, and to permit of easy reference for purposes of explanation, whether personal or to documents, the Examiner of Railway Accounts be provided with separate accommodation in the Offices of the Railway Department, and the accounts be examined there.

In addition to the above cash books and vouchers, a quarterly abstract, showing the appropriation of the expenditure under the several votes of Parliament, and the gross receipts of the railway, should be furnished by the Commissioners to the Auditor General.

As all accounts are made up at each Station daily, and a fac-simile of such accounts transmitted for checking to the Head Office every morning, and as all cash received at each Station is paid in daily to the Bank through the Head Office, it is unnecessary that the Examiner's time should be taken up in visiting the Stations, as suggested by the Auditor General, under the impression that books are kept at each Station; and, so far as the discipline is concerned, each Station is visited at uncertain periods by the Commissioner himself and the superior Officers of the Department, who satisfy themselves that the Officers in charge are not only keeping their books, but performing also their other duties correctly.

To avoid changes in the middle of the half-year, and to allow ample time for all arrangements, the Audit of the Railway Accounts might be commenced by the Auditor General's Department from the 1st January, 1859; the accounts till then being audited under the existing Act.

I have, &c.,
B. H. MARTINDALE.

Submitted, 1.

I see no objection to the propositions in this letter being acted upon, with the exception of that in the second paragraph, and to which I must withhold my sanction—JOHN R.—6 Oct.

Chief Commissioner, 7 October, 1858.

This may now, I presume, be referred to the Auditor General, for any suggestions he may wish to offer on the propositions made by Capt. Martindale.

Blank cover, 7 October, 1858.—M.F.

(Captain Martindale's Remarks on Auditor General's Minute of 9th October.)

The Chief Commissioner of Railways to The Secretary for Lands and Public Works.

Department of Internal Communications,
Sydney, 15 October, 1858.

Sir,

In reference to your minute of the 12th instant, referring for any observations I may have to offer, the memorandum of the Auditor General of the 9th instant, on the audit of railway accounts, now returned, together with my letter of the 29th ultimo, on the same subject, I have only further to observe that, as I am unacquainted with the arrangements recently decided on by the Executive for the conduct of the business of the Treasury and the Audit Office, I am not in a position to judge how far the monthly abstract proposed by the Auditor General in paragraph 4 of his memorandum, in place of the quarterly abstract suggested by me, is indispensable or not. Of course, the more the work is increased the larger must be the staff to perform it.

My experience of the working of this Department, and of that of the Auditor General in connection with it, induces me to adhere to the views on the audit of railway accounts submitted by me to the Government in April last; but the Government differing from those views, it remains for me only to the best of my ability to carry out their instructions.

I have, &c.,
B. H. MARTINDALE.

Submitted, 18.

Seen.—John R.—18 Oct.

The Auditor General may desire to see this.—M.F.—B.C., 19 Oct.

Noted, 19.

To be returned.

Read and returned.—W. C. MAYNE, A.G.

S.P.W., 2.

G.

GREAT SOUTHERN RAILWAY.

SUMMARY of Traffic for the Month of January, 1859.

DATE.	No. 1—COACHING TRAFFIC.										No. 2—GOODS TRAFFIC.					No. 3.	TOTAL TRAFFIC.								
	1ST CLASS.		Amount for 1st Class.	2ND CLASS.		Amount for 2nd Class.	3RD CLASS.		Amount for 3rd Class.	TOTAL.		Special Season Tickets and Trains.	Excess Fares.	Total Amount for Passengers.	Parcels.	Cloak Room.		Horses.	Carrriages.	Dogs.	Amount for Horses, Carrriages, and Dogs.	Tonnage.	Amount for Merchandise.	Live Stock.	Miscellaneous Receipts.
	Ordinary.	Return.		Ordinary.	Return.		Ordinary.	Return.		Ordinary.	Return.														
1	12 1/2	25	£ s. d.	20 1/2	21	£ s. d.	544 1/2	369	111 13 11	586 1/2	415	£ s. d.	1 0 0	183 1 11	4 13 9	0 0 0	13	2	3	£ s. d.	tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	4	12	4 6 3	12 1/2	18 1/2	4 10 0	258	95 1/2	47 16 8	274 1/2	226	0 8 11	157 1 5	4 16 9	0 1 0	1	1	8	1 5 0	32 18 2 25	8 7 10	0 1 9	0 1 9	162 10 0	
3	30	7	8 10 1	24	22 1/2	10 8 8	701	225	101 11 1	705	384	1 1 3	121 10 8	4 16 9	0 1 0	18	8	10	9 5 0	24 0 2 6	11 12 11	1 11 3	1 11 3	149 5 7	
4	20 1/2	14 1/2	9 18 0	26 1/2	4	4 8 2	616	756	89 4 7	662 1/2	183 1/2	1 5 10	124 16 7	4 2 0	0 2 6	18	3	7	8 3 9	61 12 0 23	27 6 8	11 2 5	11 2 5	155 19 8	
5	16	1	2 13 10	24	21 1/2	14 8 8	549 1/2	119	69 1 11	589 1/2	141 1/2	1 3 3	87 6 3	4 4 5	0 0 8	10	4	6	7 18 6	81 12 2 2	22 5 2	0 5 9	0 5 9	121 15 9	
6	35 1/2	5	11 19 0	38 1/2	1	3 18 0	504 1/2	133 1/2	60 1 1	576 1/2	194 1/2	2 2 2	92 0 3	4 16 8	0 1 3	10	3	0	7 6 6	172 9 1 2	35 5 7	0 4 6	0 2 9	139 17 6	
7	27 1/2	16	9 18 4	33	6	5 16 10	418 1/2	153 1/2	60 17 7	484 1/2	179 1/2	0 16 6	77 9 8	4 17 0	0 0 0	7	3	7	4 10 6	51 17 0 9	43 6 9	0 0 3	0 2 9	129 6 11	
8	50 1/2	12	16 1 5	27	6 1/2	7 17 10	386 1/2	24 1/2	31 8 8	444 1/2	259 1/2	60 10 2	1 3 5	167 6 1	6 17 4	0 8 9	6	8	8	6 14 3	61 14 2 18	36 19 2	1 4 0	0 19 7	220 9 2
9	12 1/2	8	2 14 10	15 1/2	15	6 2 2	224	162 1/2	32 0 8	242	185 1/2	0 0 5	47 7 2	.....	.....	4	.....	.....	1 6 0	.....	.....	.....	.....	48 13 2
10	40	11	18 18 7	51 1/2	8	11 2 6	544 1/2	212	80 3 8	696 1/2	231 1/2	0 11 5	165 17 2	1 12 7	.....	9	1	6	5 0 9	39 11 1 25	12 19 9	0 8 0	0 8 0	125 19 3
11	55 1/2	17	17 10 11	41	14	9 11 8	491 1/2	186	75 2 1	685 1/2	210 1/2	2 13 11	104 18 7	7 15 9	0 1 8	13	2	6	8 15 0	95 17 0 16	19 19 11	0 1 6	0 6 3	141 18 3	
12	49 1/2	10	15 7 8	14	5	3 12 0	435 1/2	122 1/2	63 11 2	499 1/2	187 1/2	0 19 9	89 10 7	3 10 0	.....	9	5	2	8 13 0	72 3 2 10	29 12 11	0 1 9	0 1 9	125 8 8
13	39 1/2	13 1/2	14 4 4	20	16	6 14 7	468 1/2	143	70 18 9	518 1/2	172 1/2	0 11 7	92 9 8	7 4 9	.....	16	2	7	9 9 0	136 1 0 24	37 2 1	0 9 0	0 1 9	146 15 10
14	38	9	18 2 9	30	8	6 0 11	417 1/2	163 1/2	67 7 9	485 1/2	175 1/2	0 12 2	87 8 7	8 10 2	0 8 9	12	8	4	5 18 9	104 15 2 9	81 14 10	0 19 8	0 19 8	129 5 4	
15	41	18 1/2	18 4 8	35 1/2	7 1/2	6 19 10	428 1/2	315	89 2 2	504 1/2	341 1/2	0 19 8	115 6 5	5 8 9	0 1 9	11	4	4	8 7 6	51 1 0 5	88 5 11	0 3 0	0 3 0	167 13 4	
16	8	4	3 4 6	9 1/2	9	3 13 7	169 1/2	171 1/2	36 1 9	187 1/2	184 1/2	0 3 9	48 3 7	.....	.....	6	3	2	4 6 0	.....	.....	.....	.....	47 9 7
17	22	13 1/2	11 18 5	25 1/2	4	8 11 1	574	283 1/2	96 1 6	621 1/2	306 1/2	0 15 11	117 1 11	5 12 2	0 1 9	26	8	7	20 14 6	40 7 2 5	19 9 7	0 8 0	0 8 0	163 7 11	
18	28 1/2	12	9 14 4	31	1	6 12 6	503	181	84 9 9	502 1/2	194 1/2	1 5 9	102 2 4	4 1 8	.....	11	3	2	8 10 6	110 4 0 4	23 15 0	0 3 3	0 3 3	138 12 4
19	25 1/2	14	11 13 10	30 1/2	3	8 19 0	420	113 1/2	62 11 2	476 1/2	135 1/2	0 12 8	83 16 3	4 4 1	0 0 9	16	3	4	9 18 3	50 3 2 24	20 18 0	1 6 8	0 1 9	120 5 9	
20	46 1/2	15	19 12 10	23	7	6 1 3	411	169	69 11 3	480 1/2	181 1/2	0 18 8	89 19 0	4 6 9	0 1 9	10	3	7	5 18 9	81 7 3 27	16 14 0	0 12 0	0 2 0	117 8 8	
21	31 1/2	2	6 4 0	35 1/2	8 1/2	9 4 2	347 1/2	101	50 16 0	404 1/2	112 1/2	0 8 3	66 11 5	4 8 10	0 1 3	5	3	8	4 9 6	54 1 2 1	37 16 6	0 10 6	3 1 6	116 19 6	
22	33 1/2	15 1/2	18 10 2	32 1/2	10 1/2	7 12 0	445	385	101 14 2	501 1/2	361 1/2	0 13 1	123 9 5	5 6 10	0 8 3	13	3	2	7 5 6	99 3 0 21	28 5 2	0 7 6	0 5 9	165 2 5	
23	7	13	6 17 4	22	18 1/2	4 1 7	267	214	51 13 4	286 1/2	240 1/2	1 9 11	64 2 2	.....	.....	3	1	4	1 12 0	.....	.....	.....	.....	65 14 2
24	59 1/2	6 1/2	21 3 2	30 1/2	10	8 6 5	638	227 1/2	99 17 9	728 1/2	244 1/2	0 13 2	146 10 6	5 3 0	0 1 3	4	2	6	4 8 6	85 19 0 9	28 0 11	0 5 6	0 5 6	184 4 8	
25	30	8 1/2	10 15 10	41 1/2	6 1/2	8 8 1	608 1/2	174	101 7 1	680 1/2	189 1/2	1 2 4	121 13 4	7 6 8	0 2 0	14	4	11	9 16 3	92 0 2 5	23 11 3	0 14 6	0 8 0	163 12 0	
26	26	8	8 5 8	39 1/2	19	8 2 10	578 1/2	336 1/2	105 7 10	644 1/2	413 1/2	1 4 3	123 0 7	3 7 3	0 1 0	8	5	1	3 19 6	83 2 0 15	15 14 1	0 9 3	0 9 3	146 5 8	
27	26 1/2	5	8 16 10	30	5	7 7 2	480 1/2	117 1/2	67 16 9	627 1/2	130 1/2	0 18 9	84 19 6	3 3 5	.....	10	1	4	5 6 6	33 3 0 8	29 2 8	1 10 2	0 2 0	124 4 3
28	37	6	11 5 2	18	17	6 10 11	393	129 1/2	83 18 3	448 1/2	164 1/2	1 10 7	83 4 11	4 18 9	0 1 0	9	2	3	5 1 6	130 17 1 27	13 14 8	0 11 6	0 4 4	107 16 8	
29	45	10 1/2	25 10 3	21	9	4 14 11	394	264	80 2 5	460 1/2	289 1/2	0 9 5	105 17 0	3 12 11	.....	29	6	8	16 19 0	68 5 1 9	34 13 6	0 18 6	0 18 6	182 0 11
30	8	7	1 7 8	44	7 1/2	3 1 0	154	129 1/2	29 9 11	166 1/2	144 1/2	0 6 8	34 4 10	.....	.....	4	.....	.....	2 18 6	.....	.....	.....	.....	37 7 4
31	16	5	5 0 6	21	1	4 2 7	219	81	82 8 2	255 1/2	87 1/2	0 19 7	43 10 10	7 2 5	0 2 3	6	1	2	3 8 6	78 16 0 7	24 18 8	5 17 0	5 17 0	88 19 6	
						Police	22 13 1	22 13 1	75 10 2
	911 1/2	330 1/2	334 13 5	329 1/2	306	220 9 3	18,656 1/2	6,973	2,271 9 2	15,297 1/2	6,606 1/2	77 0 2	29 8 8	2,932 15 3	126 7 0	1 17 6	325	86	144	212 10 9	1,828 4 2 0	723 10 7	7 12 6	28 6 1	4,032 19 8

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

APPENDIX—(G)

E.E. B. H. MARTINDALE.
26 Feb., 1859.

I hereby certify the within to be a true account of the Revenue of the G. S. Railway, for the month of January, 1859.

JNO. H. BARLOW, Accountant.

Compared, E.O.B. J.M.M.

I, Ben. Hay Martindale, do solemnly and sincerely declare that the within is a true and faithful account of all moneys received by me, as Commissioner for Railways, on account of Traffic on the Great Southern Railway, from the 1st to the 31st day of January, 1859, both days inclusive; and that I have paid over the whole amount to the Colonial Treasurer. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits."

B. H. MARTINDALE,
Commissioner for Railways.

Made and signed before me, at Sydney, this }
7th day of February, 1860,—

JOHN RAE, J.P.

H.

GREAT SOUTHERN RAILWAY.

SUMMARY of Traffic for the Month of August, 1859.

No. 1—COACHING TRAFFIC.																	No. 2—GOODS TRAFFIC.					No. 3.																			
DATE.	1st CLASS.		2ND CLASS.		3RD CLASS.		TOTAL.		Season Tickets and Special Trains.	Excess Fares.	Total Amount for Passengers.	Parcels.	Cloak Room.	Horses.	Carriages.	Dogs.	Amount for Horses, Carriages, and Dogs.	Tonnage.	Amount for Merchandise.	Live Stock.	Rents and Miscellaneous Receipts.	TOTAL TRAFFIC.																			
	Ordinary.	Return.	Ordinary.	Return.	Ordinary.	Return.	Ordinary.	Return.																																	
1	284	7	£ s. d.	214	8	£ s. d.	480	221	£ s. d.	1 10 10	£ s. d.	94 18 2	4 10 6	£ s. d.	0 0 9	9	1	11	£ s. d.	4 17 0	tons cwt.	106 5	qrs. lbs.	33 10 4	£ s. d.	0 1 6	£ s. d.	138 2 3													
2	274	8	7 18 8	184	6 4	4 15 2	354 4	157 4	1 7 2	94 18 2	71 11 9	4 17 3	0 1 0	0 0 9	8	4	1	8	4 1 0	88 2 2	33 14 4	7 4 8	0 1 6	0 3 6	0 4 0	138 2 3															
3	29	10	10 6 1	24 5 4	6 13 11	376	175	62 4 6	0 12 5	71 11 9	4 3 0	0 0 9	14	4	8	4 6 0	144 5 3	21	11 18 5	0 9 4	0 5 3	0 5 3	0 5 3	104 18 3																	
4	18	5	4 1 4	15 14	5 18 10	365	184 4	58 1 4	0 17 0	68 18 6	5 14 5	0 0 6	11	3	6	6 0 0	64 13 3	23	18 8 1	0 6 8	0 5 3	0 5 3	0 5 3	99 12 3																	
5	394	15	14 9 2	184 15 3	4 15 11	805	140	47 8 2	1 2 8	67 15 11	3 18 3	0 1 0	13	2	2	8 0 0	115 16 1	20	14 14 11	0 6 8	2 15 0	2 15 0	2 15 0	206 10 8																	
6	294	24 1/2	12 1 5	15 11 11	6 2 10	356 1/2	817 1/2	76 3 0	1 12 0	178 0 11	6 5 3	0 1 0	14	5	5	7 17 6	74 6 0	4	13 19 7	0 6 5	0 6 5	0 6 5	0 6 5	266 10 8																	
7	10	10	4 7 0	7 7 7	8 2 10	203 1/2	240 1/2	47 12 7	0 5 0	54 4 2	5 7 9	0 1 0	10	6	6	2 12 3	118 4 0	0	26 6 0	0 3 9	0 3 9	0 3 9	0 3 9	153 2 0																	
8	37	7	10 18 6	23 7 7	5 6 1	620	221	29 3 5	1 7 6	109 16 6	5 7 9	0 1 0	10	10	10	11 8 0	69 11 0	17	10 8 5	0 3 9	0 3 9	0 3 9	0 3 9	112 5 4																	
9	204	10	7 13 3	9 4 4	2 12 9	480 1/2	185 1/2	76 4 5	1 4 5	87 14 10	6 12 6	0 0 9	16	6	6	7 5 6	55 8 0	27	14 18 6	0 1 6	0 3 6	0 3 6	0 3 6	104 6 5																	
10	254	13	12 2 10	19 4 4	5 11 6	382	183 1/2	62 12 11	1 2 11	81 10 2	3 15 9	0 1 0	7	1	1	3 18 3	77 1 2	19	23 17 9	0 1 6	0 3 6	0 3 6	0 3 6	108 14 7																	
11	24	1	5 9 6	21 10 10	7 13 11	865	153 1/2	60 15 9	1 17 8	75 16 10	4 15 9	0 0 6	10	1	1	8 15 6	124 5 0	0	23 17 9	0 1 6	0 3 6	0 3 6	0 3 6	106 18 10																	
12	244	9	3 11 2	16 15 15	5 19 8	392	160	54 16 7	0 18 6	69 19 11	4 9 3	0 0 6	9	1	1	4 5 0	77 1 2	17	27 1 8	0 7 6	0 7 6	0 7 6	0 7 6	132 7 3																	
13	29 1/2	14	10 15 5	16 15 15	7 7 6	390 1/2	806 1/2	79 17 5	0 10 10	98 11 2	6 7 6	0 0 9	12	1	1	6 4 1 6	61 2 8	9	23 0 7	0 5 9	0 5 9	0 5 9	0 5 9	106 18 10																	
14	7	9	2 16 2	6 17 17	4 9 8	224 1/2	190 1/2	40 2 7	0 13 9	48 1 2	4 1 2	2 2 2	2	2	2	5 4 9	81 19 3	17	23 8 3	2 5 9	2 5 9	2 5 9	2 5 9	51 6 11																	
15	274	15	10 18 7	13 7 7	4 10 5	504 1/2	251 1/2	81 14 8	1 1 0	98 4 8	4 0 6	0 1 3	13	5	5	8 12 0	90 16 0	21	9 11 0	0 3 0	0 3 0	0 3 0	0 3 0	136 12 5																	
16	384	9	10 13 0	30 3 3	8 12 2	408 1/2	170 1/2	66 10 11	2 0 5	88 2 6	5 3 3	0 1 3	8	3	3	5 18 0	48 19 0	22	22 12 5	0 3 0	0 3 0	0 3 0	0 3 0	109 17 1																	
17	23	7	6 12 0	29 10 10	9 16 2	363 1/2	174 1/2	61 10 11	0 11 6	73 9 3	8 1 3	0 1 9	5	1	1	4 10 6	93 17 3	14	18 7 9	0 1 6	0 5 0	0 5 0	0 5 0	93 14 9																	
18	18	4	5 15 6	15 4 4	3 18 9	338	156 1/2	58 1 2	2 10 0	70 6 0	3 4 6	0 2 0	8	7	7	1 8 0	111 12 0	11	30 13 2	3 15 3	3 15 3	3 15 3	3 15 3	106 9 2																	
19	15	3	3 11 11	12 18 18	9 10 3	293	161	56 1 0	0 10 10	63 13 0	4 11 9	0 1 0	8	1	1	3 15 0	105 0 3	0	27 0 0	0 2 0	0 5 0	0 5 0	0 5 0	136 2 11																	
20	17	19	11 6 6	17 18 18	9 2 5	849	310 1/2	76 10 0	1 0 9	97 19 8	6 12 9	0 1 0	7	3	3	4 2 6	105 0 3	0	27 0 0	0 2 0	0 5 0	0 5 0	0 5 0	37 0 5																	
21	11	6	3 5 4	10 10 10	2 11 3	154 1/2	168 1/2	30 9 3	0 4 7	35 10 5	3 0 5	0 1 0	1	1	1	4 10 0	87 2 2	5	10 12 11	0 0 9	1 5 9	1 5 9	1 5 9	114 4 8																	
22	194	12	7 7 9	16 11 11	5 8 5	154 1/2	168 1/2	30 9 3	0 4 7	35 10 5	3 0 5	0 1 0	1	1	1	4 10 0	83 13 1	19	14 7 3	1 2 0	0 3 0	0 3 0	0 3 0	106 8 3																	
23	314	8 1/2	9 10 3	22 10 10	8 15 2	892 1/2	145 1/2	58 9 0	1 1 4	77 15 9	5 8 5	0 1 8	13	3	3	7 9 0	94 13 1	19	27 18 3	0 5 0	0 5 0	0 5 0	0 5 0	113 5 4																	
24	314	11	12 10 0	14 7 7	5 11 2	848 1/2	173 1/2	69 14 2	0 14 9	78 10 1	3 5 9	0 1 6	5	3	3	3 4 6	75 14 0	8	35 11 6	1 4 0	1 4 0	1 4 0	1 4 0	123 19 11																	
25	364	12	10 13 5	20 4 4	7 1 8	357 1/2	199	58 3 2	1 2 7	77 0 10	4 12 5	0 1 0	8	3	3	5 10 0	63 10 3	16	18 9 4	0 6 0	0 6 0	0 6 0	0 6 0	93 7 10																	
26	26	6	8 2 1	21 14 14	3 5 3	309	136	49 12 6	1 2 3	64 1 3	5 10 6	0 1 0	18	3	3	6 2 0	50 16 2	11	12 15 7	0 6 0	0 6 0	0 6 0	0 6 0	132 11 7																	
27	24	28	11 5 4	14 14 14	7 1 0	355	324 1/2	87 16 1	0 9 3	107 5 1	3 5 8	0 1 0	13	6	6	6 12 0	103 8 0	15	13 8 5	1 6 3	1 6 3	1 6 3	1 6 3	54 0 10																	
28	6	4	3 5 8	14 8 8	3 1 7	222 1/2	217	44 16 5	0 9 3	51 12 4	5 12 4	0 1 6	14	5	5	2 8 6	101 13 1	5	11 15 4	0 5 0	0 5 0	0 5 0	0 5 0	123 18 11																	
29	27	8	3 10 2	25 10 10	8 8 11	434	234 1/2	75 17 3	1 14 3	94 11 0	5 8 0	0 1 6	14	8	8	9 3 0	86 2 2	20	11 5 8	0 1 6	0 5 0	0 5 0	0 5 0	169 2 4																	
30	454	10	14 7 4	16 8 8	5 1 5	890	156 1/2	63 9 4	1 4 10	83 13 1	3 6 3	0 1 3	18	5	5	6 19 0	86 2 2	20	11 5 8	0 1 6	0 5 0	0 5 0	0 5 0	101 14 8																	
31	20	1	3 18 10	32 4 4	6 1 0	401	169	63 17 7	1 4 10	18 10 0	3 6 3	0 0 9	15	2	2	5 14 6	Goods account ...	287 18 2	Rents...	35 0 8	35 0 8	35 0 8	35 0 8	35 0 8	341 8 10																
																	Special Trains		18 10 0																						
																	7574	306	260 12 0	681	250	180 16 3	11,260 1/2	6,232	1,970 8 8	12,599	6,788	100 11 8	35 14 0	2,548 2 7	127 14 7	1 8 0	294	84	167	167 19 0	2,378 9 3 6	800 8 10	2 18 3	55 9 2	3,708 13 5

JOHN RAE, Accountant,
2 Nov., 1859.

I, Ben Hay Martindale, do solemnly and sincerely declare, that the within is a true and faithful account of all moneys received by me, as Commissioner for Railways, on account of Traffic on the Great Southern Railway, from the 1st to the 30th day of September, 1859, both days inclusive; and that I have paid over the whole amount to the Colonial Treasurer. And I make this solemn declaration believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits."

Made and signed before me, at Sydney, this }
31st day of May, 1860,—
JOHN RAE, J.P.

B. H. MARTINDALE,
Commissioner for Railways.

DEFALCATIONS IN THE RAILWAY DEPARTMENT. APPENDIX—(H)

H—continued.

GREAT NORTHERN RAILWAY.
SUMMARY of Traffic for the Month of August, 1859.

DATE.	No. 1—COACHING TRAFFIC.										No. 2—GOODS TRAFFIC.					No. 3.	TOTAL TRAFFIC					
	1st CLASS.		Amount for 1st Class.	3RD CLASS.		Amount for 3rd Class.	TOTAL.		Season Tickets.	Excess Fares.	Total Amount for Passengers.	Parcels.	Cloak Room.	Horses.	Carriages.	Dogs.		Amount for Horses, Carriages, and Dogs.	Tonnage.	Amount for Merchandise.	Live Stock.	Miscellaneous Receipts.
	Ordinary.	Return.		Ordinary.	Return.		Ordinary.	Return.														
1	5	2	£ s. d.	111	16½	£ s. d.	116	18½	16 19 9	£ s. d.	1 4 0	1	5	£ s. d.	tons. cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2	21	.....	3 5 0	482	66	36 9 7	503	66	.....	39 14 7	0 9 6	.....	6	.....	4	0 12 3	16 18 0 15	3 3 11	.....	.....	22 3 5
3	33	.....	5 12 0	630½	83½	36 17 10	663½	68½	.....	42 16 1	0 18 9	0 0 6	2	.....	5	1 5 3	6 8 3 15	9 16 0	.....	.....	50 12 4
4	22½	4	4 9 0	684	101½	44 18 10	785½	105½	.....	49 2 10	0 19 6	.....	1	.....	1	0 1 6	10 3 0 23	0 6 9	.....	.....	45 2 4
5	12½	0	4 18 7	177½	20	25 4 5	190	29	.....	30 3 0	1 9 3	.....	1	.....	1	1 2 0	11 5 0 9	1 5 5	.....	.....	51 9 3
6	9	3	3 12 6	143	64	24 0 9	152	67	.....	27 18 3	1 9 6	.....	1	.....	1	0 12 0	79 10 1 12	13 3 0	.....	.....	45 18 3
7	5	.....	0 12 9	196	73	20 7 0	201	73	.....	21 2 1	.....	.....	.....	.....	.....	0 2 3	11 16 1 8	1 11 1	0 1 6	.....	91 7 4
8	9	2	2 16 9	234	44½	26 5 1	243	46½	.....	29 1 10	1 5 3	.....	.....	.....	.....	0 3 0	45 8 2 6	3 17 0	0 9 0	.....	21 4 4
9	14	3	3 19 5	215	28	22 13 11	229	31	.....	26 18 4	0 12 3	0 0 6	.....	.....	7	0 6 0	22 17 0 24	9 8	0 3 0	Storage 15 7 0	46 11 9
10	9	4	2 13 10	129½	31	17 4 6	138½	35	.....	19 18 4	0 12 3	0 0 3	.....	.....	3	0 2 9	39 8 1 5	1 13 0	.....	.....	22 6 7
11	5	4	2 15 2	106	33½	17 17 8	111	37½	.....	20 12 10	1 0 6	.....	.....	.....	1	1 7 6	22 11 2 0	4 10 7	0 3 0	.....	27 14 5
12	6	1	1 9 6	130	40	18 15 7	136	41	.....	20 8 4	0 13 6	.....	.....	.....	1	0 10 0	29 2 0 14	5 10 5	.....	.....	27 2 3
13	6	1	0 13 2	112½	87	24 8 8	118½	88	.....	26 7 8	1 1 6	.....	.....	.....	1	1 1 6	24 5 3 9	7 4 9	.....	.....	35 15 5
14	14	3	3 13 1	170½	90	19 6 2	184½	93	.....	23 8 9	.....	.....	.....	.....	2	0 2 6	.....	.....	.....	.....	23 11 3
15	12	2	2 16 8	158	64	25 11 0	170	66	.....	28 8 11	2 0 6	0 0 3	.....	.....	8	0 7 3	15 16 1 17	12 1 7	.....	.....	42 18 6
16	11	3	2 15 4	132½	45	20 4 7	144½	48	.....	28 2 5	0 17 3	.....	.....	.....	2	2 1 6	137 8 2 26	0 10 2	.....	.....	26 11 4
17	8	2	2 4 6	139	20	17 9 10	147	22	.....	19 14 4	2 0 9	.....	.....	.....	.....	.....	13 2 0 2	4 19 11	0 3 0	0 4 8	27 2 8
18	17	1	3 2 5	131	56	24 16 3	148	57	.....	27 18 3	1 4 0	0 2 0	.....	.....	2	0 3 0	45 17 2 1	3 11 4	.....	.....	82 19 0
19	20	1	4 5 4	104½	19	14 1 2	124½	20	.....	18 6 6	0 19 3	.....	.....	.....	2	0 8 9	36 17 1 5	2 7 3	.....	0 1 4	22 3 1
20	13	4½	5 8 6	97½	83	21 6 3	110½	87½	.....	26 8 9	1 1 0	.....	.....	.....	6	0 5 9	47 7 2 26	7 14 7	.....	.....	35 10 1
21	10	2	2 7 2	118½	99½	20 19 7	128½	101½	23 9 5	23 9 5
22	10½	2	3 0 0	145	43	20 15 6	156½	45	.....	23 15 6	1 5 6	0 2 6	.....	.....	5	0 5 0	23 5 1 6	22 16 6	.....	.....	48 5 0
23	5	11½	4 19 8	128½	16½	14 18 4	139½	27	.....	20 0 8	0 13 3	.....	.....	.....	.....	.....	19 8 1 27	3 15 7	.....	.....	24 9 6
24	12	.....	3 9 5	77½	25	12 4 7	89½	25	.....	16 1 11	1 15 0	.....	.....	.....	1	0 1 6	24 5 0 26	1 9 3	.....	1 5 0	20 12 8
25	9	2	2 15 0	93	29	15 3 10	102	31	.....	17 19 11	0 13 3	.....	.....	.....	2	1 6 6	38 0 2 25	2 3 1	0 0 9	.....	22 3 6
26	9	4½	2 19 2	96½	23	14 3 3	106½	27½	.....	17 2 11	0 10 9	.....	.....	.....	.....	.....	38 19 0 21	5 6 6	0 3 4	.....	23 13 6
27	20	7½	5 11 4	107	52½	17 7 7	127	60	.....	22 18 11	1 9 3	.....	.....	.....	1	0 1 6	31 10 2 3	18 2 6	.....	.....	42 12 2
28	8	3½	2 16 4	153	91	18 5 0	161	94½	21 3 4	21 3 4
29	3	1	1 5 11	140	36½	19 2 8	143	37½	.....	20 8 7	0 18 0	.....	.....	.....	5	0 3 6	4 11 2 12	2 8 9	.....	.....	23 18 10
30	13½	3	3 2 5	137½	20½	18 4 4	151	29½	.....	21 6 9	1 6 0	.....	.....	.....	2	0 18 0	46 14 3 7	8 11 10	.....	.....	31 18 4
31	4	.....	0 10 6	106	33	15 18 10	110	33	.....	16 9 4	1 1 0	.....	.....	.....	5	0 17 3	37 1 1 8	2 1 3	0 1 0	.....	20 9 10
																	Goods Accounts	57 15 6	.....	.....	57 15 6
356		89½	95 14 6	5,586½	1,520	680 1 11	5,942½	1,609½	3 3 1	758 19 6	29 6 3	0 6 0	32	2	78	15 9 9	991 12 1 16	211 7 2	0 18 7	16 18 0	1,033 5 3

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

APPENDIX—(H)

JOHN RAE, Accountant.
2 Nov., 1859.

I, Ben Hay Martindale, do solemnly and sincerely declare that the within is a true and faithful account of all moneys received by me as Commissioner for Railways, on account of traffic on the Great Southern Railway, from the 1st to the 30th day of September, 1859, both days inclusive; and that I have paid over the whole amount to the Colonial Treasurer. And I make this solemn declaration, believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the Reign of Her present Majesty, intituled, "An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales and to substitute Declarations in lieu thereof and for the suppression of voluntary and extra-judicial Oaths and Affidavits."

B. H. MARTINDALE,
Commissioner for Railways.

Made and signed before me, at Sydney, } JOHN RAE, J.P.
this 31st day of May, 1860,—

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

77

APPENDIX.—(I.) (J.)

I.

STATEMENT of the Receipts on account of Railways from 1st to 31st January, 1861, inclusive.

	SOUTHERN.	WESTERN.	NORTHERN.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Coaching traffic	2,911 12 11	703 6 1	1,055 7 0	4,670 6 0
Monthly accounts	23 14 4	8 8 1	83 6 1	115 8 6
Goods traffic	1,095 11 10	177 12 1	256 0 6	1,529 4 5
Monthly accounts	39 19 6	4 19 5	.....	44 18 11
Miscellaneous receipts	20 6 0	.....	91 18 9	121 2 9
Monthly accounts	50 0 0	.....	.....	50 0 0
Total traffic	£ 4,150 4 7	894 5 8	1,486 10 4	6,531 0 7
EXCLUSIVE OF TRAFFIC—				
"Fines account," per Palmer	5 0 6	.....	.....	5 0 6
"Trial surveys," Royal Engineers—From refund medical attendance ... ..	.....	0 4 0	.....	0 4 0
Total from all sources	£ 4,165 5 1	894 9 8	1,486 10 4	6,536 5 1

I, JOHN RAE, do solemnly and sincerely declare that this is a true and faithful account of all sums received by me, as Commissioner for Railways, on account of traffic, and all other sources, on the Great Southern, Western, and Northern Railways, from the 1st to the 31st day of January, 1861, both days inclusive, and that I have paid over the whole amount to the Colonial Treasurer; and I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "*An Act for the more effectual abolition of Oaths and Affirmations, taken and made in various Departments of the Government of New South Wales, and to substitute Declarations in lieu thereof, and for the suppression of voluntary and extra-judicial Oaths and Affidavits.*"

Commissioner for Railways,
JOHN RAE.

Made and signed, before me, at Sydney, }
this 23rd day of March, 1861. }
JOHN WILLIAMS, J.P.

Agrees with vouchers—R.T.H.

(To Evidence given by D. Vernon, 19th March, 1867.)

J.

To the Honorable the Ministers for Finance and Lands, forming the Committee of Inquiry into the late Railway Defalcations.

Honorable Sirs,

I trust the painful, and to me totally unexpected, position in which I am placed, will be considered by yourselves sufficient excuse for my thus presuming to address you.

From the fact that I had been the means of the discovery and stoppage of the late frauds upon the Government, I naturally expected commendation at their hands; my surprise, therefore, at being suddenly suspended may be easily imagined, and more especially so, seeing that up to the present moment no direct charges have been made against me. I trust, therefore, to be pardoned for addressing myself to this case, as I conceive its nature and my own interests demand.

From the fact of my suspension, I assume, that in some respect, it is thought I have failed in my duty—of such failure I am, however, quite unconscious; and I would here beg to be allowed to give some account of what my duties are as *Traffic* Audit Clerk. There is another Railway Auditor besides myself.

The whole of the Traffic Returns and Accounts from the stations (some twenty-five, and increasing in number) on the Southern, Western, and Richmond Lines, are sent into my office at the Redfern Terminus. These returns and accounts (exclusive of all *daily* papers) comprise Passengers' Classification Sheets, Abstracts of Goods, Live Stock, Parcels, Horses, Carriages, &c., and Miscellaneous Traffic, Returns of all Over and Under Charges, and Accounts Current, and are sent from all Stations *monthly*.

The whole have, of course, to be examined, and all inaccuracies and omissions duly rectified; but the way in which this is done, and the amount of work which it involves, may be better seen and explained in the office than on paper.

After it has been accomplished, the books in the Audit Office (containing necessary statistics and balance sheets) have to be entered and made up.

Furthermore, at each station are two sets of books—one being for Goods Traffic (which comprises Merchandise and Live Stock) and the other for Coaching Traffic (which consists of Passengers, Parcels, Horses, Carriages, &c., and Miscellaneous)—in all (say) ten or twelve books at each station—for the proper entering and balancing of which by the station-masters monthly, the Audit Office is supposed to be responsible.

As regards the *cash* taken at each station, it is sent every morning direct to the Accountant's office by the station-masters.

Again, all information and instruction needed by station-masters in cases of difficulty, &c., have to be supplied; the accounts and books of new men having generally, more or less, to be prepared and made up for them, until they are sufficiently experienced to act independently.

In fact the responsibility of seeing that the railway revenue is duly accounted for, and paid into the Accountant's office at Phillip-street, rests upon me, exclusive of the duty of preparing necessary statistics, &c.

But once this revenue (of some £110,000 per annum) is seen to have been properly sent in from the various stations, and the necessary receipts to have been obtained for it from the Accountant's office, my responsibility ceases—for its proper banking the Accountant only can be responsible.

From

APPENDIX.—(J.)

From the foregoing it may be seen that I have nothing to do with the transmission of cash to or reception of cash by the Accountant, beyond securing from him daily the duplicates of all receipts given by him to stations for moneys received, by which I may be able to check the amounts taken credit for by them (in their accounts to me) as having been "remitted to Accountant."

I was careful, therefore, always to obtain these certificates of moneys received by the Accountant; and (as I was not allowed the actual bank vouchers themselves) it was for him to have seen daily, before sending them to me, that they tallied with the *receipted bank voucher*, which was an *abstract of them*.

Upon this depended the security of the revenue, and not upon any monthly comparison with an entry in my books. It is true that had this comparison been permitted, it would have prevented defalcations going beyond any month; but it would not have hindered Mr. Eastwood, or any one else, from embezzling several thousands of pounds during the month, and decamping during the first week of the following month.

With regard to this *monthly comparison* (of the Accountant's journal, cash entry, and the cash entry of the Audit Clerk's books), I would further remark that the thing never originated with the Accountant's department, never was authorized by it, and, I may truthfully say, never *was practised by it*.

The few times I believe it was made, was because I got the Journal-keeper to make it with me, without reference to the Accountant; and all my subsequent efforts to have it continued have been unsuccessful, shewing again how little it was regarded by the Accountant's department.

And, in fact, my idea in seeking to obtain it was not that it was absolutely necessary, as I already was in the receipt of documents from the Accountant's department which were bound to shew, not only what had been received from stations, but what had been entered upon the *receipted bank voucher*; nor was it my idea, in seeking it, to prevent fraud in the Accountant's department—that was no duty of mine. My duty was to see that no fraud was committed by station-masters, in fact, to see that (say) twenty-five men (and that by a thorough examination of each one's accounts) did their duty—knowing that nothing like fraud could take place if the Accountant's department fulfilled its duty in regard to the one man who received and banked the money.

The idea, therefore, of its being *my duty* to check the Accountant's books by means of this monthly comparison never entered my mind, and, I am quite sure, into no one else's—were it otherwise my efforts to obtain it would long ago have been successful.

It was as an additional check on my own entry that I sought it—although it *now* transpires that had I been heeded in this matter, and seeing that the daily and proper check upon Mr. Eastwood was neglected, other interests would have been secured besides that of my books.

My preceding remarks upon the duties of the Audit Office, will also shew that they are onerous enough without my being saddled with the responsibility of seeing that my superior officers perform their duty, which I think will be admitted to pertain in no way to my office.

For reasons which I will hereafter allege, I beg now to bring under your notice the following facts.

When I took charge of my present office, no sphere of duty was definitely prescribed for me, nor were any instructions afforded me as to what was expected from me.

I found, at the time, that many sources or channels of the railway revenue were not properly protected—the necessary checks were not exercised over them. Without any fear of contradiction, I declare that this can in no way be said to be true now; the railway revenue has been most strictly looked after by me. I am not speaking of it, be it understood, after its payment to Accountant's department.

I found, moreover, when I took charge, none of the necessary forms or books in the Audit Office; these I have succeeded in introducing, and they are now in use on these and the Northern Lines.

I found, also, that no sufficient instruction upon the system of book-keeping adopted had ever been afforded to station-masters; the books were, therefore, generally in a most unsatisfactory condition. The station-masters had, therefore, to receive the necessary instructions, which I have, from the first, done my best at all times to impart. In some cases the instructions have been printed, and distributed to station-masters for their guidance.

Lastly, so far as circumstances have allowed, I have been in the habit of inspecting the books of the various stations on these lines, no inspection whatever having previously obtained.

I have before alluded to the fact of my being the means of the discovery and stoppage of the late frauds, but deem it unnecessary to enter upon the history of such discovery until called upon to do so.

I have no pleasure in writing such remarks as my preceding ones, but do so to prove that I am not, *and never was*, wanting in desire or effort for promoting the efficiency of the service; and I trust also, that what I have been the means of accomplishing is some proof that, if an opportunity were but granted me, I should not prove incompetent to secure that greater and proper efficiency which is so desirable, but which as yet existing circumstances have prevented me from being able to effect in my own department.

The Audit Office, one of the most important and responsible in a Railway Department, has hitherto on these Lines been practically ignored. The fact that I have been left alone to look after it (the only assistance allowed me, and that upon the most urgent applications, has usually been a lad, and he often changed just when becoming useful)—the subordinate position in which I have been kept, and the small salary which as yet I have ever received—the want of consideration shown to me, and the difficulty of having any suggestions entertained, abundantly prove what I say to be correct.

Not only so, but from, I candidly believe, my efforts for the good of the service, and for what I considered a faithful performance of my duty, I have been the subject of much misunderstanding, much misrepresentation, and uncourteous treatment, at the hands of two or three of my superior officers. Mr. Eastwood, it is acknowledged, industriously set himself to sow dissension, and procure for me the ill-will and displeasure of the authorities, and I may justly complain of the degree of success which attended his efforts.

The slightest symptom of goodwill or sympathy was always more than sufficient to procure my hearty co-operation and assistance. I can fearlessly appeal to every station-master on these Lines, and to all others with whom my duties brought me into daily contact, as to the truth of this statement.

I am not, and do not wish, therefore, to appear actuated by any personal ill-feeling, and I have consequently abstained from giving instances in proof of some of the statements contained in this paper; but not that I am unable to do so, if necessary.

I trust that all I have written will be borne with, seeing my character and prospects are at stake, and that all improprieties of expression will be forgiven on the same grounds.

I have, &c.,
DONALD VERNON.

APPENDIX.—(K.)

(To Evidence given by Mr. R. T. Hall, 20th March, 1867.)

K.

(1.)

J. H. Palmer, Esq., Secretary to the Board of Inquiry into the Defalcations of the Railway Department.

Dear Sir,

The Honorable the Chairman of the Board was pleased to say, during my examination yesterday, that I could put in as evidence some papers which I exhibited; but I was unable to do so, because they were reports to the Auditor General. I have, however, drawn up a brief statement of the contents of those Reports, relating to my former office of "Examiner of Railway Accounts," (herewith) which I will thank you to exhibit to the Chairman, for the information of the Board, if you see no objection.

I am, &c.,
R. T. HALL.

Audit Office,
Sydney, 21 March, 1867.

(2.)

MEMO.—For information of the Board of Inquiry on the Defalcations in the Railway Department.

I was an Examiner of the Accounts of Expenditure in the Colony, from July, 1853, to December, 1858, I was appointed to the new office of "Examiner of Railway Accounts" on 1st January, 1859, and commenced my duties under a general verbal instruction from the Auditor General (Capt. Mayne), to examine the Railway Accounts, on the basis of the regulations for auditing the Railway Accounts, as agreed to by the Commissioner (Capt. Martindale) and the Auditor General (Capt. Mayne), and approved by the Government.

Letter,
4 Feb. 1859.

As the audit of the Railway Accounts progressed, I received further instructions from the Auditor General, verbally, and in writing, (minuted on my monthly reports), and as remarks on the replies of the Commissioner.

I performed the duties, in accordance with the instructions referred to, until the close of June, 1864, when the Chief Clerk of the Audit Office informed me that the system of accounts introduced by the Treasurer had abolished my office as "Examiner of Railway Accounts"; that Mr. Muir was to go to the Treasury; and that I should have to take up under his, the Chief Clerk's, instructions, Mr. Muir's duties as "Examiner of Expenditure Accounts," which instructions the Auditor General (Capt. Mayne) confirmed in a conversation we had on the subject on the 4th July, 1864.

On the 1st July, the Treasury having taken possession of the Examiner's Room, I was instructed by the Chief Clerk to take, and accordingly took, my seat in the Account Room, together with the rest of the Examining Staff, and commenced the general duties of "Examiner of Expenditure Accounts."

The salary voted for the office of "Examiner of Railway Accounts" for the service of 1864-5 has been paid to me to present date, in my capacity as "Examiner of Expenditure Accounts." The latter designation appears on the Estimates for 1866-7.

In the Auditor General's letter to the Under Secretary to the Government, paragraph 9, it is written:—"By withdrawing Mr. Hall [from the Examining Branch], the only Officer of the Branch "competent to its direction, I cannot be responsible for the due examination of the Accounts of "Expenditure."

Capt. Mayne,
9 Aug., 1864.

And in a subsequent letter, paragraph 3, it is written:—"The removal to the Treasury of some "of the best officers of the department has so weakened the staff, that it was found necessary by my "predecessor to withdraw Mr. Hall from the examination of the Railway Accounts."

Mr. Rolleston,
16 Feb., 1865.

In another letter, it is written:—"Owing to the transference of the head of the Examining Branch "to the Treasury, it was necessary to place Mr. Hall in charge of that Branch."

Mr. Rolleston,
24 Feb., 1865.

The vouchers for Railway Expenditure since June, 1864, have merged into the examination of the General Expenditure of the Colony, and have passed under my inspection. With the statements or vouchers for the Railway Receipts since that date, I have had, necessarily, nothing whatever to do; but I had concluded that Attested Statements had been furnished by the Commissioner, in accordance with the Instructions to all Collectors of Revenue,—vide "General Instructions to Public Officers," Treasury Circular, 13 May, 1862.

R. T. HALL,
Examiner, Expenditure Accounts.
Audit Office, N. S. Wales,
21 March, 1867.

(3.)

Mr. R. T. Hall to J. H. Palmer, Esq.

Dear Sir,

In reply to a question put to me at the Board yesterday, whether I had given Mr. Walker any instructions to discontinue furnishing certain documents, I said "No." This is the simple fact, but, in justice to Mr. Walker, it requires a little explanation.

I cannot remember what I said to Mr. Walker in June or July, 1864, but I know that he and I had conversation about the change of system of accounts at the Treasury, and of my being no longer "Examiner of Railway Accounts." And it is probable that I said to Mr. Walker, "I suppose you will not have to furnish vouchers to us, but to the Treasury, in future"; and that this is what Mr. Walker refers to when he says that "I told him not to send certain documents"—which I had no power to do. I should be glad, therefore, if you can shew this explanatory note to the Honorable the Chairman of the Board, if you see no objection.

I am, &c.,
R. T. HALL.

Audit Office, Sydney,
21 March, 1867.

(To

APPENDIX.—(L.)

(To Evidence given by Mr. Donald Vernon, 19th March, 1867.)

L.

(4.)

To the Honorable the Chairman of the Board of Inquiry into the late Railway Defalcations.

Sir,

On hearing my evidence read over, an obscurity and apparent inconsistency appeared between some of the questions and the replies, which, with your permission, and so far as my memory will serve me, I would beg to explain.

With regard to the questions and replies relative to a monthly comparison between my entry of "Cash paid to Accountant," and the Accountant's Journal's entry of "Cash paid to Bank"—There were three occasions on which it may be said to have been done since 1863. One, I think, was about the end of 1864, when two or three monthly entries were compared in Accountant's Office, as alluded to in my evidence, and the other two in or about April, 1865.

These three occasions are not referred to, I believe, in my first written statement, except as among the "efforts" which I made to obtain the means of making the comparison.

The few times there referred to, when I believe it was made (merely as an additional check upon my own book), and without reference to the Accountant, were before 1863.

Again, with respect to statements received from Accountant—What I had to, and did receive from the Accountant were, daily notes of all moneys which had been received into his room from stations; and the defalcations or discrepancies were not to be discovered between these notes and my own or the stations' accounts, but between these daily notes and the abstract of them or bank voucher prepared by Mr. Eastwood, which latter document did not come to me.

It is true, as I stated in my evidence, that a comparison between my books and the Accountant's would have discovered or prevented the defalcations, but only because it accidentally amounted to an examination of these bank vouchers with the documents from which they had been compiled. But this examination should have taken place daily and before the daily notes were dispatched to me, for reasons given in my former written statement.

It was because Mr. Eastwood's bank statements had ceased to be examined or compared at all, that he was free to appropriate what amount of revenue he thought fit.

At one time these bank statements of his were compared with the stations' cash dockets; and not only so, but as the old forms, which he used for abstracting the totals of the cash dockets did not shew sufficient detail for the journal-keeper, another form was necessary. So that the journal-keeper was supplied, not only with Mr. Eastwood's bank statement or abstract, but with a second document giving the necessary detail of its amounts, and which was made up by a second person. There were therefore two checks in existence, viz., the daily comparison of the bank statement with the station's cash dockets, and the necessity also of its agreement with another document shewing in greater detail the same amounts.

But a new form for the bank statement became subsequently introduced, which was to shew not only what the old form did, but the detail also, for which up to that time a second document had been necessary. This lost, of course, the check which this second document had afforded. The remaining check of daily comparing Mr. Eastwood's bank statement with the cash dockets, to see that it was a correct abstract of them, being also allowed to drop, he was free from all check in the Accountant's office.

The monthly comparison, which I sought for my own sake, but couldn't obtain, would have formed another check over Mr. Eastwood; but only the omission of the daily checks could render it necessary for such a purpose. The books in the head office were considered as bound to be correct, and the idea with which at first I sought the comparison of our monthly cash entries was that of securing that mine conformed to theirs.

It was no duty of mine, however, and as I couldn't obtain it, I was satisfied of the correctness of my monthly entry of "Cash paid to Accountant," upon the strength of the daily acknowledgments I had received from his office, and of the corresponding receipts which had been given to station masters.

The nature and amount of my duties have already been referred to in my former statement, and also the fact that when the stations' accounts had been received, examined, and rectified in the proper way—when my own returns and books were made up, and the revenue from the lines had been seen properly paid into the Phillip-street Office, then and there my duty and responsibility ended—to extend the limits further was not in my power; and they were never extended, nor indeed prescribed at all, for me.

Within these limits my duty was done, of which proof and testimony can I think be afforded.

With reference to my reports upon the two copies of what I supposed were the bank payments for the months of February and March, 1865, I would beg to remark, that the amount of the discrepancies between these copies received and my own entries, which these reports particularized, was some sixteen or eighteen pounds. An examination proved that my own entries were correct, and these two statements wrong. My reports were dispatched, with the statements themselves, to Phillip-street.

I have already stated that these discrepancies conveyed no notion to my mind of Mr. Eastwood's dishonesty—they appeared to concern another, for whom however he was responsible, whose attention he drew to the matter, and whom he saw make the discrepancies good.

To the best of my recollection he volunteered this information. He was the responsible party—certainly no friend of mine—and I did not deem it a matter in which I could further concern myself.

It is also to be remembered that Mr. Eastwood was then considered to be an honest man, and continued to be so considered until a short time before he absconded. I must have altogether slighted him, and have ignored his action with regard to matters connected with his sphere of duty, and for which he was responsible, had I taken upon me to concern myself further with the matter.

Beside, supposing he had not, as he has unexpectedly proved himself to be, a defaulter, he would have been here to take the responsibility of his own actions, and to have prevented me from being asked why I—while believing him to be an honest man—did not act in opposition to that belief—and this, too, upon a matter which did not lie within the limits of my duty.

The fact that I could get no more of these monthly statements, notwithstanding my subsequent attempts to do so, and that these two, as well as my replies, were allowed to remain uninquied for in the hands of Mr. Eastwood, shews in what light they were regarded. It is, however, my duty here to state that the Accountant has lately informed me that these monthly statements were not, or could not, have been sent me by himself, nor were they designed to be used for such a purpose.

If it be so, then the only two statements which I ever received and could compare with my books, even these were not designed for me.

It appears, therefore, exceedingly hard to understand upon what possible grounds I could have been in the habit of sending reports and letters to the Accountant respecting discrepancies in the cash, as it appears to have been reported. The fact is that it was impossible for me to do so. The only persons I could report for such things, and if they were guilty of them, would be station masters or others engaged on the lines. I had no grounds for proclaiming suspicions of Mr. Eastwood's honesty in money matters, and am, therefore, confident, I never did so to any one. With regard to the question put to me by the Board, as to whether I had not expressed such suspicions to Mr. Owen, it recurs to me most forcibly that I did actually repudiate the Manager's own expressions to such effect, as he had no grounds whatever for them, beyond the fact, patent to everybody, that Mr. Eastwood spent money. All

APPENDIX.—(L.) (M.)

All such reports of previous discoveries and expressed suspicions on my part, in regard to Mr. Eastwood, are totally unworthy of credence.

It is true that many of my letters and memoranda upon sundry matters to the Accountant may not have been delivered by Eastwood, and I have I think, long enough ago, represented that to the Accountant; but wherever an answer was *due*, I had to get it, and, if written memoranda did not succeed, I had to go and see about it. It was so with reference to the outstanding accounts; some of my written reports Mr. Eastwood may have failed to deliver; but I never left the Accountant to be dependent in such a matter upon written reports only—they were the matter of my frequent personal complaint. Had it not been so, I believe there would have been no end to the outstanding list.

It was a matter within my sphere of duty, and I did not hesitate to concern myself to the utmost in it; although the manner in which I concerned myself in even my own affairs resulted in such unpleasant consequences to myself, that it quite prevented anything like free communication with some of my superiors, upon matters which did *not* strictly lie within my province.

Had I ever before possessed similar grounds, I should no more have hesitated to have been then the means of exposing and preventing such frauds than I have now. And I may be allowed, before concluding, to lay the following additional particulars of the late discovery before you:—

In my evidence I did not, I believe, relate anything that took place subsequent to Mr. Eastwood's return from Melbourne.

When he had returned—and after some further delays—I was sent for by the Accountant to renew the search for the missing police cheques.

A clerk in the room was told to assist me. The result was the same as regarded the police accounts; but just before leaving off—I was comparing the Sydney Station entries, which I had before me, with the Sydney amounts as entered on Mr. Eastwood's bank statements—I came across six days, on every one of which the Sydney Station book shewed ten pounds more remitted than, according to the bank voucher, had been deposited.

Not having the original receipts, I could do no more until I had seen them and substantiated the station entries. Upon returning to my own office I did this, and as I had brought the bank statements with me, I proceeded further and discovered still more deficiencies—among others, that of the first cheque which was noticed, of £202, &c.

It was now evening, or after 4 o'clock, and the office at Phillip-street would be closed.

The next morning the whole matter was brought by myself under the notice of the Accountant; and from that time up to within a short period of my suspension, I was employed with another gentleman in completing the list of the defalcations.

In conclusion, I beg to observe that, in some of my answers before your Board, I did not consider it necessary to make a distinction between what I did and that which I had an assistant to do, being myself responsible for his actions.

I have, &c.,

DONALD VERNON.

M.

The Under Secretary for Finance and Trade to The Under Secretary for Public Works.

The Treasury, New South Wales,
31 August, 1860.

Sir,

It having been found that the absence of a concise code of regulations for the guidance of Collectors of Revenue, in paying and accounting for their collections, is frequently productive of inconvenience, and, indeed, that occasionally officers have denied all knowledge of any instructions with respect to the disposal of public moneys received by them, it has been considered expedient to apprise all officers to whom the collection of Revenue is entrusted of the exact nature of their duties.

I am accordingly directed to enclose, for perusal of the Minister for Public Works, a form of circular which has been prepared for that purpose, and to request that you will have the goodness to move him to favour the Treasurer with any suggestions which may promote the object in view.

I have, &c.,

HENRY LANE,
Under Secretary.

(Form of Circular referred to.)

INSTRUCTIONS TO CLERKS OF PETTY SESSIONS.

1.

The full amount of collections must be paid into the Treasury without any deductions whatever, with the exception of payments to Informers (when such Informers are not members of the Police Force) and sums appropriated or awarded to Hospitals. Collections.

2.

In Sydney, collections must be paid into the Treasury, weekly, on the 8th, 15th, 22nd, and last days of each month; and in the Country, monthly, the remittance being made by the first mail despatched after the last day of each month. Time of payment

3.

Every Remittance to the Treasury must be accompanied by a Voucher, on the prescribed form. Sums due to the Consolidated Revenue Fund, on Voucher marked C. P. S.—Vou. 1. Sums due to the Police Reward Fund, on Voucher marked C.P. S.—Vou. 2. Vouchers.

4.

Clerks of Petty Sessions in Sydney are required to furnish attested accounts of their collections to the Audit Office, monthly, not later than the 4th day of each month, on the prescribed form, viz.:—For Fees and Licenses, on form marked C.P.S.—A. 2; for Fines, on form marked C. P. S.—A. Attested accounts in Sydney.

5.

Clerks of Petty Sessions in the Interior are required to furnish to the Audit Office, quarterly, attested accounts of Fees and Licenses, on the before-mentioned form marked C.P.S.—A. 2; and of Fines, on form marked C.P.S.—A. 3. These accounts must be placed in the local Post Office not later than the 4th day of the month succeeding the quarter. The receipt of the Treasurer of the nearest Hospital, for sums appropriated or awarded to it, must accompany the accounts. When any property is sold by auction, by order of the Justices, the Auctioneer's Account Sales should also be sent. The Quarters terminate on 31st March, 30th June, 30th September, and 31st December. Attested accounts in the Interior. Hospital receipt. Auctioneer's Account Sale.

6.

In a case where no Revenue is collected, the accounts must still be furnished, duly signed and attested before a Magistrate, the word "Nil" being written in the place for inserting particulars. Nil Returns.

7.

APPENDIX.—(M.)

7.

The number of the Act, and the number of the Clause of the Act, under which each Fine is inflicted, must be specified in the account of Fines, and the appropriation of it, as directed by the Act, distinctly shewn in the proper column.

8.

In the case of sales by auction, of confiscated or unclaimed property, by order of the Justices, when the Clerk of Petty Sessions or Chief Constable acts as Auctioneer, the commission allowed will be as follows:—

	£	s.	d.
When the amount does not exceed	50	...	0 10 0
Above £50 and not exceeding	100	...	0 15 0
" 100	200	...	1 0 0
" 200	500	...	1 10 0
" 500	1,000	...	2 0 0
" 1,000	1,500	...	2 10 0
" 1,500	...	...	3 0 0

9.

The lists of Certificates granted by Justices for Publicans' and Auctioneers' Licenses are required by law to be transmitted to the Treasury within 14 days of the date thereof.

10.

By the same or following post, copies of both these lists of Certificates (marked C. P. S.—Cert. 1, and C. P. S.—Cert. 2) are to be transmitted to the Audit Office.

Clerks of Petty Sessions are required by the 23rd Section of the Act, 19th Victoria, No. 36, to audit the Monthly Accounts of the Poundkeepers.

To transmit certified copies of such Accounts (marked C. P. S.—Cert. 3) to the Treasury immediately after each audit.

Poundkeepers are required by the 25th Clause of the same Act, after deducting all lawful charges, to pay the balance monthly into the Treasury.

Certificates by Justices for Publicans' and Auctioneers' Licenses to Treasury. Copies to audit Office. C. P. S. to audit Poundkeepers' Accounts. Certified copies to Treasury. Poundkeepers to pay into Treasury monthly.

INSTRUCTIONS TO LAND AGENTS.

1.

By the first post after each sale, the amount received for Deposits is to be transmitted to the Treasury with form D, marked L. A.—Vou. 1, in duplicate, filled up in every particular, according to the headings. If any purchaser has paid for his lot in full, this amount must also be sent, together with the Deed Fees.

2.

At the termination of one calendar month from the day of sale, the amount received for Deed Fees and Balances is to be transmitted to the Treasury, together with one copy of form D, duly filled in.

3.

One month after each sale, a copy of form D is to be transmitted to the Audit Office, with all the columns filled in, the amounts paid for Deposits, Deed Fees, and Balances, being carefully specified. When a lot is not paid for within the month, the word "Forfeited" must be written across the last three columns on the right hand side of form D.

The Attested Account, No. 1, in red ink, marked L. A.—Acct. No. 1, must also be sent to the Audit Office by the same post.

4.

By the next post after the day of sale, the Sale List, marked L. A.—S. 1, containing the signature of the purchaser of each lot, is to be transmitted to the Survey Office.

At the expiration of one month from the day of sale, a Final Report of the sale on the prescribed form, marked L. A.—S. 2, is to be transmitted to the Survey Office.

5.

On the 4th day of the month succeeding each quarter, there must be transmitted to the Audit Office a Quarterly Attested Account, No. 2, in red ink, marked L. A.—Acct. No. 2, of selections of land, leases, &c.; of course land sold by auction must not be included in this Return.

For further particulars as to their duties, Land Agents are referred to the Circulars dated, respectively, Department of Lands, 16 November, 1857; Audit Office, 10 May, 1858; Surveyor General's Office, Sydney, 1 June, 1859; which they are requested carefully to study, and to which they will be required strictly to adhere.

Quarterly Attested Account No. 2, in red ink, of selections, &c., to Audit Office. General directions.

Form D. to Audit Office, with Attested Account No. 1, in red ink.

Sale List to Survey Office. Final Report to Survey Office.

Payments to Treasury of collections.

Attested Account to Audit Office. Butts to Audit Office.

Half-yearly balance sheet.

INSTRUCTIONS TO GOLD COMMISSIONERS.

1.

On or before the 4th day of each month, the collections for the past month must be transmitted to the Treasury, accompanied by the prescribed form of voucher, marked G.—Vou. 1. The voucher must always agree with the remittance.

2.

An attested account of collections, on the prescribed form, marked G.—A. 1, must be transmitted to the Audit Office, on the 4th of the month succeeding each quarter. The butts of Miners' Rights and Traders' Licenses issued during the month must be sent with this account.

3.

Immediately after the 30th June and the 31st December in each year, the Assistant Gold Commissioner of each District will prepare and transmit to the Audit Office a Balance Sheet, on the usual form, shewing the number of Miners' Rights and Traders' Licenses received and issued in his District during the past half-year, and also the number of Licenses on hand for issue during the coming half-year.

INSTRUCTIONS

APPENDIX.—(M.)

INSTRUCTIONS TO GOLD RECEIVERS.

1.

Collections by Gold Receivers must be transmitted to the Treasury, monthly, not later than the 4th day of each month, with a voucher, on the prescribed form, marked Misc. Coll. Vou. Collections to Treasury.

2.

An attested account of collections during each quarter, on the prescribed form, marked G.—A. 2, must be transmitted to the Audit Office, on the 4th of the month succeeding the quarter. Attested Account to Audit Office.

INSTRUCTIONS TO REGISTRARS OF DISTRICT COURTS.

Collections for each month must be transmitted to the Treasury on the 4th day of the following month, accompanied by voucher marked Misc. Coll. Vou. Payments to Treasury.

Attested accounts of collections (on the form marked D. C. Act.) for the periods between the rising of one Court, and the rising of the next Court, that is, the periods comprised between the last two audits by the Judge, must be transmitted to the Audit Office by the first post thereafter despatched. These accounts require to be signed by the Judge, as examined and approved. Attested account to Audit Office.

GENERAL INSTRUCTIONS TO PUBLIC OFFICERS.

1.

All Collectors of the Public Revenue in Sydney, not before particularly alluded to, are required to pay their collections into the Treasury weekly, viz., on the 8th, 15th, 22nd, and last days of each month, with vouchers, marked Misc. Coll. Vou., or of such other special form as they may have been directed to use. Collections in Sydney, weekly payments.

2.

In the Country, payments are to be made monthly, with vouchers as above.

In the Country, monthly payments.

3.

Collectors of Revenue in Sydney are required to send to the Audit Office, monthly, not later than the 4th day of each month, an attested account of their collections.

Collectors in Sydney, monthly attested account to Audit Office.

4.

In the Country, a quarterly account of collections.

In the Country, a Quarterly account.

5.

As every remittance to the Treasury is credited in accordance with the voucher that accompanied such remittance, care must be taken by Collectors of Revenue in the Interior that the three monthly vouchers correspond in amount; and also, in the sub-heads of Revenue, with the quarterly attested account.

Care must also be taken by Collectors of Revenue in Sydney, that the four weekly vouchers agree in amount, and in the sub-heads of Revenue, with the monthly attested account.

Discrepancies between Vouchers and attested accounts.

6.

When the vouchers are found not to agree in amount, or in the sub-heads of Revenue, with the attested account, the Collector of Revenue will be required to make a further payment into the Treasury to make good the discrepancy.

7.

As a general rule, cheques will not be received at the Treasury, except those of undoubted character. If a Collector of Revenue receives them it will be at his own risk, as he will be held responsible for the payment.

Payment by cheques.

8.

It must be clearly understood, that the Government hold Collectors of Revenue responsible for the safe custody of public moneys that come into their hands, till they are paid into the Treasury.

Collectors responsible for public moneys.

9.

Public moneys must not be placed in Banks to private account, but to the public account of the Collector.

Public moneys in banks.

10.

Letters to the Treasury containing remittances should be registered at the Post Office, otherwise they are at the risk of the sender.

Registered Letters.

11.

If Bank Notes are sent, only the first halves should be despatched by one post; the corresponding halves by the succeeding post. If cheques, they should be crossed, "Public Account, Colonial Treasurer."

Bank Notes. Cheques.

12.

Government Officers are not allowed to receive perquisites or gratuities from the public for anything done in their official capacity.

Perquisites or gratuities.

13.

Printed forms of accounts and vouchers are procured by requisition on the Government Printer. The Printer's number for each particular form required must be stated in the requisition.

Printed forms.

14.

Care should be taken that a sufficient supply of forms is always on hand, as "want of forms" will not be taken as an excuse for accounts not rendered.

Want of Forms no excuse.

15.

APPENDIX.—(M.) (N.)

15.
Public accounts with care. Public accounts must be prepared with care.
16.
Erasures. Any attested account containing an erasure will not be passed at the Audit Office, but returned to the sender to be prepared anew.
17.
Examination before posting. Before despatching accounts to any Public Department, they should be carefully examined as to whether the headings and dates are all filled in, and whether they are duly signed and completed in every respect.
18.
Letter of apology. In case it should be found impossible, on any particular occasion, to forward accounts or collections at the proper time, a letter explaining the cause of the delay must be written to the Head of the Department to whom the accounts or collections ought to have been sent.
19.
Nil Returns. Where no money is collected, accounts must still be sent, duly signed and attested before a Magistrate, the word "Nil" being written in the place for inserting particulars.
20.
Answering queries. Queries or letters calling for explanation from any Public Department must be answered promptly, and the fullest information given that it may be in the power of the Collector to afford.
21.
Payment of Salaries suspended. When any Collector of Revenue has neglected to pay his collections, or render his accounts within the time prescribed by the above Regulations, the payment of all salary due to the Collector of Revenue so neglecting will be suspended until his accounts are satisfactorily adjusted.
22.
Disregard of Regulations. Any case of habitual disregard of the Government Regulations, on the part of a Collector of Revenue, will be submitted for the decision of the Executive, as to whether such Officer so offending should be allowed to continue in the Public Service.

Minute by Mr. Rae on foregoing Circular.

Railway Branch,
Sydney, 6 August, 1860.

ALL moneys collected as Revenue by this Department are paid direct into the banks, to the credit of the Colonial Treasurer, by special arrangement with the Treasurer, and returns of the amounts so collected and deposited made *daily* to the Treasurer, on forms provided by him for the purpose.

As the returns are made duly to the Treasury, and can be checked with the Pass Book, it has been considered sufficient by the Auditor General for the monthly attested statement of Revenue collected to accompany the distribution sheet of the Monthly Expenditure, which can scarcely be ready by the 4th of the following month; but if considered desirable, there will be no difficulty in complying with this instruction to the letter, as far as Revenue collected is concerned.

None of the remaining instructions appear to require any remark. They are all attended to as far as possible.

6/9.—J. R.

N.

(1.)

The Auditor General to The Under Secretary for Public Works.

Audit Office, Sydney,
26 October, 1864.

Sir,

Referring to my letter of the 12th July last, addressed to the Commissioner for Railways, respecting his outstanding accounts, I have the honor to inform you that none of that officer's payments out of the advances made to him since 1st January, 1859, have been finally adjusted, in consequence of his not having furnished the necessary materials, in vouchers, minute papers, replies to queries, &c., and to request that you will have the goodness to urge him to forward the necessary documents to this Office forthwith.

I have, &c.,
W. C. MAYNE,
A.G.

(Copy

APPENDIX.—(N.)

(Copy of letter referred to in preceding letter.)

The Auditor General to The Commissioner for Railways.

Audit Office,
Sydney, 12 July, 1864.

Sir,

I have the honor again to remind you that there are several letters, referring to your accounts forwarded from this Office at various times, remaining unanswered; that your accounts for the years 1859 to 1863 are still unadjusted, owing to your not having furnished the necessary material and information wherewith to complete them; that none of the queries on your accounts for the year 1863 have been replied to; and that the several documents forwarded to you from time to time concerning the Commercial Agent's accounts have not been returned for adjustment.

Drawing your immediate attention to these, and making you now aware that I can no longer afford you the assistance which, at your special request, I have hitherto allowed to be rendered to your staff by the Examiner of Railway Accounts, in the preparation of your accounts for audit—that officer's whole time being fully occupied by duties within this Office—I have to request that you will cause the documents necessary to the completion of your accounts for the years 1859 to 1863 to be forwarded to me without further delay.

I have, &c.,
W. C. MAYNE,
A.G.

(2.)

The Auditor General to The Under Secretary for Public Works.

[Urgent.]

Audit Office, Sydney,
10 December, 1864.

Sir,

I have the honor to draw your attention to the letter from this Office, dated 26th October last, referring to the outstanding accounts of the Commissioner for Railways; to inform you that no reply has been received to that letter; that the accounts in question, and the necessary explanations, are very urgently required for the adjustment of the advances under the Cash Credit System; and to request that you will have the goodness to lay this letter, together with the accompanying Schedule, before the Honorable the Secretary for Public Works, for such instructions as he may see fit to give in this matter.

I have, &c.,
C. ROLLESTON.

Commissioner for Railways.—64/2021.
R. T. H.

SCHEDULE of Letters and Memoranda forwarded to the Under Secretary for Public Works, and the Commissioner for Railways, since 1st December, 1863, concerning the unadjusted Accounts of the latter Officer; together with a Statement of his Accounts remaining unadjusted at the present time.

1863.	To whom sent.	Subject.
15 December.....	Commissioner	Reminding of outstanding accounts, and enclosing a statement of letters and other documents not replied to.
1864.		
8 January	Under Secretary	Reporting that Commercial Agent's Accounts had not been furnished.
10 February	Do.	Reminding that no reply had been received to above letter.
10 February	Commissioner	Calling for Statements of Stores, and reminding of outstanding accounts.
23 February	Do.	Reminding of ditto.
21 March	Do.	Remarks on Commercial Agent's Accounts, and calling for further accounts.
12 July	Do.	Reminding of letters and queries on accounts unanswered, of outstanding accounts, and requesting they might be furnished without further delay.
26 October	Under Secretary	Reporting that the advances to the Commissioner had not been properly adjusted.

Audit Office, Sydney,
10 December, 1864.

R.T.H.

C.R.

STATEMENT of the Accounts, &c., of the Commissioner for Railways, remaining unadjusted at the present time:—

- The General Monthly Accounts of Expenditure, from 1st January, 1859, to 30th June, 1864.
- The Commercial Agent's Accounts for the same period.
- Some of the queries on the Accounts for 1859.
- Do. do. 1860.
- Some of the queries on the Accounts, and vouchers, wanting for 1861.
- Abstract of queries on Accounts for 1862.
- The whole of the queries on Accounts for 1863.*
- Do. do. January to June, 1864.*

Audit Office, Sydney,
10 December, 1864.

R.T.H.

C.R.

* Note.—These queries include requests for eight monthly Attested Statements of Receipts not furnished during 1863 and 1864.—E. A. R.

APPENDIX.—(N.)

(3.)

The Auditor General to The Under Secretary to the Government.

Audit Office, Sydney,
24 February, 1865.

Sir,

I do myself the honor to request that you will be good enough to bring under the notice of the Honorable the Colonial Secretary the state of the Railway Accounts, as regards their audit. I found, upon assuming the office of Auditor General, that there were outstanding queries against the Chief Commissioner of Railways, as far back as the year 1859, unreplied to. It seems that my predecessor, with a view to the adjustment of these accounts, assented to the detaching of Mr. Hall (one of the Audit Examiners), for a portion of his time, from his duties in the Office, in order to meet the wishes of the Chief Commissioner, who had frequently represented the difficulties in the way of adjusting the accounts, out of his own Department.

2. It seems that Mr. Hall and the Railway Accountant made some progress with the accounts, but that on points where objections had been raised by the Auditor, their labours were rendered almost nugatory, by the absence of information required from other officers of the Department. However, even in spite of this obstacle, some advance was made in the adjustment of the objections; when the changes introduced by Mr. Eagar into the Financial System rendered Mr. Hall's recall imperative, as, owing to the transference of the Head of the Examining Branch to the Treasury, it was necessary to place Mr. Hall in charge of that branch; and from that time no attempt has been made, by the Railway Department, to reply to the queries from this Office, for the furtherance of the audit.

The reply has invariably been, that it is hopeless to attempt an adjustment *out of the Department*.

3. The question now is—and it is one requiring earnest consideration—how is the audit of these accounts to be perfected? The Audit Department cannot spare Mr. Hall, and the Railway Commissioner says that it is only by a "local" audit any satisfactory adjustment can be arrived at; and on this plea we are put off from month to month, without any advance whatever being made towards their final adjustment.

4. With the utmost willingness to assist in removing the difficulties which present themselves, in the way of adjustment, in the ordinary course, by assenting to detach an officer of this Department for the purpose of adjusting the queries, it is entirely out of my power to do so.

The Examining Branch is taxed to its utmost to keep up with the current business, and to take away its head would throw the work into a hopeless state of arrear.

Under present circumstances, therefore, this course cannot be thought of, unless some special appointment is made to effect the object.

5. I beg to enclose the papers, which show the exact state of this question at the present time; and I would take leave to beg that a communication may be opened with the Honorable the Minister for Works, with the view to arrive at some speedy and satisfactory solution of the difficulty.

I have, &c.,

CHRIS. ROLLESTON.

(4.)

The Auditor General to The Commissioner for Railways.—Further reminder on the unadjusted Accounts of the Commissioner for Railways.

Audit Office, Sydney,
26 September, 1865.

Sir,

Referring to the B.C. minute of the Commissioner for Railways, dated 19th July, 1865, on the above subject, in which it was stated that the necessary instructions should be given to have the documents forwarded without delay, if the Auditor General approved of the method proposed,—and to the Auditor General's B.C. reply, dated 20th July, 1865, to the effect that he approved of the course proposed, believing it to be the best,—the Commissioner is informed that the said documents have not been received at this Office, and he is requested to furnish them at his very earliest convenience.

I have, &c.,

C. ROLLESTON.

(5.)

The Auditor General to The Commissioner for Railways.

[Very urgent.]

Audit Office, Sydney,
24 November, 1865.

Sir,

I do myself the honor to transmit to you the annexed observations and queries on your Accounts for Railways, for the year 1863,* to which you are requested to write separate answers hereon, in the blank space left for that purpose; to sign your name, with the date, at the conclusion of your answers; and to return this paper, with the enclosures, to this Office, with the least possible delay.

I have, &c.,

CHRIS. ROLLESTON.

* The whole of the vouchers received for the year 1863 are returned herewith, together with the bank deposit receipts.

R. T. H.

(Extracts from the "Abstract" relating to Attested Accounts.)

Jany. Acct., 1863.

The attested Statement of Receipts is required.

Feby.

Do.

MEMORANDUM.—I find that the letters dated 6th March, 1866, and 17th April, 1866, refer to accounts of expenditure subsequently to 30th June, 1864, and have therefore no reference to the question put to me as to the state of the accounts to that date. I submit, however, extracts from certain query papers unanswered by and reforwarded to the Commissioner for Railways on the 15th November, 1865, which do refer to that question.

E. A. R.

EXTRACTS from Remarks on Replies to Queries on the Accounts of the Commissioner for Railways.
Forwarded, 15th November, 1865.

"The Attested Statement of Receipts (for April, 1864) is required.

The Attested Statement of Receipts (for May, 1864) is required.

The Attested Statement of Receipts for the month (of June, 1864) has not been furnished."

The

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

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APPENDIX.—(N.) (O.) (P.)

The Auditor General to The Commissioner for Railways.

Audit Office, Sydney,
6 March, 1866.

Sir,

I have the honor to remind you, that the queries upon Treasury payments, on account of your Department, in the months of July to December, 1864, and January, February, and March, 1865, which were transmitted to you from this Office, on the 4th, 10th, and 17th October, 11th and 13th December, 1865, and 10th, 11th, and 13th January, 1866, have not yet been answered; and to request your earliest attention to the same.

I have, &c.,

C. ROLLESTON.

The Auditor General to The Commissioner for Railways.

Audit Office, Sydney,
17 April, 1866.

Sir,

I have the honor to draw your attention to your letter of the 12th ultimo, No. 143, and to remind you that the replies to the queries therein referred to have not yet been received.

2. The early transmission of these documents is exceedingly desirable.

I have, &c.,

C. ROLLESTON.

O (See also C.)

STATEMENT of Deficiencies in Adjustment of Advances on account of Unemployed:—

Advances made—

To Hon. J. Byrnes	£100 0 0
„ C. W. Eastwood.....	£1,244 19 0
Less—Repayment	34 4 2
„ R. C. Walker	1,210 14 10
	2,465 0 0
	£3,775 14 10

Adjustments—

Pay Sheets for daily Wages	£2,558 10 0
Less—Error in addition	100 0 0
	£2,458 10 0
Piece and Contract Work	1,236 5 6
	£3,694 15 6

Short adjusted £80 19 4

Several small memoranda of amounts are with these papers, but cannot be taken into account without explanation, there being no General Abstract furnished, and several having apparently been included in Pay Sheets.

The amounts are—

For Wages	£11 1 6
Payments to Mr. Owen.....	14 15 0
Cab hire	0 9 0
	£26 5 6

Although stated as adjustment, the documents furnished by way of adjustment are of a character that could not be admitted as proof of payment.

No acquittances are given for any payment on account of wages or contracts. The lists are neither certified nor the payments witnessed, and no general Abstract of payments rendered.

Explanation will be necessary respecting red-ink amounts, in Pay List No. 1, amounting to £219 7s. 3d., whether amount paid. If so, the adjustment would be reduced by £171 9s. 3d.

Various alterations occur in Abstract No. 2, which also require explanation.

WM. MUIR,

Examiner of Accounts.

Treasury,
15th March, 1867.**P.**

(Appendix to Evidence given by R. Moody, Esq., 26th March, 1867.)

MINUTE PAPER.

Instructions to Station-masters to make up new Returns for audit, on system supplied by Mr. Owen.

1 set Goods Forms of Returns, to commence 1st July next.

1 set Coaching Forms do.

Instructions herewith.—R.M.—20/6/61.

Mr. Walker.

It will be necessary that Mr. Owen should be requested to come into the Audit Room, for the purpose of explaining his system more thoroughly.—E.O.B.—22/6/61.

Mr. Walker.

Perhaps the Commissioner will be good enough to direct that Mr. Owen may come to the Office for a day or so, in order that he may thoroughly explain the forms proposed to be used.—R.C.W.—22/6/61.

Request Mr. Nealds to send Mr. Owen to the Accountant's Office, as soon as convenient, for the purpose required.—24/6/61.—J.R.

Mr. Nealds, 24/6/61.—R.M.

Mr. Owen instructed to call at Office to-day.—24/6/61.—C.J.N.

The new Returns having now come in, Mr. Owen had better be sent for, in order that he may go through the forms in the Office with the Audit Clerks.—R.C.W.—3/7/61.

Mr. Nealds will please attend to this.—3/7/61.—J.R.

Mr. Nealds.—3/7/61.

Mr. Owen sent.—C.J.N.—4/7/61.

Seen.—4/7/61.—J.R.

Will Mr. Nealds be good enough to send Mr. Owen to Newcastle to-morrow?—R.C.W.—5/7/61.

Mr. Owen will be sent to Office for instructions.—5/7/61.—C.J.N.

The

APPENDIX.—(P.)

The Goods Clerk, Great Southern Railway, to The Chief Clerk, Railway Department.

Sydney Station, 27 June, /61.

Dear Sir,

After due consideration, I think that Mr. Freeman's cash book has nothing whatever to do with the returns from the Stations; his *cash book* is *fact or truth*, the returns are only *statements*, consequently Mr. Freeman should be supplied by *Cashier*, and him only, with amounts that he has received (which are facts)—on account of coaching traffic, so much; ditto, L'pool water amounts, &c.; and goods in similar way. After this has been posted by Mr. Freeman, the list should be handed over to audit to check the returns. I therefore hope you will endeavour to get them to carry out my proposition yesterday in its integrity, as far as possible, which is to make the work as simple as possible, but perfectly, accurately, to prevent confusion, and, above all, alterations. When all the monthly returns have been received I shall be able to prepare a balance-sheet for the month, giving the total debits of each line in detail, as well as credits, thus making one grand total of the *whole* receipts, payments, and outstandings of every Station, in one General Account Current.

I enclose herewith, for your consideration, a few more instructions, rendered necessary to carry out the new system in its integrity. Will you kindly make any alterations which you think they may require? An uniform consigning note should be printed for goods *O.H.M.S.*, and handed over to Departments. If this is done, I can affirm that, if this is carried out, no more will be conveyed free of charge, as has been the case. Please excuse this.

I have, &c.,

EDWD. OWEN.

Additional Instructions to Station-masters, Clerks, and others.

Coaching Returns.

Police Passes.—These must be allowed to be used as free passes, and great care should be taken in collection that they are properly dated, and the number of persons stated only are allowed to travel, to be entered in proper column, and attached to Tickets Collector's return.

Goods Returns.

Live Stock.—This traffic must not be entered on invoices, but a book (similar to horses and carriages) will be supplied to each station, on application. The tickets to be consecutively numbered, and a monthly abstract to be made out, as per instructions issued. Outwards paid and Inwards to pay to be taken to debit daily in Sundry Persons' Account Book.

Goods or Stores conveyed chargeable to Departments *O.H.M.S.*—When a consignment as above is received, if accompanied with a proper Receiving Note, signed by Head of Department, must be kept entirely separate from other traffic, and be not passed through books further than entered on *invoices*, which are to be headed "*Stores O.H.M.S.*," to account, and charges entered in paid column, (copy of these to be kept), and a monthly abstract to be made out, sent to account not later than 5th of each month, with *Receiving Notes*, properly signed, attached. When goods of this description are received, and not accompanied by a Receiving Note, as above, they must in all cases be treated as ordinary traffic, and passed through books and returns in usual way, and no goods or stores under any circumstances must be sent free of charge.

MINUTE PAPER.

New Forms Traffic Department by Goods Clerk.

Before the whole of the forms can be safely put into the hands of the printer, it will, perhaps, be as well that *Mr. Owen* should go over them.—*R. MOODY.*—8/4/61.
Commissioner.

Request *Mr. Nealds* to send *Owen* to this Office to-morrow, at 10 a.m.—8/4/61.—*J.R.**Mr. Nealds.*—8/4/61.—*R.M.*Without interference with the work, *Mr. Owen* cannot be spared at the hour named; he may come at 11 a.m.

I can hardly think that any discourtesy is intended to me in the above, but at the same time would remark that as yet I am the person to decide on the forms, not *Mr. Owen*—my Goods Clerk—more especially as the new forms were submitted by me to the late Commissioner (before his departure from the Colony), after due and long consideration.—8/4/61.—*C. J. N.*

The forms *Mr. Nealds* alludes to were, I believe, given by him to *Captain Martindale*, to take to England, not for use on our lines. At any rate, all I can say is, that the forms alluded to never came under my eyes, nor did I ever hear anything of them until I called *Mr. Nealds'* attention to the forms (supplied by *Mr. Owen* at the Commissioner's request), when *Mr. Nealds* informed me that *Mr. Owen* had made out similar forms for *Captain Martindale* to take to England.

No discourtesy was of course intended towards *Mr. Nealds*, as I was well aware that *Mr. Nealds* knew that the Commissioner was preparing the forms in question, and I previously invited him by note to come with *Mr. Owen* to assist with any suggestions he may have to make; but I understand he declined to do so—at any rate, he did not come to the office.—*R. MOODY.*—9/4/61.

Commissioner.

Sent.—10/4/61.—*J. R.*

MINUTE

APPENDIX.—(P.)

MINUTE PAPER.

Railway Branch,
Newcastle, July 19, 1861.

Instructions having been issued that duplicate cash slips are to be forwarded by each Station, one to be returned as a receipt,—in place of this I would suggest that in future, books of cash slips be printed, the butt to be filled in and retained by sending Station; and that a book be printed for receipts, which the Newcastle Station-master will fill in and forward to each Station-master, who will then attach to the butt of his cash slip. The cash slips and form of receipt to be of the same size form of receipt enclosed.—Jno. L. BEESTON.

Receipts will not be required, as cash note books are already ordered from the printer in triplicate; duplicate to be sent with cash, one of which will be returned as a receipt. There can then be no dispute as to cash sent, as each item is kept separate for goods, traffic, and coaching.—R. MOODY.—25/7/61.
Commissioner.

Inform Mr. Beeston.—25/7/61.—J. R.

My object will be mainly attained by the above forms, although I think a proper receipt would have been preferable.—J. L. B.—5/8/61.

Seen.—7/8/61.—J. R.

Railway Branch, Department of Internal Communication, Sydney.	Newcastle,	1861.
	RECEIVED from the	Station the sum of
	shillings	pounds
		pence for traffic as under :—
	Goods Traffic _____	
	Coaching do. _____	
		_____ Station-master.

MINUTE PAPER.

To the Commissioner.

Finding that instructions are being prepared for the proper use of the returns to be used in the Department, and that these will require personal explanation, I submit for the consideration of the Commissioner that the issue and use be delayed until the 1st July, the commencement of the half-year.—29/5/61.—J. C. NEALDS.

I approve of this, as it will not only give time to start the new system of forms, but it will be more convenient for the books that the change commence with the half-year.—29/5/61.—J.R.

Mr. Nealds.—29/5/61.
Seen—J.C.N.—30/5/61.

Instructions for goods forms have already been forwarded to Mr. Nealds. Coaching instructions are herewith enclosed. Returns to commence 1st July.—20/6/61.—J.R.

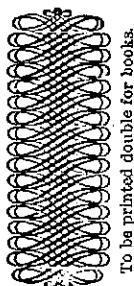
Mr. Nealds.
Seen.—J.C.N.—1/7/61.

Further additional Instructions to Station-masters.

Cash Notes and Daily Summaries.

Separate cash notes and summaries must be sent in to the Accountant for every day.

Instructions to return Saturday and Sunday together were given for the purpose of saving trouble in the Accounts Department; but as it may be convenient to have a record of each day's collections separately, separate summaries for Saturday and Sunday must be given in future.—J.R.—9/7/61.



To be printed double for books.

Station-master, _____ Station, _____ of _____ 186

You are requested to have conveyed the undermentioned goods from _____ Station to _____ Station. Freight chargeable to _____

Head of Department.

Instructions to Station-masters and others, as to making out of Coaching Traffic Returns.

(A.) Daily return of tickets collected.—Stations must be entered and classed in same order as on general classification. "Return Halves" (or day tickets issued at the Station where the return is made out), to be entered last, in same order as above. Tickets to be arranged, the lowest or commencing number first, and highest or closing number on the top. The children's, or halves, to be entered in proper column, as well as the number deficient in collection. The closing number of each day's return to be copied

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copied on that of the next for commencing numbers. Saturday and Sunday to be included in one return, except when the last day of the month falls on Saturday—in such case to be divided. Great care must be observed that tickets collected are properly and legibly dated; any infringement of the regulations as to tickets to be reported in the proper column of this return. Free passes collected to be entered and attached to return. Excess fares to be entered, and each ticket excessed to have written on the difference charged. The total amount of each day to be entered on E return (daily summary of passenger traffic). Horse, carriage, and dog tickets to be entered first on C return; the traffic of each station kept separate, and afterwards entered and attached to A return.

(B.) Monthly abstract of parcels received and forwarded must contain the daily totals of "paid on's," paid and to pay amounts (the column excess luggage will not at present be made use of); the traffic of each Station to be kept separate and totalled monthly, of which a summary must be made on one of these forms; the Southern and Western traffic kept separate on a distinct summary.

(C.) Monthly return of horses, carriages, and dogs received and forwarded, to be treated same as above, but commencing and closing numbers of each day to be given.

(D.) Cloak Room return is a monthly one. Tickets to be attached, and the total amount for the month to be shewn.

(E.) Monthly General Account Current. Each column to be filled up from general classification, and each remittance to be shewn with date on Cr. side.

(F.) Daily Summary of Passenger Traffic.—Each column to be properly filled up; the total amount of excess fares from ticket collectors return and parcels, the total amount of inwards to pay and outwards paid, as shewn in parcels books; horses, carriages, and dogs same, and total amount received on account of Cloak Room each day. Dr. balance is to be shewn when a short remittance has been made, and Cr. when an over remittance. The total of each day's traffic to be carried over to the next, in the proper place, to the last day of each month—the total of which must agree with General Account Current and general classification. Saturday and Sunday to be treated as one day, except when the last day falls on Saturday.

"General Classification" monthly.—Each column to be properly carried out, and to agree with total of F return on last day of the month. Monthly returns to be tied together at the corner and despatched to Accountant on or before the 5th of each month as far as practicable; and to prevent an accumulation of work at the end of the month, these returns to be kept written up during the month. Collected tickets. A and F returns to be despatched together to Accountant by last train on first day after collection, and daily summary or any other return must not under any circumstance be forwarded in cash bag. Coaching and goods cash must be kept and made up in separate parcels, and *remittance notes*. Each parcel to have written on the station, amount, and if coaching or goods. Any further information to be obtained on application to Accountant.

Telegram from E. Owen, Goods Clerk, to the Chief Clerk, Phillip-street, Sydney.

West Maitland, July 10th, 1861.

Have the returns from Northern line come in correct? Please reply.

MINUTE PAPER.

The Monthly Returns are now ready for audit prior to the Monthly Balance Sheet being prepared and as Mr. Owen undertook to make up the first balance sheet, perhaps he had better now be sent for, if he can be spared by the Traffic Manager.—R. MOODY.—8/8/61.

Commissioner,

Ask Mr. Nealds if he can spare Mr. Owen for this purpose, and if so, to send him soon. He will not be required after this balance.—8/8/61.—J.R.

Mr. Nealds.

Mr. Owen informed—he will attend as soon as possible.—C.J.N.—8/8/61.

Seen.—9/8/61.—J.R.

New forms of returns from Stations to carry out the proposed alterations in the present system of audit were ordered on the 8th instant, with special memos. that all the forms (but more especially the daily ones) would be required, to commence on 1st May next. As only a small portion of the forms have been received—none of the daily—it will be quite impossible to issue any instructions for the initiation of the new system, in accordance with the direction of the Commissioner, to commence at the time named. Sanction is, therefore requested, to allow the present system to continue for another month.—R.M.—30/4/61.

Commissioner.—Approved.—1/5/61.—J.R.

MINUTE PAPER.

Chief Clerk to Traffic Manager.

If you have any means of carrying on for another month with your old forms, Commissioner wishes you to do so. This will give time to instruct clerks, and provide any new forms or books in addition that may be found necessary. The Goods Clerk (Mr. Owen) at Sydney furnished the new forms, and, if possible, arrangements will be made for him to visit Newcastle to more fully explain them, *if Mr. Beeston thinks it at all necessary*. Instructions are being prepared and will be furnished at once if the new forms are obliged to be used.—R. MOODY.—29/5/61.

Have issued Instructions to Station-masters not to commence the use of new forms until the 1st July.

I do not think that I shall require Mr. Owen's services. I have every confidence in being able to instruct the Station-masters, but I of course naturally anticipate some difficulty—that was the reason I wished for every allowance to be made the first month or so. There is nothing strange in the returns to me, with the exception of the Daily Summary Portion, Yesterday's Return. I presume it is a portion of the Accts. work that has to be filled in after it leaves this. If Mr. Owen would supply me an outline of his intentions and wishes with regard to these returns, I have not the slightest hesitation in saying that he will not be required here. What has been done with regard to my suggestions as to Abstract, Revenue, and other books that I thought would be required to make the set complete? Your calculation of supply for six months will be considerably below the number in several instances.

Goods Abstracts, 200. 9 of these will be required by each Station each month, which would give 81 per month, allowing nothing for waste or spoiled returns. Parcels, same

JNO. L. BEESTON.

MINUTE

APPENDIX.—(P.)

MINUTE PAPER.

Chief Clerk to Traffic Manager, G.N.R.

By-Laws and Rates.

FIFTY By-laws and Rates are herewith sent, for distribution and publication at the Stations. Mr. Beeston will please instruct Station-masters in accordance with these, as the Audit Clerks will, after distribution, surcharge all deficiencies. Commissioner wishes that no time should be lost in publishing at Stations.

R. MOODY.—29/5/61.

By-laws and Regulations should be printed on Linen, and in one sheet, as early as possible for exhibition at Stations, as these books will be very liable to be lost or stolen, and in accordance with the Act they ought to be exhibited at each Station. I am not exactly clear as to the rendering of clause 23, and the remark on rates all First-class Goods taken into shed will be charged 2s. per ton for loading and unloading.

Am I to understand that all First-class Goods requiring to be protected from the weather are to be charged 2s. per ton additional; or is it only Goods that actually go in and are discharged in Store, and there remain until delivered to Owners; or, is it intended for such Goods as we are compelled to unload for want of Trucks?

J.L.B.—31/5/61.

GOODS ACCOUNTS.

Instructions to Station-masters and Clerks.

NEW returns and books are issued, to come into use on 1st June next, and with reference to which the following instructions must be strictly observed:—

1. Erasure or alterations will not be allowed in any book or document.
2. Invoices will accompany each truck of goods, giving particulars of contents, weight and charges, each one to be consecutively numbered, correctly added up, and total shown.
3. "Station-masters or Clerks at Receiving Stations will be held responsible that authorized rates only are charged and properly carried out by Forwarding Stations."
4. "When under or overcharge is made, the Station in error must be immediately advised, and if a to pay amount, a return (D $\frac{1}{2}$) to be made and sent to be certified through Traffic Manager to sending Station. In like manner, sending Station will take to debit if a paid amount. This will also apply to addition of Invoices, as no alteration can be made after being despatched from the Stations."
5. Paid On's are allowed in cases where an error is made. In invoices, amounts paid are charged to pay, or where there are previous charges on goods, re-invoiced.
6. The debits of each station (i.e.) Inwards to pay, or Outwards Paid must be daily and regularly posted up into Sundry Persons' Account Book. Each item or charge to be entered separately, less overcharge, and with undercharge added, properly referenced and foliod from Invoices.
7. When an amount is received for freight it must be immediately entered in the book which is now in use at the Stations as Cash Book, and which for the future will be entitled Office Receipt Book. Each item when paid referenced off in Sundry Persons' Account Book, as follows:—
 June 1st, By O. R. B., folio (15) £0 5 0
 the day's receipts to be added up, and total to be posted on Dr. side of Cash Book as follows:—
 "June 1st, To Amounts Collected £10 0 0"
8. All debits in Cash Book, i.e., each item for freight, must be first entered in Office Receipt Book, and total amount only entered in Cash Book; but each case of special debits, such as store rents or other receipts, these must be entered in Cash Book only, each item and every particular given separately. Remittances will also be entered separately in Cash Book, as well as paid on's and other Sundry Credits.
9. On the 1st of each month the amounts Outstanding to the last day of the previous month will be transferred to the next page after current month's debits, and be kept entirely separate, so as to shew the total amounts of Outstandings on the last day of each month in Sundry Persons' Account Book.
10. Return F (Daily Cash Summary) must be daily and regularly sent to Accountant direct, giving particulars under the columns headed (but not those of Over and Undercharges), as these will not at present be made use of in this return. Each day's amount to be carried to the next until the end of each month, the total of which will be the exact and correct total of Cash Book.
11. E (Return of Outstandings). This must be a correct list as shewn in Sundry Person's Account Book, and to be sent in to Accountant attached to Monthly Account Current (A). The total of E Return to be given in in Return A on credit side.
12. B and C Return. The date, number, total weight and charges of each invoice to be entered, and the traffic of each Station kept on separate sheets. These must also be entered up daily, so that the work may not accumulate. At the end of the month a summary of Stations on Southern Line and Western, each given separately, will be required. The live stock must also be kept separate from goods, as well as both traffic of Southern and Western Lines. At present, and until further orders, the goods abstracts must be adopted for live stock. The B and C return Summaries must also be despatched to Accountant attached to General Account Current, as will be seen in latter returns, viz:—

Southern Line—Inwards to pay, as per Abstract, or Summary of Abstracts to each Station
 Also, Outwards paid do do

Outwards and Inwards must be kept entirely separate, and great care must be taken to enter on the correct returns. Summaries of abstracts may be made on B or C returns, viz:—On same principle as has hitherto been adopted with reference to daily ones sent to Accountant.

	Weight.	Paid on.	Paid	To pay.
Sydney
Newtown
Petersham
&c.
Total

The entries from invoices on these returns have no reference whatever to Over or Undercharges, but simply total weights and charges entered by sending Station. In order to afford check against errors, the total amount of Inwards to pay and Outwards paid, as shewn in total of Summaries of Southern and Western Lines added together, with Undercharges added and Overcharges deducted, must agree with total amount of Sundry Persons' Account Book for the month.

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13. (D.) Return or Abstract of over and under charges is an abstract of Returns D₁, which must be attached after being duly certified, and total of D Return must appear in General Account Current under the proper heading, and sent to Accountant with that return. Southern and Western traffic to be kept on separate returns.
14. A. Return is the General Account Current or Balance Sheet.
The Dr. is explained see instructions 12 and 13, as is also the Cr. Paid on's will also be shewn in Summaries of Abstracts.
Balance from last Account is—

Outstandings, &c.	}	_____
Balance of Cash		
From last return—		

Daily statement of cash remittances will be required at the back of A Return, and total of which on face of it, under proper heading.

15. Special instructions will be issued in adopting the outstandings up to May, 1861.
16. Any further information will be given on application to Accountant.

I would respectfully suggest that each Station should enter, on 1st June next, in their Sundry Persons' Account Book, each item of Outstanding at the Station, to be added up and total entered in column Balance from last Account, in General Account Current, and on next page to commence entering their debits for June.

Telegram from Manager, Newcastle, to Chief Clerk, Sydney.

5 July, 1861.

I think you had perhaps better send Mr. O. to-night.

Q.

GOODS ACCOUNTS—BOOK-KEEPING.

Sundry Persons' Account Book.

No entry is to be made from an invoice before the accuracy of the calculation has been tested, as no inaccurate calculation must appear in the S. P. A. Book.

Bearing the above in mind—when a Goods Invoice or Live-stock Way Bill has been received, all the amounts entered in such documents as "To pay," at the Receiving Station, must be copied into the S. P. A. Book; and when a Goods Invoice or Live-stock Way Bill is about to be *despatched*, all the amounts which have been entered on either or both as "Paid," must also be copied into the S. P. A. Book. If there be any Miscellaneous Goods Accounts (such as storage, demurrage, unloading, &c.), they must also be entered at the proper time and place, as they are a portion of the Station's debits.

Station-masters must understand, when entering up the S. P. A. Book from their Invoices, that should an inwards Invoice contain errors in the "To pay" column, the amounts entered in the S. P. A. Book must be those on the Invoice, plus the under-charge, or minus the over-charge, as the case may be. No incorrect calculation must appear in the book, as observed above.

After having entered all the amounts on an Invoice, it is well to add them together, and place the total (in pencil figures) by the side of the column into which they have just been copied. This total, of course, will agree with that on the Invoice, should there have been no errors made by the sending Station.

Whenever there is a difference between the two totals, it will, of course, be exactly accounted for by taking into account the under or over-charges, or errors in addition, which may have been made on the Invoice. This practice will greatly facilitate the process of balancing, should any discrepancy appear between the total of S. P. A. Book and the total of debits as shewn on Account Current at the month's end. The total of each page had better be made and carried forward in pencil also until the close of the month, and the accuracy of the final total has been tested.

After the month's entries in the S. P. A. Book have been completed, upon the following page or pages must be made a list of all the accounts unpaid up to the evening of the last day of the month; and the original entries must be written off as "Transferred to page —," whatever the No. of the page may be upon which they appear as unpaid.

For further instructions see remarks on "Office Receipt Book."

Office Receipt Book.

The "Sundry Persons' Account Book" is supposed to contain each and every account due to the Station.

Whenever and however one of these accounts may be settled, it must immediately be entered in the "Office Receipt Book" which contains columns for the "Date and No. of Invoice," "From what Station," "Person's Name," and "Amount Received." These columns must be carefully entered up, as otherwise it may prove impossible to trace the amounts in the S. P. A. Book.

The word "*however*" has been used above, as it sometimes happens that after an item has been entered in the S. P. A. Book it has to be "recharged" to another Station; and at other times, after the entry of an amount in the S. P. A. Book, for some reason or other (but it should not be from the inaccuracy of the calculation) it may be cancelled in part or in whole, and the amount has to be taken credit for as an overcharge. In either case the account has been *settled for* just as much as if the money had been paid, and consequently must be entered in the "Office Receipt Book" as it would have been had the money been received.

Mistakes are constantly occurring, and of course improper balances, from a misunderstanding on this point. Station-masters will therefore clearly understand that *whenever and however* an account is legitimately settled, and which appears in the S. P. A. Book, it must at once be entered in the "Office Receipt Book."

After the day's work has closed, each and all of the accounts entered in the O. R. Book as settled, must be written off in the S. P. A. Book as being so. Columns for the purpose will be seen.

The total of the entries in the Office R. Book must then be made, and for further instructions see remarks upon "Cash Book."

Cash Book.

After the day's entries in Office Receipt Book have been added together, the total must be entered on the Dr. side of Cash Book in the proper columns—making Cash Book Dr. to "O. R. B" for the amount.

Upon the Cr. side of Cash Book must be entered also daily the amount of cash paid to Accountant; this will appear in column headed "Remittances." In the next column, headed "Sundry Credits," must be entered the total amount of all accounts which may have been settled by "recharges" or by "overcharges," during the day. When the total of these two columns is extended, it will of course agree with the total amount which has been entered on the "Dr." side, unless there has been a short remittance in cash.

It

APPENDIX.—(Q.)

It may happen that a Station-master may be instructed to refund a portion, or the whole, of an account which has been previously paid. In such a case, Station-masters must understand that (while of course a proper record is made of the fact) the refund will affect their Cash Book only—necessitating the entry of the amount refunded in the "Sundry Credit" Column of the Cash Book.

At the close of the month the columns of Cash Book had better be totalled in pencil, until the books have been balanced, upon which see further instructions.

GOODS ACCOUNTS—BALANCING.

Station-masters are aware that at the end of each month their books are to be balanced, and abstracts of the totals of all Invoices and Live Stock Way Bills dispatched and received during the month, together with Undercharge and Overcharge Returns properly certified, sent through the Audit Clerk to the Accountant, with an Account Current correctly made up from the whole.

But subsequent examination has frequently proved that the books have not been properly balanced with one another, or with the Account Current dispatched for the Accountant. These instructions are now issued, so that, in future, no excuse will be accepted for failing to balance correctly the books and accounts.

It is taken for granted that Station-masters are thoroughly acquainted with the manner of making up the Monthly Returns and Accounts which are sent through the Audit Clerk to the Accountant.

When these have been made up, and a "Balance of Cash" or an "Over-remittance" appears on Account Current, but which is not shewn by the Cash Book, the first step to take is to compare the total month's debit, as per Account Current, with the total of S. P. A. Book. In making this comparison, it must be remembered that the total of S. P. A. Book is the total gross debits for the month; and if they would obtain the same from the Account Current, they must add to the total net debit, as shewn in the lower half, any amounts which (appearing as debits in S. P. A. Book) have been deducted on the upper half as "paid on," "recharges" or "overcharges." If the two statements of the gross debits then agree, the S. P. A. Book may be considered as correct; but should they not agree, a comparison will be necessitated between the totals of Invoices as per abstracts, and the totals of same as recommended to be made in S. P. A. Book. Thus, when a discrepancy appears between the totals of the same Invoice, and which is not accounted for by the entries on the Under and Overcharge Returns, the Invoice is at hand to refer to; and probably, on referring to it, an error in its addition may be discovered which was before overlooked, or one of its items may have been omitted from the S. P. A. Book, &c. The error should, however, be at once rectified.

Having secured the agreement of the S. P. A. Book with the Account Current, as regards the debits, should a balance still appear on the latter which is not shewn in Cash Book, the following is the way to proceed:—

1st.—See that addition of Outstanding List is correct.

2nd.—That additions of the Cash Book are right.

3rd.—That the daily amounts taken to debit in Cash Book agree with the daily totals of Office Receipt Book.

4th.—That additions of Office Receipt Book are correct.

5th.—It will be necessary to check the items in detail, entered in the Office R. Book and the Outstanding List, with the same items as shewn in S. P. A. Book.

If necessary to resort to the 5th and last mode, the error will prove to have occurred by reason of one or more of the following:—1. A discrepancy between an amount in the Office R. Book and the same amount as shewn in S. P. A. Book. 2. The same item twice entered in Office R. Book. 3. An amount omitted from the Office R. Book. 4. An amount omitted from, or included in error in Outstanding List, &c.

But it may sometimes happen that the statement of debits agree, and the Account Current also agree with the Cash Book, in shewing no "Balance of Cash" or "Over-remittance," and yet an omission may have taken place. An account, for instance, may have been settled by "recharge," and at the same time not have been entered in Office Receipt Book, and consequently omitted from Cash Book altogether.

To provide against this, Station-masters should add the total of S. P. A. Book for the month and the total of the previous month's Outstanding List together, and see that they agree with the addition of the total of Dr. side of Cash Book and the total of their present Outstanding List—that is, they must see that the sum received, and to receive, will correspond with the total debit of the Station.

INVOICES.

Invoicing being the first entry of the goods, and the Invoice the document upon which the whole system of accounts is based, it is of great importance that the entries on Invoices should be correctly made; otherwise errors are originated which run through every portion of the work, and unnecessary labour created.

Invoices to each Station should have a progressive number during the month, commencing on the first and ending on the last day. To keep the numbers in consecutive order, the same plan may be adopted as recommended under head of "Way Bills."

No alteration of figures on an Invoice is allowable after its being received or despatched. If an amount entered on an inwards Invoice be more or less than it should be, then let the correct amount be charged, and the amount of the overcharge or undercharge be extended into the column printed on Invoices for the purpose. Should any errors of this sort be detected, the forwarding Station should be advised by letter, in order that any misunderstanding may be prevented when the Under or Overcharge Sheet is sent to the Station for certification.

Also, if an amount be entered in the column headed "Paid on," without being at the same time extended to the "To pay" column, the receiving Station is at once to advise the Audit Clerk of the same.

LIVE STOCK WAY BILLS.

Instructions given under head of "Way Bills" will serve for guidance of Station-masters in respect to these.

PARCELS WAY BILLS.

Way Bills to each Station should have a progressive number during the month, commencing on the first and ending on the last day. In order to keep a regular check on the numbers, an alphabetical Index should be kept by each Station-master. Receiving Stations will be held liable for the amount of any Way Bill which may be lost through carelessness in failing to observe a break in the numbers, which must run consecutively.

All calculations must be carefully checked, but the amounts entered on a Parcels Way Bill are not to be altered after its arrival. If an overcharge be discovered in the "To pay" column, it must be taken credit for by entering the amount of the overcharge in another Way Bill, inserting it in the "Paid on" column only, without extending it to either of the other columns. The Way Bill must then be despatched to the forwarding Station. On the discovery of an undercharge in the "To pay" column, the amount of the undercharge must be entered in "Paid" column of another Way Bill, to be despatched to sending Station, and taken to debit in due course. If an undercharge be detected in the "Paid" column of an Inwards Way Bill, sending Station must be debited by being furnished with a Way Bill, on which the amount is entered "To pay."

APPENDIX.—(Q.) (R.)

If an over-charge should be discovered in the "Paid" column of an Inwards Way Bill, particulars of same must be furnished to the sending Station.

HORSE, CARRIAGE, AND DOG WAY BILLS.

Way Bills from Station must have a progressive number, commencing on the first day and ending on the last of the month. Station-masters will be responsible for the numbers on their Inwards Way Bills running consecutively, and also for any consequences which may result from want of attention on their part to this matter.

With reference to the occurrence of errors, Station-masters will follow instructions given on this point under head of Parcels Way Bills.

REMARKS.

Inattention or neglect of the foregoing Instructions will at once be brought under the notice of the Commissioner.

R. C. WALKER,
Accountant.

R.

John Rae, Esq., to The Under Colonial Secretary.

Department of Public Works,
Sydney, 15 November, 1866.

Sir,

In returning to you herewith the letter dated the 30th ultimo, from the Auditor General, on the subject of the audit of the Railway Accounts from the year 1859 to 1864, forwarded under your blank cover of the 5th instant, I am directed by the Honorable the Secretary for Public Works to enclose herein a copy of a report in this matter, which has been received from the Commissioner for Railways.

I have, &c.,
JOHN RAE.

Mr. Rae's Report enclosed.

1. After so many years of trouble, both to the Officers in the Audit Office and in the Railway Branch of this Department, to obtain an adjustment of the Railway Accounts from 1859 to 1864, it is most satisfactory to find their audit brought so near to a close. The enumeration of items in Schedules A, B, C, and D, appended to the letter of the Auditor General of 30th ultimo, for which it appears proper documents have not been furnished for his satisfaction, can afford little information to the Honorable the Chief Secretary or the Honorable the Minister for Works; but with reference to these items, every exertion has been made to supply satisfactory answers to the queries, and I see no hope of further documents or information being furnished.

2 and 3. On these paragraphs I have no observations to offer, as they refer to matters over which I had no control.

4. I have had repeated interviews with the Auditor General on the subject of simplifying the Store Account, but have not been able to devise a better system than that adopted. The goods received from England must necessarily be charged to store account in the first instance, and placed in bulk in the stores, and afterwards debited under the proper heads as they are issued and appropriated in detail. For some years past, for my own satisfaction and that of the Auditor General, and as a check on the proper issue of the stores, stock is taken twice a year by an independent officer appointed for the purpose. I have always been, and still am anxious to conform in every way to the requirements of the Auditor General, to see that no misappropriation of the Public Funds takes place in the Stores, or any other property of the Government.

5. The delay referred to in this paragraph, though troublesome to both Departments, was unavoidable; but as the requirements of the Auditor General became better known, and were communicated to the English Agent, I believe there is little reason to complain of the manner in which the accounts from England have been furnished.

6. In the Appendix to my Report on the Railways of New South Wales, from the commencement to 31st December, 1864, will be found a copy of the original instructions sent to the English Agent; but numerous instructions have since been issued, from time to time, as to the mode of furnishing their accounts, and they are now rendered in as clear and satisfactory a manner as possible.

7. As far as the heavy and daily increasing duties of this Department would allow, every attention has been given to the numerous queries of the Auditor General; and I am utterly ignorant of any latent design of throwing difficulties in the way of the audit, for the purpose, as assumed, of forcing a departmental audit, so strongly urged by Captain Martindale. As a proof, however, of the value of such an audit, I may be allowed to state my belief that, without the personal examination of the books in the Railway Office by Mr. Hall, and the verbal explanations obtained on the spot, the audit of these accounts must have been indefinitely postponed. The examination of the accounts by the Auditor cannot follow too closely on the heels of the Accountant; and I cannot understand what objections can be taken to a departmental audit, though I can see many reasons for its adoption.

8. Like the Auditor General, I have little hope that the defects referred to in these outstanding accounts can now be remedied; but as it has been ascertained, on examination of the books and other documents, that everything has been duly and properly accounted for, the loss of a few documents becomes of less importance. And I may here remark that, from the constant transmission of such voluminous documents between this and the Audit Office, and their examination by so many hands, the wonder is, not that any documents are missing, but that their number is not much greater.

9. As the whole of the goods charged for (a statement in detail of which will be found in the Appendix to my Report) have been received, and as the Auditor General sees no reason to believe that any of the disbursements were made for other purposes than those stated in the account books, nor to suppose any misappropriation of the Public Funds, I presume the simplest course will be to obtain Executive authority for the Auditor General to pass those items enumerated in the Schedule, and thus complete the audit of the Railway Accounts from 1859 to 1864.

12/11/66.

J. R.

Auditor General's Remark thereon.

There seems to be nothing in this Report of the Commissioner for Railways to demand further observation from me. If the Honorable the Colonial Secretary thinks fit to adopt the suggestions of the officer, and to obtain Executive authority for the passing of the accounts with their defects, I shall be quite satisfied.—C.R.—21/11/66.

The

APPENDIX.—(R.)

The Auditor General to The Under Secretary to the Government.

Audit Office, Sydney,
30 October, 1866.

Sir,

I have the honor to report, for the information of the Honorable the Colonial Secretary, that the Audit of the Railway Accounts from the year 1859 to 1864, which has been the subject of former correspondence, has, by the unremitting efforts of Mr. Hall, the Examiner of Expenditure Accounts of this Department, been now brought to a close, excepting some items with regard to which the Railway Department has failed to furnish the proper documents or information necessary to satisfy the requirements of this Office. These items are fully set forth in the enclosed Schedules A, B, C, and D, and are submitted for the information of the Honorable the Colonial Secretary, and for the instructions of the Government as to how these outstanding objections to the Railway Accounts are to be dealt with.

2. By way of explanation, it may be as well to state, that the difficulties which have been experienced in bringing these accounts so far to a not altogether satisfactory completion, originated in the objection of Captain Martindale, the then Commissioner, to an Audit of the Railway Accounts out of his own Office; and to the formula prescribed by the Government, to satisfy their audit by this Department, not being properly attended to. For instance: vouchers for expenditure were in some cases wanting altogether, often furnished on improper forms; sometimes without dates, acquittances, or certificates, and very frequently wanting proper authority for the expenditure. These omissions entailed constant references to the Railway Department, references which often remained for long periods unattended to, and were the principal cause of the great delay that has occurred in bringing the accounts to a final adjustment.

3. Another very serious impediment to the audit of these accounts arose in the requirements of the Minister, that no purchases, however trifling, should be made, and no work, however small, should be undertaken, without his sanction. In consequence of this regulation, very many vouchers had to be returned to the Commissioner for the Minister's authority. These vouchers were either allowed to accumulate on the Minister's table, or, on their progress to him, were not infrequently mislaid, and sometimes lost; and it was often months before they were returned, and then only after repeated reminders had been despatched after them. This self-imposed duty at last became so irksome to the Minister, and so impossible of being properly performed, that he was compelled to relax the rule, and to sanction the passing of the accounts upon the Commissioner's authority alone.

4. Much difficulty, too, has been experienced in adjusting the accounts of Railway Stores, especially those purchased by the London Agents. The goods shipped from England were placed in bulk in the stores at Sydney and Newcastle; and the Votes for the two lines of Railway had to be debited in detail, with the issues; which required great precision for the right appropriation of the stores to their respective Votes. Many months frequently elapsed before a proper adjustment of these Store Accounts could be arrived at.

5. In the examination of the London Agent's Accounts, many objections arose, which had to be referred to England for information or explanation, involving of course, great labour and loss of time, both to the Audit and Railway Departments.

6. The absence of properly acquitted vouchers for payments in London, as detailed in Schedule C, appears mainly to be owing to the want of proper instructions to the Agents, as to the mode in which they were to furnish their accounts; but the whole of the goods charged for having, it is understood, been received, and the payments for these appearing duly entered in the Accounts Current of the London Banking Agent of the Government, it is perhaps of less consequence at this date, that the formal acquittances of the claimants are not forthcoming, although there is little doubt that they were given in the first instance, and were forwarded to the Colony in due course.

7. But perhaps the greatest impediment that has been met with is to be traced to the want of prompt attention to the "Queries" from this office as they arose. Of course the lapse of time, and pressure of the daily increasing work, rendered it very difficult for the Railway Department to give immediate attention to the defects pointed out in the accounts; and it was not unnatural that the Commissioner should treat as of first importance the current work of the Department, putting aside to a more convenient season the troublesome, although necessary inquiries and objections, raised on his accounts in the course of audit. Concurrently with this cause of delay, may be noticed an apparently latent design, by throwing difficulties in the way of the audit in this Office, to force the departmental audit, so strongly urged by Captain Martindale, and resisted by my predecessor. I do not wish to be understood as making these remarks by way of complaint, but I merely wish to note them as being, to the best of my belief, the chief obstacles to the prompt adjustment of the accounts, and the occasion of the existing defects.

8. I see very little hope of these defects (many of them important) being now supplied by the Railway Department; and I cannot, of my own motion, pass the accounts while they remain; but I have no reason to believe that any of the disbursements for which vouchers have not been furnished were made for other purposes than those stated in the account books of the Commissioner for Railways, nor to suppose any mis-appropriation of the Public Funds.

9. It is most desirable that these accounts should not remain any longer open; but having done, perhaps, more than properly lies within my province towards their adjustment, it now rests with the Government to furnish me with such instructions as shall have the effect of finally closing them.

I have, &c.,

CHRIS. ROLLESTON.

[Urgent.]

The Report of the Commissioner of Railways may, in the first instance, be obtained through the Secretary for Public Works, perhaps.—H.H. 3 Nov., /66.

Obtain report.—H.P.—5/11/66.

The Under Secretary for Public Works.—B.C., 5 Nov., /66.—H.H.

Noted.—6/11/66.

Mr. Moody, Railways.—B.C., 12/11/66.—M.F.

Report herewith.—R.M.—12/11/66.

Submitted, with Report from Commissioner for Railways.—J.R.—12/11/66.

Chief Secretary, with Commissioner's Report.—J.B.—12/11/66.

Under Colonial Secretary.—15/11/66.

Enclosure A.

APPENDIX:—(R.)

Enclosure A.

SCHEDULE of Items unadjusted in the Accounts of the Commissioner for Railways, for the Year 1862.

Item.	General Remark.	Reply of Commissioner.
£ s. d. 4 4 0 1 1 0	Paid for survey "Calabar" ... Do. of grease ...	} These may probably be found in the Treasurer's General Account.
	The above sums may have been repaid and included in the London Agent's General Account, but the Auditor General is unable to trace the items.	
1 0 0	Due from Atkinson, an insolvent ...	Cannot be recovered.
229 16 0	Due from Willis, Merry & Co. ...	} To be adjusted by general settle- ment.
5 6 6	Electric Telegraph Department ...	
29 17 0 1 9 3	Due from John Gibbons, an insolvent ... In 1861 Account do. ...	} Cannot be recovered.
3 7 8 12 12 0 10 0 0 6,163 8 0 1,510 18 4 103 10 3	} These vouchers were furnished for audit, and returned under query, but have not since been received from the Commissioner, who reports that they cannot be found.	

Audit Office, Sydney,
30 October, 1866.*Enclosure B.*

SCHEDULE of Items unadjusted in the Accounts of the Commissioner for Railways, for the Year 1863.

Item.	General Remark.	Reply of Commissioner.
£ s. d. 398 0 0	Voucher 60. Never furnished for audit ...	} Not in Railway Office; must have been lost in transmission.
99 0 0	Voucher 707 (of March). Furnished for audit; returned for amended certificate of the Engineer-in-Chief; not returned to Audit Office ...	
630 0 0	{ Due to James Muir; paid to Mary Ann Muir. Authority asked for; none furnished. No reply given ...	} See former reply.
441 17 7 66 13 4	} Vouchers not furnished for audit ...	
0 6 6 1 4 0		} Receipts said to have been supplied, but not received, for audit... ..	} Must have been lost in transit.
55 5 0	{ Compensation to Thomas and Mary Hunt, for injuries by accident on Railways. Authority for payment asked for ...			} Cannot be traced.
2 2 0	Voucher 3019. Farthing's agreement. Cash to refund to Treasury { Fee for Survey of Machinery, ex "Earl Canning;" Inquiry made whether or not repaid Treasury...	} Not recovered; Crown Solicitor instructed to proceed. } No reply given.

Audit Office, Sydney,
30 October, 1866.*Enclosure C.*

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

97

APPENDIX—(R.)

Enclosure C.

SCHEDULE of unadjusted Items in that portion of the Accounts of the Commissioner for Railways known as the London Agent's Accounts, for the period 1859 to 1863.

Item.	General Remark.	Reply of Commissioner.
£ s. d.	Voucher wanting.	
28 5 10	{ Copies of the Accounts (from thirty to forty invoices) for sums paid by the Agents or by the Banks, furnished for audit, do not bear the acquittances of the persons to whom the amounts were paid. Note.—It is probable that the original vouchers were duly acquitted.	{ Impossible now to obtain these acquittances.
37 10 0	{ Commission to E. May, for Inspection of Machinery, &c. No voucher furnished.	{ Not yet recovered, nor likely to be so.
27 8 0	} Vouchers still wanting	} Cannot now be traced.
115 14 3		
26 15 0		
492 17 9		
49 12 0		
245 1 6	} Vouchers still wanting	} Cannot be found.
693 0 0		
18 3 3		
982 2 11		
19 13 0	{ 12/ overpaid. Not repaid. Some of the acquittances for the Commission, paid to Mr. Fowler under the authority of the Minister, have not been furnished for audit.	{ To be written for.

Audit Office, Sydney,
30 October, 1866.

Enclosure D.

SCHEDULE of Items unadjusted in the Accounts of the Commissioner for Railways, for the Year 1864.

Item.	General Remark.	Reply of Commissioner.	
£ s. d.			
48 6 8	} Receipt for £45 6 8 } Proper acquittances are	} { No other receipts can be obtained now.	
21 7 9			Do. £20 7 9
41 13 4			Do. £47 13 4
1 5 6	No acquittance.		
200 0 0	Voucher never furnished for audit	Not to be found.	
91 9 6	Do. do.	No reply.	
271 5 5	Voucher not furnished for audit	{ Left with papers at the Court, and cannot now be found.	
2 4 8	{ Compensation for sugar lost. The Minute Paper 64/136 authorizing this payment is wanting	} Cannot be traced.	
44 0 0	{ Rowland signs for Rowland and Wilde. No authority furnished.		
19 5 1	{ Balance of amount of Clothing Account charged to "Working Expenses." Should have been deducted from the men's wages	} No explanation given.	
5 12 0	{ W. Wheland's acquittance omitted		
316 8 0	Vouchers not furnished for audit	{ Cannot be found, and must have been lost in transit.	
8 0 0	} Hay purchased in excess of contract rates... ..	} { No Railway Contract at Newcastle for forage.	
0 19 0			
14 9 0			
9 8 2			
4 15 0			
	The Auditor General pointed out to the Commissioner every year, for three or four years past, that the forage was charged in excess of what it might have been purchased for from the contractors, and it was promised that a contract should be taken for the next year, but it has not been attended to.		
3 15 6	{ Salary of Station Master, at Liverpool, for the month of April, 1864, paid in excess of the sum voted and authorized to be paid to him. Authority of Minister was required for this payment. Explained that it was a special service.		

Audit Office, Sydney,
30 October, 1866.

Colonial

APPENDIX.—(R.) (S.) (T.)

Colonial Secretary's Minute on the foregoing Correspondence (R.)

ON receiving the Auditor General's letter of October 30/66, it was referred, as will be seen, to the Commissioner of Railways, for his report. When that Officer's report reached me, the whole of the papers were referred back to the Auditor General, for any additional observations he might desire to make.

On perusal and reperusal of these papers, it appears to me that at every point of the complications which they represent there is great cause for dissatisfaction. It seems almost incredible that the Railway Accounts for five years (1859 to 1864) should have been left unaudited, and the reasons given in explanation of this systematic negligence by the Auditor General reflect discredit upon all concerned. Captain Martindale's persistent objections to any audit outside his own Department—inattention to the prescribed formula for a proper audit when agreed to—neglect of the Minister—confusion in store accounts—designed obstruction on the part of the public servants for the accomplishment of their official plans—are among the obstacles to a proper audit enumerated by Mr. Rolleston. After all that can be done to put the accounts in some state of order, there are items left, amounting to £13,000 to £14,000, which cannot be dealt with at all. Mr. Rolleston says the Railway Department has "failed to furnish the information necessary to satisfy the requirements of the Audit Office," in respect to these items. Mr. Rae's comments on the whole case are in the highest degree unsatisfactory.

In this state of the case, I do not see how I can recommend any course, and I am clearly of opinion that no course ought to be adopted which would virtually condone the neglect and mismanagement which are disclosed. I have delayed this matter from simple inability to arrive at any decision.

I should now be glad to receive the views of the Honorable Colonial Treasurer on the case as herein presented.

H. P.

28/3 67.

The Honorable The Colonial Treasurer.—H.P.

The Under Secretary for Finance and Trade.—B.C., 28 March, /67.—H.H.

Noted.—28 March, /67.

S.

John Rae, Esq., to J. H. Palmer, Esq.

Hilton, Darlinghurst,
Sydney, 9 April, 1867.

Sir,

In reply to your letter of this date, requesting me, by direction of the Board appointed to inquire into the Defalcations in the Railway Department, to forward to you, on or before to-morrow morning, a copy of my letter to the Honorable W. M. Arnold, the answer to which, dated 11 March last, I handed in when I was before the Board,—I have the honor to express my regret that I am unable to comply with the request of the Board, as I kept no copy of my letter to Mr. Arnold, which was written in haste on the day of my suspension.

I have, &c.,

JOHN RAE.

T.

[No. 1.]

John Rae, Esq., to J. H. Palmer, Esq.

Hilton, Darlinghurst,
Sydney, 10 April, 1867.

Sir,

With reference to my letter to you of yesterday, which was written while the messenger waited, I have the honor to state, for the information of the Board, that I have written to Mr. Arnold at Stradbroke, requesting him to return me my letter to him of the 6th ultimo, for his opinion of my position, responsibility, and duties as Commissioner for Railways, if still in his possession; and should he be in a position to comply with my request, I will have the honor, on receipt of his reply, of forwarding you the original, for the information of the Board.

I have, &c.,

JOHN RAE.

[No. 2.]

John Rae, Esq., to J. H. Palmer, Esq.

Hilton, Darlinghurst,
Sydney, 10 April, 1867.

Sir,

In answer to your letter of this date, suggesting, by the direction of the Board appointed to inquire into the Defalcations in the Railway Department, that I should consider the propriety of obtaining from the Honorable W. M. Arnold, Esq., a copy of the letter referred to in your communication of yesterday, I have the honor to state that I had anticipated the suggestion of the Board, and had written to Mr. Arnold, requesting him to return me my letter to him of the 6th ultimo, if still in his possession, for the purpose of being forwarded to the Board, and had informed you in writing of my having done so, before receiving your letter.

I have, &c.,

JOHN RAE.

U.

APPENDIX.—(U.) (V.)

U.

The Auditor General to The Commissioner for Railways.

Audit Office, Sydney,
15 February, 1867.

Sir,

As it appears that, from the time of the withdrawal of Mr. Hall from the examination of the Railway Accounts, in July, 1864, the Monthly Attested Return of Collections previously furnished by you has been discontinued, I do myself the honor to request that you will be good enough, in accordance with clause 3 of the Treasury Instructions of 13th May, 1862, to furnish the Return for the month of January last, with as little delay as possible.

2. With regard to the accounts for the intervening period, *i.e.*, from 1st July, 1864, to 31st December, 1866, I should be glad if you would have them completed and sent in as soon as you can conveniently do so.

I have, &c.,
CHRIS. ROLLESTON.

Accountant, for report.—B.C., 15/2 67.—J.R.

It was understood, at the time of the change being made in the system of payments from the Treasury, that these statements would be discontinued; and, as they were never asked for by the Audit Office, they were not furnished. The statement for January shall be furnished as soon as the books and accounts are ready; but owing to the delay in the Office, for making out a statement of Eastwood's defalcations, the journal for January is not yet entered up, and the Commissioner cannot make his declaration until he has seen the books written up.—R.C.W.

Submitted.—20/2/67.—J. R.

Minute of Secretary for Works.

Up to the present moment there certainly has not been anything like an audit of the Railway Receipts for several years past, except that which has taken place in the Railway Office. I attribute the defalcations of Eastwood mainly to this neglect of duty on the part of the Auditor General's Department.—J.B.—20/2/67.

Auditor General.—B.C., 21/2/67.—J.R.
To be returned.*Minute of Auditor General.*

I cannot allow the minute of the Honorable the Minister for Public Works to pass, without protesting against its manifest unfairness.

In what way the Audit Department can be held accountable for Mr. Eastwood's defalcations, I am at a loss to conceive.

In the official correspondence connected with the audit of the Railway Accounts (see minute of 22nd August, 1858), it is distinctly laid down that, with regard to "Traffic Receipts," "Monthly Statements shall be rendered to the Auditor General, to be attested by the Commissioner; but their peculiar nature not admitting the application of the usual checks by the Audit Office, to be taken on his (the Commissioner's) faith and responsibility—HE SUBJECTING THEM TO THE STRICTEST SYSTEM OF DEPARTMENTAL EXAMINATION AND CHECK."

The approval of the Government to this arrangement was communicated to the Auditor General by letter dated 4th February, 1859; and I think it will be difficult, in the face of this, to fix any of the blame of the late defalcations upon the Audit Department.

That there has been remissness in not bringing to my notice the continued neglect of the Railway Commissioner to furnish the monthly attested statement I am quite free to admit, but that the receipt or non-receipt of this document could have operated in any way as a check upon Mr. Eastwood I must take leave to question.—B.C., 23 Feb., 1867.—C.R.

Submitted.—26/2/67.—J.R.

Is there any copy or record of this minute of 22 Aug., 1858, in this Department?—J.R.

The papers have been recorded in passing through the books of the Railway Branch; but no copy of minute of 28th August, 1858, was kept.—R.M.—5/3/67.

To-day I obtained these papers from the records of the Lands and Works Department, in pursuance of the Under Secretary's instructions to trace them up.—Cns. A. G.—5/3/67.

V.

*Proposal of Accountant to remove Audit Clerks for Southern and Western Lines to Sydney Station.*Railway Branch,
Sydney, 15 January, 1863.

(63-63.)

MINUTE PAPER.

As I find, in moving to the new offices, there are only two rooms allotted to the Accountant's branch, in place of three, as allowed in the other buildings, and the new rooms not being larger than either of those formerly used, I find great difficulty in obtaining space for all hands to work properly.

I therefore propose, in order to meet this difficulty (all the other rooms in the building having been disposed of), to remove the Audit Clerks for the Southern and Western Lines to the Sydney Station. By this plan, they would have greater facilities in communicating with the Station-masters, and be able to carry on the checking much more efficiently.

Enclosed is a memo. from Mr. Vernon, which I have requested him to write, shewing how it is proposed to carry on the work if the change is approved of by the Commissioner.

Mr. Vernon will require some assistance to enable him to keep up his work, if Mr. Moody retains the services of Mr. Skardon, and I would suggest a lad at £50 per annum, which I think would be the best arrangement that could be made.

R.C.W.—15/1/63.

Mr.

APPENDIX.—(V.)

Mr. Owen, for report.—J.R.—19/1/63.

I am of opinion, that in removing the Audit Branch to "Sydney Station," it will be attended with very great facilities, not only in auditing the accounts, but the Management will be guided with returns in conducting the traffic, and which, as a matter of course, would be submitted for information of the Commissioner. I may state that a very trifling expense the present stationery-room and lost-property room might be conveniently adapted for this purpose, the stationery being placed under the charge of Audit Clerks.—ED. OWEN.—27/1/63.

What would be the cost of altering the room; and could not some arrangement be made with the Audit Clerk, when removed to the Station, to facilitate the receipt and transmission to the Bank of the daily cash receipts?—J.R.—12/2/63.

Mr. Walker.—R.M.—12/2/63.

The cost of making the necessary alteration will not exceed £10. As far as the transmission to the Bank of the daily cash is concerned, I do not think anything would be gained unless some arrangement could be made, so that the money might be placed into the Branch Bank, at the Sydney Station, in which case the Audit Clerks could easily check the bags, and place the amounts to the credit of the Treasurer.—R.C.W.—16/2/63.

I will see the Secretary to the Bank.—J.R.—17/2/63.

Mr. Walker.—18/2/63.

The cost of making these alterations, which will be put in hand at once, will probably be £25, instead of £10 as stated by Mr. Walker.—D.T.—21/8/63.

I saw the Secretary to the Bank of N. S. Wales, who informed me that the money from the Railway might be paid into the Branch Bank, and the balances transferred to the Head Office weekly, but that it would be impossible or very inconvenient to transfer them daily. Would the Treasury be satisfied with this? Ask Mr. Lane.—J.R.—14/5/63.

Mr. Walker.—15/5/63.

Why does the Bank of N. S. Wales object to the transfer of the daily balance from the Branch to the Head Office?—T.W.S.—18/5/63.

Probably the Secretary of the Bank of New South Wales will be good enough to explain.—J.R.—18/5/63.

Wrote.—R.M.—20/5/63.

M. P. 63-63—continued.

IN consequence of the alteration in the trains and the time of arrival of the cash bags, great inconvenience and delay is occasioned. Mr. Eastwood has now to go twice to the Sydney Station for the bags; the first lot arriving at five minutes to 9 o'clock, and the second lot about 10 o'clock; the consequence is that a good deal of time is wasted, and delay occasioned in the receipt of papers for the auditing, &c.

I suggest, to rectify this, that on and after the 1st July, the cash may be counted and the auditing carried on at the Sydney Station, as proposed by my previous minute on this subject.

The bags from Parramatta (including all Stations to Sydney) could be sent by No. 3 up-train; the bags from Penrith and Picton, to Junction, by No. 4 up-train. All bags would then be in Sydney by half-past 9 o'clock, and as Mr. Eastwood has to come from Newtown by the 8.41 train, he would then be able to check the first lot of bags by the time the second batch had arrived. The whole would then be conveyed direct to the Bank, and the receipt brought to this Office before 11 o'clock each day; whilst the cash now is seldom in the Bank before half-past 2 o'clock, p.m., and involves two journeys from the Sydney Station, which increases the cab-hire. Mr. Eastwood gives a sufficient security to cover any loss that might occur; I do not, therefore, see any objection to this being adopted.

It would also greatly facilitate the business, both in this and the Auditing Branch, if the Audit Clerks were removed, as proposed; for from there being so many in one room, which is not large enough for the number that have to occupy it, the noise of calling over accounts, the interruption, together with the clattering of money, makes it at times almost impossible to put down figures correctly.

The above arrangements would, I think, if carried out, enable the business to be got through much more efficiently than at present.

The Commissioner.

R.C.W.—24/6/63.

Submitted.—I think this arrangement will be advisable.—J.R.—4/7/63.

Appd.—W.M.A.—4/7/63.

Mr. Walker.—6/7/63.—R.M.

Mr. Owen.—16/7/63.

Seen.—ED. OWEN.—17/7/63.

As the arrangements are now all completed, Mr. Eastwood will, in accordance with the sanction of the Minister, count the cash from this date in the Manager's room, at the Sydney Station.—R.C.W.—18/9/63.

Mr. Eastwood.

Statement herewith.

Submitted, with Mr. Eastwood's remarks, for consideration of the Commissioner.—R.C.W.—19/9/63.

Cash,

APPENDIX.—(V.) (W.)

Cash, Auditing, &c., Sydney Station.

63-1492.

I think it is in every way calculated to facilitate the business of the Office; for at present the money is seldom or ever in the Bank before half-past 2 o'clock; and if counted at the Station Mr. Eastwood will have no interruptions, and under these circumstances could be at the Office each morning with the *Bank voucher signed* by half-past 10 or 11 o'clock at the latest, as the counting of the cash and taking it to the Bank is not more than 1½ hour's work, and never takes me more than that whenever I count the cash in Mr. Eastwood's absence.

The Manager's room is at the disposal of Mr. Eastwood for counting the money; and, so far as safety goes I think it is much safer; for at present the money is often laying on the table exposed to every one coming in and out of the Office for two or three hours; and during this time Mr. E. is frequently called away, and he has to go out and leave the money on the table, and all sorts of people are coming into the Office to receive and pay money.

There is a patent lock in the Office, which I have told Mr. Eastwood he can have placed on the Manager's door; and also a small safe, which can be removed to the Station, in case at any time Mr. E. should, while counting the cash at the Station, be compelled to leave the room for a short time; but as he would never require to be longer than one hour, I can hardly see that even this precaution is necessary.

I do not see why Mr. E. should propose this, as it would be fixing the responsibility of transmitting the bags on parties who are not paid for taking it, and I do not see that any time would be saved; whereas the time that is now wasted by Mr. E. going back a second time to the Station, to bring the second batch of bags, would be saved, and also the additional expense for a cab.

There can only be two or three letters each morning, now that the auditing of the South and West Lines is removed to the Station, and I cannot see why Mr. E. should object to carry these, if he has a cab from the Station to the Bank, which, I presume, will be allowed as before; but the letters can easily be sent by the Tramway, as they are at present in the evening, and during the middle of the day.—R.C.W.—19/9/63.

Sydney Station,
19 February, 1863.

MEMO.—Before the above regulations are carried out, as I have had the practical knowledge of nearly four years receiving the revenue and passing it into the Bank, I beg that I may be allowed to remark upon the checking the cash at the Sydney Station. I submit that it is not calculated to facilitate the business of the Office, that there is no accommodation nor safety for the money, and that as it cannot be paid into the Branch Bank, there is nothing gained by checking it at the Sydney Stn. I would further submit that I come direct to the Office at 9 a.m., and that the bags, &c., be sent by the Traffic Manager on the arrival of the 9-20 train; but should the previous arrangements still be carried out, I beg respectfully to be informed how the revenue is to be brought to the Bank, and how the official letters, &c., be brought to the Office.

CHS. W. EASTWOOD.

To the Accountant.
19/9/63.

The arrangement proposed by the Accountant has already been approved of, and should be carried out.—J.R.—29/9/63.

Mr. Walker to carry out.—R.M.—B.C., 29/9/63.

The cash will have to be counted at the Station, as directed. Mr. Eastwood to see.—R.C.W.—29/9/63.

Seen.—29/9/63.—C.W.E.

The counting of the cash at the Station was commenced on the 30th September /63.—R.C.W.—30/9/63.

Report in a month how the arrangement answers.—J.R.—1/10/63.

Mr. Walker.—B.C., 2/10/63.

The arrangement answers exceedingly well, and the cash is now always in the Bank before 11 o'clock, without the inconvenience, noise, and delay there used to be when it was counted down here in this Office.—R.C.W.—12/10/63.

The Commissioner.

Seen.—J.R.—12/11/63.

W.

[Private.]

R. Audit Office,
Newcastle, 18 Feb. /67.

My dear Sir,

What about the Post Office money for /66? Four qrs. at £140 17s. 6d. each, *id est*, £563 10s. for year 1866, still unpaid. Has it also gone over to the Stars and Stripes, or is it still uncollected? Please tell me, as I have it still as a "debit against the Accountant" (!?).

Will you kindly send the two enclosures to their address, and I shall feel obliged.

I think now that every one of us (C. S. Officials) ought to look upon everybody (C. S. as *thieves and rogues*.

Believe me,
Yours very truly,
G. D. SKARDON.

R. C. Walker, Esq., Sydney.

The Accountant to The Commissioner.

20 Feb. /67.

Mr. Skardon, the Audit Clerk at the North, writes a private note, of date the 18th instant, which I attach herewith, stating that the amount for the carriage of mails on the Northern Line, for the year 1866, is still outstanding in the Audit Books. The quarter ending 30th Sept. /66 has not yet been paid by the Post Office; the quarter ending 31st Dec. /66 was received by me, and paid to Bank, through the Office books, on 31st Jan., and Mr. Skardon was informed of it by memo. from me. The quarter 1st January to 31st March was entered in the Office Receipt Book on 17th April /66, but does not appear to have been paid to the Commissioner's credit at Newcastle. On sending to the Bank yesterday, they could not trace this cheque. The cheque for the second quarter of the year, 1st April to 30th June, was entered in Office Receipt Book on 18th August, but it is found Eastwood cashed that cheque through the Southern Revenue, on the same day. This will make a further loss to the Government of £281 15s., in addition to the £6,671 14s. 9d., making the total £6,953 9s. 9d.

Further search
will be made
to-day.

R. C. WALKER,
Accountant.

APPENDIX.—(X.) (Y.)

On again referring to the Bank, I find this cheque for quarter ending 31st March /66 was presented through the Newcastle Branch, remitted by Eastwood to Mr. Beeston, to falsely represent the quarter ending Decr. /65 which was paid by Postmaster General, in a cheque of £399 12s. 6d., as follows, on 12 Feby. /66 :—

South and West...	£258 15 0
North	140 17 6
	£399 12 6

and was cashed by Eastwood through the Revenue, and the Revenue is short the sum of £399 12s. 6d. on this day.—R.C.W.

Was this flippant note of the Audit Clerk the first intimation to the Accountant that the amount for carriage of mails during 1866 was outstanding, and why was it not collected quarterly, when due?—J.R.—21/2/67.

Mr. Walker.—B.C., 21/2/67.

This is the first intimation that I have had, but it is possible notice may have been sent to Eastwood by Mr. Skardon. The quarterly amounts, with one exception, have been collected, but two of them taken by Eastwood, as already pointed out. No notice, however, appears to have been taken by the Audit Clerk that these accounts were not paid in at the proper time.—R.C.W.—22/2/67.

Submitted.—J.R.—22/2/67.

Finance Minister—to be considered in connection with the other papers in Eastwood's case.—J. B.—22/2/67.

Under Secretary for Finance.—B.C., 22/2/67.—J.R.

X.

M.P. No. 67.

Department of Public Works, Railway Branch,
Sydney, 15 April, 1867.

I have the honor to inform the Honorable Colonial Treasurer, as the Chairman of the Board on the Defalcation in the Railway Department, that the Honorable Secretary for Works has called my attention to the latter portion of my evidence, and that referring to payment of the unemployed. Although the evidence is so far correct, yet upon reading it, I fear it may give a wrong impression of what I really intended to convey, which was as follows, viz. :—“Eastwood tried to induce me to abandon the check provided, by the direction of the Honorable Secretary for Works, for my guidance when paying the unemployed.” The check referred to was thus :—

- 1st—The men were overlooked by gangers, and their time taken by myself, in a book accompanied by a porter.
- 2nd—The time of each man was then written out on a regular pay sheet, and the amount due to each man placed opposite his name. Eastwood rejected this, which *I would not allow, and saw each man paid.*
- 3rd—When day work was abandoned, each man was paid by measurement, on the certificate of the Engineer for Existing Lines, and each payment was superintended by myself.

Your obedient Servant,
EDWD. OWEN.

Y.

John Rae, Esq., to The Secretary to the Board.

Hilton, Darlinghurst,
Sydney, 16 April, 1867.

Sir,

Having reference to my letter to you of the 10th instant, I have the honor to forward to you, for the information of the Board appointed to inquire into the Defalcations in the Railway Department, a letter which I have just received from the Honorable Wm. M. Arnold, Esq., informing me, in answer to my letter of the 9th instant, also herewith, that he has searched for but cannot find my letter to him of the 6th March, which he fears he must have destroyed after answering it.

I have, &c.,
JOHN RAE.

John Rae, Esq., to The Honorable W. M. Arnold, Esq.

Hilton, Darlinghurst,
Sydney, 9 April, 1867.

My dear Sir,

Having just received a letter from the Board appointed to inquire into the Defalcations in the Railway Department, requesting me to furnish them with a copy of my letter to you of the 6th ultimo, for your opinion as to my position, responsibility, and duties as Commissioner for Railways, and being unable to comply with the request of the Board, as I kept no copy of the letter in question, will you be good enough to return the original, if still in your possession, in order that I may forward it to the Board, for their information?

Yours very truly,
JOHN RAE.

The Honorable W. M. Arnold, Esq., to John Rae, Esq.

Stradbroke,
11 April, 1867.

My dear Sir,

I have searched, but cannot find the letter to which you refer; I fear I must have destroyed, after answering it; but so far as I remember, the main portions are transcribed into my reply, and marked with inverted commas. If I find I will send it you. I write this on back of yours, to save multiplication of papers, if you require for reference.

Yours very truly,
W. M. ARNOLD.

APPENDIX.—(Z.)

Z.

The Auditor General to The Under Secretary to the Government.

Audit Office, Sydney,
4 April, 1867.

Sir,

With the view of bringing under the notice of the Government the difficulties experienced in the Audit of the Public Accounts, and particularly those of the Railway Department, I do myself the honor to submit, for the information of the Honorable the Colonial Secretary, a copy of the last reminder forwarded to the Commissioner for Railways.

2. Upon reference to this document, it will be seen that the queries extend to accounts as far back as January, 1865. That, with regard to three queries, seven reminders have been sent without having received any attention; with regard to two queries, six reminders have been sent with a similar result; with regard to one query, five reminders; with regard to four queries, four reminders; with regard to three queries, three reminders; and with regard to five queries, two reminders, all with the same result.

3. This disregard of the queries raised upon the examination of the Public Accounts is attended with serious inconvenience. It embarrasses the business of Audit; it impedes its progress, and keeps the Accounts open for an indefinite period; and is often the cause of loss to the Revenue. In cases where surcharges have been raised upon accounts, the amounts have not unfrequently been placed beyond recovery, through the want of prompt attention to the objections raised.

4. My motive in bringing this matter forward at the present time, is to endeavour to secure that attention from the Honorable the Minister for Works which I have failed to obtain from the late Commissioner for Railways; and, in doing so, I feel bound to state, that it is utterly impossible for the Audit Department to exercise such a check upon the expenditure of the Departments which, in the public interest, it is desirable it should exercise, if its queries are so disregarded; and further, I feel it due to my own position, to deprecate the being saddled with the responsibility of maintaining a control upon Public Accountants who set at naught the only means I have of reminding them of their duty.

I have, &c.,
CHRIS. ROLLESTON.

[Enclosure referred to in the foregoing letter.]

ACCOUNTS, VOUCHER NOS., DATES OF QUERIES, &c.	
Jan. '65.	Further rem., July 25 '66, on V. 295. 6th reminder.
Feb. '65.	F. R. June 21, on 2159/70.
Oct. '65.	Remk. on reply, July 25, on V. 11734.
Dec. '65.	Q. 1520/3520 1570/3720a. July 31.
Mem. on Taylor's Contract,	Aug. 3.
May '66.	Aug. 21. 6450, 5856. 6th reminder.
"	Sept. 19. 438, &c. 5th reminder.
June '66.	" 19. 608, &c.
July '66.	Nov. 14. 7871, &c.
Aug. "	" 15. 667, &c.
"	" 23. 784, &c.
Sept. Dec. 6.	10489, &c. 3rd reminder.
Jan. "	" 6. 1120, &c. 3rd reminder.
Dec. '65.	" 27. 322, &c. 2nd reminder.
"	" 27. 4750. '64. 3rd reminder.
Jan. '66.	Jan. 2 '67. 63/64, &c.
Feb. "	" 4. 11. 202/3771a.
"	" 14. 2183/363.
"	" 18. 2384/445a, 454.
"	" 18. 1348/200a.
April "	" 24. 174/377, &c.
Mar. "	" 24. 3535/771, &c.
Feb. "	" 24. 1056/3799, &c.
Mar. Feb. 4	3188/681a.
"	" 6. 2666/500.
June "	" 8. 220/517.
Dec. "	" 12. 15125, &c.
"	" 12. 15473, &c.
"	" 12. 15503, &c.

Audit Office, Sydney,

1 April, 1867.

Sir,

I have the honor to remind you that the queries upon your account in respect of Treasury payments in 1865-6, which were transmitted to you from this Office, on the dates in margin, have not yet been answered, and to request your earliest attention to the same.

I have, &c.,

CHRIS. ROLLESTON.

The Commissioner for Railways.

Colonial Secretary's Minute.

The Honorable the Secretary for Public Works.

This complaint is very just. It is impossible for the Audit Office to perform its duty, if this gross inattention to its applications for information is persisted in and permitted. Such inattention, viewed as a development of official habit, can only be attributed to a spirit of disobedience and disregard to the public interests. I hope Mr. Byrnes will give the subject of the Auditor General's letter his immediate attention.—H.P.—12/4/67.

The Under Secretary for Public Works.—B.C., 13 April, /67.—H.H.

Noted, 13 Apl., /67.

Auditor General, 13 April, /67.

Secretary for Public Works' Minute.

THE facts revealed by this letter directs attention to the existence of a state of things in the clerical branch of the Works Department, which at once shews the unfitness of the persons charged with the important duties of that branch of the Public Service for the office they hold; and coupled, as it must be, with the late Defalcations in the Department, presses upon the Government the necessity of immediate action, in order to bring about more healthy and vigorous activity throughout that branch of the Public Service.—J.B.—16/4/67.

Forward immediately to Chairman of Board now examining into Defalcations.—J.B.

No. 36.

THE COMMISSIONER FOR RAILWAYS to THE CROWN SOLICITOR.

Department of Public Works,
 Railway Branch,
 Sydney, 31/1/1867.

Mr. C. W. Eastwood's Guarantee Policy for £1,000.

MR. Eastwood having absconded, and defalcations in his accounts having been discovered, the Crown Solicitor will please take necessary steps to protect the Commissioner's interest under the policy which is herewith enclosed.

J.R.
 (Per R. Moody.)

No. 37.

THE COMMISSIONER FOR RAILWAYS to THE CROWN SOLICITOR.

Department of Public Works,
 Railway Branch,
 Sydney, 5 February, 1867.

SIR,

With reference to policy of assurance for the fidelity of Charles Woodman Eastwood, which was handed to you for the purpose of giving the necessary notice of Mr. Eastwood's defalcations, in payment of moneys entrusted to his care in his official capacity as a Clerk in this Branch, I have now the honor to inform you that defalcations to the amount of upwards of £1,000 took place in the year 1866, by Mr. Eastwood appropriating to his own use the proceeds of Government cheques, as follows:—

	£	s.	d.
7 September .....a cheque for	220	16	7
"	105	3	2
22 November " "	48	1	10
" " "	377	15	0
" " "	329	5	0
" " "	177	2	3
Making a total sum of £1,258	3	10	

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

No. 38.

THE CROWN SOLICITOR to THE COMMISSIONER FOR RAILWAYS.

Crown Solicitor's Office,
 Sydney, 5 February, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of this day's date, relative to the defalcations of Mr. Eastwood, with reference to guarantee policy, and to state that, although the particulars given therein of the defalcations for the year 1866 shew that the sum misappropriated by him during that year exceeds in amount the sum guaranteed, £1,000, I should like to be furnished with particulars of his defalcations for at least the previous year, and shall feel obliged by your letting me have such particulars at your earliest convenience.

I shall also be glad if you will inform me as to how the moneys misappropriated came into his hands, as well as of the manner in which they were misappropriated by him.

I have, &c.,
 JOHN WILLIAMS,
 Crown Solicitor.

Let this information be furnished.—J.R.—5/2/67.

Mr. Walker, B.C.

Information asked for, supplied herewith.—R.C.W.—12/2/67.

Forwarded to Crown Solicitor.—[Urgent.]—J.R.—12/2/67.

Wrote.—12/2/67.

No. 39.

THE COMMISSIONER FOR RAILWAYS to THE CROWN SOLICITOR.

Department of Public Works,
Railway Branch,
Sydney, 12 February, 1867.

SIR,

In reply to your letter of the 5th instant, requesting further information respecting Eastwood's defalcations, I have the honor to enclose herewith statement as required.

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

Statement was handed to Crown Solicitor by Commissioner. I never saw it, and cannot get a copy.—R.M.

No. 40.

THE SECRETARY TO THE GUARANTEE SOCIETY to THE CROWN SOLICITOR.

The European Assurance Society, empowered by special Act of Parliament.
New South Wales Branch,
Offices, 34, Hunter-street,
28 February, 1867.

SIR,

Referring to your communication respecting C. W. Eastwood's defalcations, my Directors desire me to call attention to the entire neglect in this case of any precaution to prevent embezzlement; and further, to state that they were entirely misled by the head of the department at the time of application for the policy under which the Government makes its claim.

I forward, for your perusal, a statement of the checks which we were informed would be used to secure accuracy in his accounts, and upon faith of which this Society undertook the risk, but it has become a matter of notoriety that the precautions named were never used; and further, that although it was known in his department, for several days prior to his absconding, that a very considerable deficiency existed, yet no steps were taken for his apprehension until nearly a week had elapsed, and he was thus enabled to evade justice. Under these circumstances, my Directors feel that the Society has been unfairly dealt with, and that they would be perfectly justified in law in resisting the claim. However, in the hope that more care will be exercised in future cases, as well for the protection of the Government as for the interests of the office, they purpose taking a liberal course in the matter, and, in accordance with the terms of the policy, will pay the amount guaranteed, within three months from the date hereof; but it must be distinctly understood that they do not recognize this as a claim which could be enforced by law or in strict equity.

I am, &c.,
FREDK. J. JACKSON,
Local Secretary.

Submitted, 4/3/67.—J.R.
Seen.—4/3/67.—J.B.
Forward to Crown Solicitor.
Mr. Williams, B.C., 5/3/67.—J.R.

No. 41.

THE CROWN SOLICITOR to THE COMMISSIONER FOR RAILWAYS.

Crown Solicitor's Office,
Sydney, 4 March, 1867.

SIR,

I have the honor to inform you that, acting under your instructions of date the 31st January last, I made application to the European Assurance Society for payment of the £1,000, the amount of their guarantee policy in the case of Mr. C. W. Eastwood, and to state that I have received from the Secretary of the Society the letter I send to you herewith, dated the 28th ultimo. Upon perusing this, you will perceive that the Society intend to pay the amount guaranteed, within three months from the date hereof; although they wish it understood that they do not, for the reasons stated in Mr. Jackson's letter, recognize the claim as one which could be enforced by law or in strict equity.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

No. 42.

THE CROWN SOLICITOR to THE COMMISSIONER FOR RAILWAYS.

Crown Solicitor's Office,
Sydney, 7 June, 1867.

SIR,

I have the honor to inform you that I have this morning received from the European Assurance Society a cheque for £1,000, the amount in which this Society guaranteed the integrity, &c., of Charles Woodman Eastwood, late Pay Clerk in your department; and, in exchange thereof, I have handed over the policy to the Society, with a receipt endorsed thereon for the £1,000, in full of all claims on such policy.

I have paid the cheque into the Treasury.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

Accountant.—J.B.—12/6/67.

Seen.—A.A.—12/6/67.

No. 43.

THE UNDER SECRETARY FOR FINANCE AND TRADE to THE UNDER SECRETARY FOR
PUBLIC WORKS.The Treasury, New South Wales,
31 August, 1860.

SIR,

It having been found that the absence of a concise code of Regulations for the guidance of Collectors of Revenue, in paying and accounting for their collections, is frequently productive of inconvenience, and indeed, that occasionally officers have denied all knowledge of any instructions with respect to the disposal of public moneys received by them, it has been considered expedient to apprise all officers to whom the collection of revenue is intrusted, of the exact nature of their duties.

I am accordingly directed to enclose, for perusal of the Minister for Public Works,* a form of circular which has been prepared for that purpose, and to request that you will have the goodness to move him to favour the Treasurer with any suggestions which may promote the object in view.

I have, &c.,

HENRY LANE,
Under Secretary.

Refer to Accountant, who will please state AT ONCE how the Railway tolls are now paid in, and how far it would be practicable to carry out the regulations herewith suggested.
—B.H.M.—4/9.

Report from Accountant herewith.—R.M.—6/9/60.

* See page 81.

No. 44.

RAILWAY ACCOUNTANT'S REPORT.

Railway Branch,
Sydney, 6 August, 1860.

Circular from Treasury to Collectors of Public Revenue.

No. 1.—All moneys collected as revenue by this department are paid direct into the bank, to the credit of the Colonial Treasurer—by special arrangement with the Treasurer; and returns of the amount so collected and deposited made *daily* to the Treasurer, on forms provided by him for the purpose.

3. As the returns are made daily to the Treasury, and can be checked with the Pass Book, it has been considered sufficient by the Auditor General, for the monthly attested statement of revenue collected to accompany the distribution sheet of the monthly expenditure, which can scarcely be ready by the 4th of the following month; but if considered desirable, there will be no difficulty in complying with the instruction to the letter, as far as revenue collected is concerned.

None of the remaining instructions appear to require any remark. They are all attended to as far as possible.

J.R.—6/9

No. 45.

CAPTAIN MARTINDALE'S REPORT.

THE only officer at present receiving or supposed to receive money in the Department of Public Works is, I believe, myself.

By none of the Acts, however, under which I have been appointed to offices (the Governor and Executive Council) do the instructions forwarded herewith, so far as I am aware, apply to me.

Many of the papers referred to, however, I have sent in and signed, from a wish to work with other departments. From the nature of the instructions, however, now under consideration, and the extensive and peculiar commercial character of my duties, I dread being hampered with so many returns, letters of apology, &c., as to be prevented attending to more important duties.

The tolls and telegraph receipts are practically now not paid in to ME, but into the TREASURY, under an arrangement recently made.

I would therefore submit, as a simple way of doing away with the necessity for all the instructions under consideration, and the numerous papers required thereby, the following arrangement, which, while avoiding labour, will be an effectual check upon the moneys that should be paid for railway receipts and telegraph receipts into the Treasury, and will be in consonance with the spirit of railway arrangements in England:—

Let the returns of the moneys that should be paid in be sent to me, as at present, in sealed bags; let the money be sent direct to the Treasury in similar bags (or let the Treasury, as this department now does, send a clerk to receive it and pay it into the bank); let the Treasury and this department interchange daily statements, shewing what money should have been received, and where the deficiency is, if any.

No cash will then come into the Commissioner's hands at all, and the instructions will be unnecessary; while, as the duty of the Treasury will be confined to receiving money, the necessary control of the Commissioner over the officers and servants in the department entrusted to him will not be interfered with, and the two departments will mutually check each other.

Does Accountant see any objection?—B.H.M.—7/9.

Mr. Rac.—8/9/60.

I see no objection to the system proposed—practically the same system is now pursued. The revenue collected is paid into the bank—not to the Commissioner's credit, but directly to that of the Colonial Treasurer. To carry out the new system, it would be necessary for the Treasury to appoint a clerk to receive the collections of railway tolls daily. The Telegraph Station Clerks might be instructed to send their returns to this office as at present, and place the cash received at once to the credit of the Colonial Treasurer, in the nearest bank to their station, or transmit it to the Treasury. The system would involve a daily, or at all events, a frequent checking of accounts between the Treasury and this department. I do not see that it would give any additional security for the correctness of the accounts, but it might prevent the necessity of preparing some of the returns which occupy so much time.—J.R.—8/9.

Submitted, that the system proposed by my Minute of 7/9 should be carried out.—B.H.M.—12/9.

Approved.—W.M.A.—18/9/60.

No. 46.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Public Works,
Sydney, 20th September, 1860.

SIR,

In reference to your letter of the 31st ultimo, forwarding a Code of Regulations, which it is proposed to issue for the guidance of Collectors of Revenue, in paying and accounting for their collections,—and requesting that the Secretary for Public Works will favour the Honorable the Colonial Treasurer with any suggestions which may promote this object,—I am directed to enclose herewith, for the information of Mr. Secretary Weekes, a report which has been received on this subject from the Commissioner for Internal Communication, so far as the proposed regulations would affect his department; and I am to observe, that the Secretary for Public Works has expressed his concurrence in the suggestions therein made.

2. I am to request, therefore, that you will move the Finance Minister to state whether he sees any objection to the adoption of the course proposed, for the adjustment of the collections referred to in the report in question; and if not, that he will cause arrangements in his department to be made, necessary to carry it out from the 1st proximo.

I have, &c.,

B. H. MARTINDALE.

MINUTE

MINUTE on letter of 20th September, 1860, from Under Secretary, Public Works, to Under Secretary, Finance and Trade.

As this is a copy of one of the papers to be laid upon the Table of the House, it might perhaps be well to ascertain what steps were taken for carrying out the proposed arrangement. I understand that the Auditor General reported on the subject on 24th September and 25th October, 1860, but there are no copies of these reports with the papers.

J.R.—17/7/67.

Finance Minister will please say.—J.B.—17/7/67.

Under Secretary for Finance and Trade.—B.C., 17/7/67.—J.R.

Reports herewith.—20/7/67.—Under Secretary, Public Works.—H.L.

Has any intimation ever been made to this department that such reports were in existence?—22/7/67.—J.R.

None whatever.—22/7/67.—G.H.

The Under Secretary for Finance and Trade to The Auditor General.

The Treasury, New South Wales,
16 July, 1867.

Sir,

I have the honor to request that you will be good enough to return to this office the papers referred to in the following extracts from the Treasury Register, viz. :—

1860/4968. Works to Treasury. 20 September, 1860. Concerning a contemplated Code of Instructions for guidance of Collectors of Revenue.

1860/5069. Auditor General to Treasury. 24 September, 1860. Reporting on Code of Regulations proposed to issue for guidance of Collectors of Revenue.

1860/5715. Auditor General to Treasury. 25 October, 1860. Further on the subject of collections and disposal of Railway receipts.

All of which were transmitted to you on the 6th February, 1861.

I have, &c.,

HENRY LANE.

The Auditor General to The Under Secretary for Finance and Trade.

Audit Office, Sydney,
16 July, 1867.

Sir,

In reply to your letter of this date, requesting the return of certain documents referred to this office on the 6th February, 1861, I have the honor to inform you that, on reference to the Register of Blank Cover References, it is found that 1860/4968 was reported upon the following day, the 7th February, 1861, to the following effect, viz. :—

“Noted and returned. It is very desirable, now that the draft Instructions to Collectors of Revenue appear to be approved, that the earliest opportunity should be taken to publish them in the *Government Gazette*.”

If desired, copies can be given of 1860/5069 and 1860/5715, the originals of which were, no doubt, enclosed in the paper formerly quoted, although they are not mentioned in the Register with it.

I have, &c.,

CHRIS. ROLLESTON.

Copies are desired.—17/7/67.—H.L.

Copies supplied.—18/7/67.—E.A.R.

Apparently not
received at
Treasury.

MEMORANDUM.—The Regulations for the guidance of Collectors of Revenue in paying and accounting for their collections, being carefully considered, were, on full and sufficient grounds, on actual proof of their necessity, introduced in 1849, have been in operation ever since, and have worked to the advantage and safety of the public.

2. The departure from these Regulations, under an arrangement with the Treasury, referred to by the Commissioner in par. 4 of his report, is, I think, to be regretted, and was a step which I consider it will be well to retrace.

3. I am unable to find sufficient grounds for excepting from the operations of the Regulations the Commissioner of Internal Communication, or any public Accountant or Officer of the Colonial Government; and I must distinctly record my opinion that no public Accountant should be relieved from the responsibility properly attached to him by these Regulations.

Audit Office,
24th September, 1860.

W. C. MAYNE,
A.G.

MEMORANDUM.

MEMORANDUM.—My memorandum of the 24th ultimo was written under the impression that the arrangement proposed by the Commissioner of Railways, in his report, was in effect the same as that referred to in par. 4 of that report, as recently made with the Treasury; but more exact information of the precise nature of the existing arrangement having shewn me that such is not the case, I have to request that my memorandum of the 24th ultimo may be considered as withdrawn.

The existing arrangement I understand to be that particularized in the enclosed Report from the Examiner of Railway Accounts in this department; and to that arrangement, maintaining as it does the full responsibility of the Commissioner for his collections, I have no objection to offer. But to the arrangement proposed, which differs in a material point from that, and which, if sanctioned, would, I consider, divest the Commissioner of his character and responsibility as a Collector of Revenue, in the proper acceptation of the words, I do distinctly object.

I observe that the daily and monthly vouchers of collections sent to the Treasury, under the existing arrangement, are signed by the Accountant of the Railway Department, and not, as I consider they should be, by the Commissioner, who is the Collector of Railway Revenue and Receipts, and whose full responsibility as such should be in form and substance strictly maintained.

Audit Office,
25th October, 1860.

W. C. MAYNE,
A.G.

MEMORANDUM of Information obtained by the Examiner of Railway Accounts, respecting the collection and disposal of Railway Receipts.

ON the Great Southern Line each station-master deposits the moneys received during the day, together with a cash slip in duplicate describing the cash, and a summary of the traffic of the day, in a leathern bag, which bag is secured by lock and key. Every morning (Sundays and holidays excepted) the guard of the train collects all the bags, and takes them to Redfern Station, where a gentleman from the Accountant's Branch of the Railway Department receives them, checks the slips, receipts one, and returns it with the empty bag to each station-master. He then takes the cash direct to the bank; the Teller receives it, and certifies at foot of a regular printed form that the amount has been paid "by the Commissioner for Railways, into the Bank of New South Wales at Sydney, and placed to the credit of the Colonial Treasurer, in his general account with this bank." A statement of the amount thus paid into the bank is signed by the Accountant of the Railway Department, and furnished daily to the Treasury. These statements are subsequently compared with the attested accounts furnished by the Commissioner for Railways, by the Examiner of Railway Accounts.

2. On the Great Northern Line a similar course is pursued. The amounts received from the station-masters are paid into the Branch Bank of New South Wales at Newcastle, by the Traffic Manager of this Line. The tickets, slips, and summaries, are forwarded daily (when there is a steamer running) to the office in Sydney, for examination and check.

The statements to the Treasury are in this case, by arrangement with the Treasurer, furnished monthly. They also undergo supervision by the Examiner, as in the former case.

Audit Office,
24th October, 1860.

R. T. HALL,
Examiner of Railway Accounts.

No. 47.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS, to THE ACCOUNTANT.

Railway Branch,
Sydney, 4 July, 1867.

PREPARE with accuracy, and in the most intelligible form, a statement shewing the manner in which all Railway Receipts and Bank Deposits are checked in the Accountant's Branch of the Railway Department; together with the necessary forms in illustration thereof, for the purpose of being placed on the Table of the Assembly, with the papers connected with the defalcations of Eastwood.

JAMES BYRNES.

Statement and forms herewith.—July 9th, 1867.—A. A.

No. 48.

MEMORANDUM FOR THE COMMISSIONER FOR RAILWAYS.

BY the trains arriving in Sydney at 7.42, 8.40, and 9.23 a.m., the various station-masters along the line deposit, in boxes specially prepared for the purpose, their remittance bags, securely locked.

These boxes are so constructed, that the bags being put into an aperture on the top, can only be removed by unlocking them, which is done in the ticket office at Sydney Station, by a clerk specially appointed, and in the presence of the guards, who, prior to the opening, report the number of bags that have been put in.

The bags so received are placed in a larger bag, and conveyed by the clerk above mentioned, in a cab, to the Accountant's office in Phillip-street, where they are unlocked by duplicate keys.

These bags contain *remittance notes* in duplicate (see form No. 1 attached) with the amount of cash indicated thereon. In the Accountant's office the bags are opened consecutively, and the money counted and examined. The remittance notes in duplicate are receipted by the clerk, and one placed in the bag and returned to the station-master, and the other forwarded to the Audit Clerk at Sydney Station.

Prior to their being so returned, "*bank deposit receipts*" (see form No. 2 attached) are compiled from the remittance notes, at foot of which the Bank Teller's receipt is obtained for the money indicated thereon having been paid to the credit of the Colonial Treasurer. A further "*Statement of Cash received from all Stations*" (see form No. 3 attached), is also prepared from, and compared with, the remittance notes; and upon the return of the clerk from the bank, producing the "*bank deposit receipts*," duly signed by the Teller, the Accountant signs the statement (No. 3), which is then forwarded with the duplicate remittance notes, to the Audit Clerk at Sydney Station.

The Accountant, after comparing the "*bank deposit receipts*" (No. 2), with the "*statement of cash received*" (No. 3), places his initials on such bank deposit receipts, and then delivers them to the Bookkeeper as his vouchers for entry in the books.

Upon the same day, the Treasury is advised (see form No. 4 attached) of the amount so deposited in the bank.

Railway Office,
July 9th, 1867.

A. ASHDOWN,
Accountant.

[Enclosures in No. 48.]

(No. 1.)

GOVERNMENT RAILWAYS—REMITTANCE NOTE No. 7,805.

Sydney Station, 6th July, 1867.

		Windsor and Richmond.	South and West.	Total.
		£ s. d.	£ s. d.	£ s. d.
COACHING TRAFFIC.				
Passengers, &c....		12 18 0	101 2 1	114 0 1
Excess Fares			0 5 4	0 5 4
Parcels			7 0 0	7 0 0
Horses, Carriages, and Dogs			4 6 3	4 6 3
Cloak Room			0 2 6	0 2 6
* MISCELLANEOUS RECEIPTS.				
Poundage				
* State particulars of each item.				
	£ s. d.			
Notes	66 0 0			
Gold	40 0 0			
Silver	15 4 0			
Copper	0 0 2			
Cheques { Graham	2 10 0			
{ Fitzgerald	2 0 0			
	£ 125 14 2	12 18 0	112 16 2	125 14 2
GOODS TRAFFIC.				
Merchandise, &c.		1 10 0	91 6 9	92 16 9
Live Stock		0 9 10	12 12 3	13 2 1
Store Rent				
	£ s. d.			
Notes	9 0 0			
Gold	16 10 0			
Silver	4 5 0			
Copper	0 0 2			
Cheques	22 4 6			
	24 4 11			
	29 14 3			
	£ 105 18 10	1 19 10	103 19 0	105 18 10

(No. 2.)

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

(No. 2.)

BANK DEPOSIT RECEIPT—GREAT SOUTHERN AND WESTERN RAILWAYS.

Amount received for the Traffic of Saturday the 6th July, 1867, from the undermentioned Stations.

Stations.	Passengers	Excess Fares.	Parcels.	Horses, Carriages, and Dogs.	Cloak Room.	Miscellaneous.	Season Tickets.	Total Coaching.	Merchandise.	Live Stock.	Store Rent, &c.	Total Goods.	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.	£ s. d.
Sydney	101 2 1	0 5 4	7 0 0	4 5 3	0 2 6			112 16 2	91 6 9	12 12 3		203 19 0	216 15 2
Newtown	11 17 3		0 4 0	0 1 4				12 2 7	10 10 8			10 10 8	22 13 3
Petersham	1 13 4		0 3 9					1 17 1					1 17 1
Ashfield	5 13 6		0 4 9				7 9 0	13 7 3	1 5 1			1 5 1	14 12 4
Burwood	4 9 0		0 4 0		0 0 6		5 6 6	10 0 0					10 0 0
Homebush	0 9 9		0 0 9					0 10 6					0 10 6
Haslem Creek	1 17 4							1 17 4					1 17 4
Parramatta Junc.	2 6 6	0 0 6	0 1 0					2 8 0					2 8 0
Fairfield	1 5 8		0 0 6					1 6 2	0 4 4			0 4 4	1 10 6
Liverpool	11 7 1	0 12 5	0 10 6			0 15 6	water.	13 5 6	2 11 3			2 11 3	15 16 9
Campbelltown	18 8 2	0 0 0	0 13 5	0 11 4				14 18 11	6 14 9			6 14 9	21 13 8
Menangle	5 1 7		0 3 0	0 13 4				5 17 11					5 17 11
Mittagong	12 11 5		0 15 0	2 11 4				15 17 9	16 19 11			16 19 11	32 17 8
Pictou	4 19 11		0 5 5					5 5 4	11 13 8			11 13 8	16 19 0
W&R.R. Riverstone	0 10 0							0 10 0					0 10 0
Mulgrave	0 7 4							0 7 4					0 7 4
Windsor	5 5 8							5 5 8					5 5 8
Richmond	3 0 0		0 12 9					3 12 9	5 0 0			5 0 0	8 12 9
Total South	187 5 7	1 4 3	10 18 10	8 3 7	0 3 0	0 15 6	12 15 6	221 6 3	146 8 5	12 19 3		158 18 8	380 4 11
Parramatta	8 12 3		0 17 5					9 9 8	1 12 11			1 12 11	11 2 7
Blacktown	2 1 4	0 11 8						2 13 0	2 0 0			2 0 0	4 13 0
Rooty Hill	0 16 3							0 16 3					0 16 3
South Creek	2 0 7	2 8 4	0 15 6					5 4 5	1 10 6			1 10 6	6 14 11
Penrith	15 18 8			0 12 9				16 11 5	27 17 4	4 19 2		32 16 6	49 7 11
Total West	29 9 1	3 0 0	1 12 11	0 12 9				34 14 9	33 0 9	4 19 2		37 19 11	72 14 8
Total													452 19 7

I certify that the sum of £452 19s. 7d. was paid by the Commissioner for Railways into the Bank of New South Wales, at Sydney, and placed to the credit of the Colonial Treasurer, in his General Account with this Bank, this 8th day of July, 1867.

Teller.

BANK DEPOSIT RECEIPT—WINDSOR AND RICHMOND RAILWAY.

AMOUNT received for the Traffic of Saturday, the 6th July, 1867, from the undermentioned Stations.

Stations.	Passengers	Excess Fares.	Parcels.	Horses, Carriages, and Dogs.	Cloak Room.	Miscellaneous.	Season Tickets.	Total Coaching.	Merchandise.	Live Stock.	Store Rent, &c.	Total Goods.	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.	£ s. d.
Sydney	12 18 0							12 18 0	1 10 0	0 9 10		1 19 10	14 17 10
Newtown													
Petersham	0 5 5							0 5 5					0 5 5
Ashfield									0 3 6			0 3 6	0 3 6
Burwood													
Homebush													
Haslem Creek													
Parramatta Junction	0 4 6							0 4 6					0 4 6
Fairfield													
Liverpool													
Campbelltown													
Menangle													
Douglas Park													
Pictou													
Parramatta	0 19 4		0 2 6					1 1 10					1 1 10
Blacktown	0 2 5	0 4 4						0 6 9					0 6 9
Riverstone	0 8 2							0 8 2					0 8 2
Mulgrave	0 6 2							0 6 2					0 6 2
Windsor	3 16 11	0 2 5						3 19 4					3 19 4
Richmond	1 15 8		0 5 0					2 0 8	2 19 6			2 19 6	5 0 2
Rooty Hill													
South Creek													
Penrith													
Total Windsor and Richmond Railway	20 16 7	0 6 9	0 7 6					21 10 10	4 13 0	0 9 10		5 2 10	26 13 8

I certify that the sum of £26 13s. 8d. was paid by the Commissioner for Railways into the Bank of New South Wales, at Sydney, and placed to the credit of the Colonial Treasurer, in his General Account with this Bank, this 8th day of July, 1867.

Teller.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

(LETTER OF UNDER SECRETARY FOR PUBLIC WORKS, RESPECTING INQUIRY INTO.)

Ordered by the Legislative Assembly to be Printed, 20 September, 1867.

[Vide Question No. 2 of Votes and Proceedings No. 43, 17 September, 1867.]

THE UNDER SECRETARY FOR PUBLIC WORKS to THE HONORABLE THE SECRETARY FOR PUBLIC WORKS.

Department of Public Works,
Sydney, 20 July, 1867.

SIR,

In the printed copy of the Evidence taken before the Board appointed to inquire into the Defalcations in the Railway Department (which I recently saw for the first time), there is a letter from the Auditor General to the Honorable the Colonial Secretary, dated the 4th April last, complaining of want of attention, on the part of the Commissioner for Railways, to certain queries and reminders from the Audit Office, on which, in justice to myself, I feel called upon to make a few remarks. Evidence, p. 43.

It was scarcely necessary for the Auditor General to state what his motive was in bringing this matter forward at the time he did—the motive was sufficiently transparent without explanation.

In your minute on his letter of 15th February last, you attribute the defalcations of Eastwood mainly to the neglect of duty on the part of the Audit Department. Mr. Rolleston, in exculpation, produced an extract from a minute of his predecessor, dated the 28th August, 1858, which virtually relieves the Auditor General from the duty of auditing the Railway receipts; but this document could not have influenced Mr. Rolleston in the discharge of his duties, for in his evidence he admits that he was not aware of its existence till after the discovery of the defalcations. It was necessary, therefore, to adopt some other means of shifting the blame from his own, and fixing it on the Railway Department. And how could this have been done more effectually than by writing his letter to the Colonial Secretary, on the 4th April last, when he knew that I was under suspension, and had no means of seeing or answering it? As the queries referred solely to expenditure, they could have had nothing whatever to do with the defalcations; but he might have anticipated that such a letter containing a mass of unintelligible figures, unaccompanied by the vouchers, and without any explanation from me, would lead those who might not be so familiar as himself with the nature of the queries, to conclude that they were systematically neglected by me. That such was the impression produced is evident from your own minute, and that of the Colonial Secretary, indorsed on his letter, and forwarded to the Board of Inquiry. Evidence, p. 59.
Evidence, p. 19.

If the vouchers had been submitted with the letter, and referred to me for explanation,—if the remarks of the Railway Accountant and myself on Mr. Rolleston's letters of 10 December, 1864, and 24 February, 1865, had been produced,—and if reference had been made to my memorandum, of 19 July, 1865, in which I offer to devote two hours a day in office hours, or *after office hours*, in concert with the Engineer-in-Chief and some of the staff, to the adjustment of the outstanding queries,—I feel confident that the minutes of the Colonial Secretary and yourself on the letter in question would not have been written, and that a different decision would have been arrived at by the Cabinet. Enclosures marked A. Evidence, p.p. 25, 26.
Enclosure marked B.

As the Commissioner was not the custodier of the records nor the keeper of the accounts, the only means he had of obtaining the information for the Auditor General was to forward the queries to the proper officers, and urge them from time to time to expedite the work; and I have no hesitation in stating that this was the invariable course pursued by me during the six years in which I acted as Commissioner. No sooner

was a letter or query paper received from the Auditor General, than it was transmitted to the Chief Clerk of the Railway Branch, who, on receiving the necessary information, submitted it to me for examination and signature, when it was at once forwarded to the Audit Office.

Evidence, p. 43. It will be perceived that the unanswered queries referred to, extend from January, 1865, to December last; and from anything to the contrary in Mr. Rolleston's letter, it might be imagined that no other queries had been received and answered by me during that period. But, from his letter of the 30th October last, it will be seen that during last year there was another series of queries, extending from 1859 (when the audit of the Railway accounts was first undertaken by the Audit Office) to 1864; and the records of that office will shew the large number of queries that have been answered by me during the last two years.

Evidence, p. 35.
See enclosure marked C.
3 Sept., 1863. One serious impediment to obtaining prompt answers to these queries arose from the decision of the Minister for Works—that all payments for works or materials, supplied without contracts or agreements, must have the special authority of the Minister. This authority it was often impossible to procure; and the unanswered queries went on accumulating, in consequence, to such an extent as to convince me that any attempt to answer them while such a rule was in existence was a hopeless task. But, after representing the matter to you, on several occasions (as I had previously done to other Ministers), you were pleased at length to relax the rule, and I was thus enabled to clear off a large amount of arrears.

18 Sept., 1865. The unanswered queries were all in the hands of the proper officers, and in the course of being answered, as speedily as the more pressing business of the office and the difficulty of obtaining the necessary information would allow, when I sailed for Melbourne, for the benefit of my health, on 22 January last. And (to show my anxiety to prevent delay) I collected most of the unanswered queries, and signed them, before leaving Sydney, to enable them to be forwarded to the Auditor General, during my absence, as soon as the information for the replies could be completed. But the discovery of the defalcations, soon after my departure from Sydney, caused the queries to be laid aside, and no further progress could be made in answering them up to the 6th of March—the date of my suspension.

I am at a loss, therefore, to see how any blame can be attached to me for these queries being unanswered. I did everything in my power to clear off the old arrears and prevent the accumulation of new. I repeatedly urged the Railway officers, both verbally and in writing, to expedite the information necessary for the replies. Time after time I brought the matter before the Minister, and I had frequent interviews with the Auditor General, who is well aware of the trouble I took, the suggestions I made, and the constant anxiety I manifested, to carry out his wishes with reference to the proper audit of the Railway accounts.

Evidence, pp. 34. I may refer to Mr. Rolleston's letter of the 30th October last, and my report on it, for an explanation of some of the causes which prevented the prompt adjustment of these accounts. And, as in that letter he states that he does not wish to be understood as making these remarks *by way of complaint*,—and again, on the 21st November, considers that there is *nothing* in my report of 12th November to *demand further observations from him*,—I find it difficult to account for the altered tone of his letter of the 4th April last, and regret that it should have been written at a time when he must have known that I was not in a position to make any defence.

Evidence, p. 34. As I have not had an opportunity till recently of seeing the evidence, and as all the papers on the subject of the defalcations will soon be laid on the Table of the House, I have the honor to request that you will have the goodness to lay this letter before the Executive Council, as I am anxious, if possible, to remove the impression that I have been negligent in the discharge of my duties to the Government; and that you will also do me the justice of placing it with the papers to be laid before Parliament, in explanation of Mr. Rolleston's letter of date the 4th April last.

I have, &c.,
JOHN RAE.

[Enclosures.]

A.

Copy of Minutes of the Accountant and the Commissioner, on the Auditor General's letter of date 10 December, 1864.

Department of Public Works,
Railway Branch,
Sydney, 14 December, 1864.

I CANNOT see, as I have already pointed out in previous letters on this subject, how the queries will ever be satisfactorily answered, unless the Auditor General will consent to the Examiner, or some other person whom he may think fit to appoint on his behalf, coming to this department, in order that he may go through the voluminous documents and accounts with the officers connected with them, as the queries, owing to their extending as far back as 1859, have become very complicated. One document will perhaps refer to several months' queries, and to more than one year, which makes it utterly hopeless to endeavour to settle the matter by correspondence alone. There are entries in the books for everything, and all the questions can be easily satisfactorily answered, if the personal explanation of each officer who has to answer the query, combined with an examination in the office of the documents required, is allowed to be given. This was being done, and the completion of the queries was progressing rapidly, when, owing to the departmental changes between the Treasury and the Audit Office, the Examiner was prohibited from proceeding with the work, and everything has remained in abeyance since.

I

DEFALCATIONS IN THE RAILWAY DEPARTMENT.

3

I have done nearly all I can do by myself, and it requires some help in the way I have proposed, jointly with the assistance of the Commissioner, the Engineer-in-Chief, the Chief Clerk, and myself, or the adjustment required by the Auditor General can never be completed.—R.C.W.

I trust the Auditor General will not object to this, which seems the only way of having the matter cleared up. The Accountant might call on Mr. Rolleston and explain.—J.R.—14/12/64.

Copy of Minutes on the letter of the Auditor General of 24th February, 1865.

(See printed Evidence, p. 26.)

I shall be glad to confer with the Minister for Works on an early day, upon the subject of this letter.—C.C.—28 Feb.

Submitted.—J.R.—2/3/65.

Chief Secretary, for information. (See marginal notes.) The difficulty appears to arise from the absence of sufficient clerical assistance in the office of the Auditor General. It is very desirable that the completion of this audit should not be delayed.—W.M.A.—9/3/65.

Returned.—11 3/65.

Auditor General.—3 May.

Noted.—4 May.

Marginal notes.

With reference to paragraph No. 2, see memorandum from Accountant herewith.—3/3/65.

It will be seen from my minute of 14/12/64, with reference to the Auditor General's letter of 10/12/64, that instead of a letter addressed to the Chief Secretary, I was expecting an answer from Mr. Rolleston to my request that he would allow some person to examine the documents in this office, to facilitate the audit.

The hopelessness of any attempt at adjustment out of the department refers to the outstanding queries on *old* accounts; and I have not altered my opinion on that point.

I fully agree with the Auditor General, on the advisability of some special temporary appointment for a few months to clear off the old arrears.

The papers enclosed do not, if I may be allowed to say so, shew the exact state of the question at the present time. From the statement furnished, it would appear that nothing has been done, by this department, for adjusting the accounts from 1st January, 1859, to 30th June, 1864; while the truth is, that only a few queries remain unadjusted for several of those years; and that, from no indisposition on the part of the Commissioner to afford every facility in his power, but from the apparent impossibility of completing the audit satisfactorily by correspondence, and the transmission of valuable and voluminous documents, with the risk of loss, and much inconvenience to the department.—J.R.

Memorandum of Accountant on paragraph 2.

It is presumed what is referred to is the absence of authorities of the Minister to various payments, bonds, authority of one person to sign for another, &c. Many of the latter cannot be obtained, owing to departures from the Colony, and many of the documents referred to will extend through the queries of the whole year, as pointed out in the Accountant's minute of 14 Dec., 1864. There are papers also to be obtained from the records that cannot be attached to the queries, and therefore, it is rendered necessary that some person should come from the Audit Office to examine them here; besides which, it may be added, that many important papers sent out of the office have, from time to time, been lost in transit.

The question of the English Agent's accounts is one matter also included in the queries, but it is difficult to understand what is required by the Auditor General, without some verbal explanation.

All the necessary entries have been made in the books, and they can be forwarded for his inspection; but by doing so, it throws the work of the office into confusion, by the absence of the books and papers which are in daily use.

Another most important fact is, that the present staff of the department is not sufficient to keep the work from falling into arrear, and some able assistance is even now required; but if the whole adjustment of the accounts in question is to be conducted by correspondence alone, the daily work will necessarily fall further behind if such assistance cannot be allowed.

The settlement of the old queries was simply awaiting the decision of the Auditor General as to the best means of meeting the difficulties set out in his letter. At the time Mr. Hall was called from rendering his assistance in this office, great progress was being made towards getting the work into a very small compass; and the whole matter would, by this time, have been almost completed, had he been allowed to continue his labours with the officers of this department.

R. C. WALKER, Accountant.

3/3/65.

B.

Memorandum on the adjustment of the Queries on Railway Accounts.

I do not think it at all probable that the offer of the Commissioner to devote two hours a day in office hours, or after office hours, in concert with the Engineer-in-Chief and some of the staff, to the adjustment of the outstanding queries, can be carried out. By experience I know how difficult it is to obtain the co-operation of even one of the gentlemen for an hour's uninterrupted work at any time, and I know that the Engineer-in-Chief has to be absent from office frequently for several weeks together, on tours of inspection, &c.

As the late Examiner of Railway Accounts cannot be spared to go to the Railway Office, it appears to me that the only course to be taken is that recommended in my memorandum of the 9th May last, viz.:—That the Commissioner should return at once all the query papers and vouchers under query, accompanied by the documents asked for, and such answers to the queries as can be given. That the Auditor General should then dispose of the minor objections. That a schedule of the important ones should be submitted to the Principal Secretary or to the Secretary for Public Works, for his decision upon them; and that if any items subsequently remain which the Auditor General cannot himself satisfactorily dispose of, they should be submitted to the Executive Council for authority to pass.

Audit Office, 17 July, 1865.

R. I. HALL.

Will

Will Mr. Rae be kind enough to favour me with any remarks upon Mr. Hall's proposition? It meets with my concurrence.—C.R.—18/7/65.

Mr. Hall would seem to know our business better than we do ourselves. He has, no doubt, had some experience of the interruptions to which we are subject during office hours; but *after* office hours, no such interruptions can occur. If necessary, Mr. Whitton could remain in Sydney for a few weeks; but I think this unnecessary, as an occasional reference to him would suffice. I made the suggestion as the best means of clearing off the old accounts, but I am not wedded to it. The method now proposed I am quite prepared to adopt, and shall be very glad to be relieved of some disagreeable after office hours work, as I have quite enough of that commodity already.

If you approve of it, I shall give the necessary instructions to have the documents forwarded without delay.

The Auditor General.—B.C., 19/7/65.

J. R.

I approve of the course proposed, believing it to be the best.—C.R.—20/7/65.

The Commissioner for Railways.

(To be returned.)

C.

LIST of the Dates of all Queries, and Remarks on Replies to Queries, from the Auditor General to the Commissioner for Railways, during the years 1865 and 1866, and of the Commissioner's Replies thereto.

Date of Query, &c., from Auditor General.	Date of Reply from Commissioner.	Date of Query, &c., from Auditor General.	Date of Reply from Commissioner.
1865.	1865.	1866.	1866.
9 January	13 March.	2 February	14 February.
13 "	6 February.	6 "	14 "
23 "	13 March.	7 "	14 "
31 "	13 "	7 "	14 "
6 February	13 "	7 "	14 "
18 "	14 August. |	8 "	15 "
23 "	13 March.	14 "	20 "
4 March	14 August.	15 "	16 "
15 "	14 "	16 "	3 March.
20 "	15 June.	3 March	21 "
27 "	14 August.	7 "	21 "
5 April	14 "	12 "	21 "
7 "	14 "	13 "	21 "
10 "	14 "	15 "	21 "
13 "	14 "	26 "	11 May.
5 May	13 May.	27 "	11 "
23 "	3 June.	27 "	19 July.
25 "	14 August.	28 "	11 May.
27 "	15 June. |	28 "	11 "
2 June	14 August.	29 "	11 "
6 "	14 "	12 April	11 "
12 "	14 "	13 "	11 "
14 "	14 "	18 "	11 "
17 "	23 June.	18 "	11 "
20 "	19 August.	18 "	19 July.
26 "	14 "	14 May	19 "
3 July	30 September.	14 "	19 "
15 "	15 "	14 "	19 "
8 August	30 "	15 "	19 "
4 September	30 "	23 "	19 "
5 "	30 "	29 "	19 "
7 "	30 "	5 June	19 June.
13 "	16 "	6 "	19 "
	1866.	21 "	19 July.
4 October	11 May.	25 "	19 "
10 "	15 September.	3 July	19 "
17 "	11 May.	16 "	19 "
17 "	11 "	16 "	19 "
	1865.	25 "	19 "
31 "	19 November.	31 "	19 "
22 November	24 "	3 August	9 Oct.
25 "	1 December.	21 "	
	1866.	29 "	
11 December	11 May.	19 September	
13 "	11 "	19 "	
	1866.	23 October	
10 January	19 July.	31 "	
11 "	19 "	14 November	
13 "	11 May.	15 "	
1 February	8 February.	23 "	
		6 December	
		6 "	
		27 "	
		27 "	

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TRIAL SURVEYS.

(INSTRUCTIONS OF ENGINEER-IN-CHIEF TO MR. BARTON, CONCERNING.)

Ordered by the Legislative Assembly to be Printed, 13 August, 1867.

[*Vide Question No. 1 of Votes and Proceedings, No. 25, 13th August, 1867.*]

THE ENGINEER-IN-CHIEF FOR RAILWAYS to EDWIN BARTON, Esq.

Railway Office,
Sydney, 9 October, 1857.

Survey—Bathurst to Penrith.

MY DEAR SIR,

Two parties of surveyors, with camp equipage, will be sent to Bathurst in the beginning of next week (probably on Monday), with instructions to place themselves entirely under your orders; and as you find, from time to time, that you can advantageously employ additional surveyors, every endeavour will be made to forward them with the least possible delay.

I believe you perfectly understood the manner in which I wished these surveys to be conducted; but lest any misunderstanding might arise, I will repeat, in writing, what I previously told you verbally.

Walk over the district you wish to have levelled, with the man you wish to do the work, pointing out to him where the traverse lines are to begin and end, yourself seeing that a stake is driven down at the termination of each traverse line; this process being continued until you arrive at the end of the district. The traverse lines, of course, will be used for the levels, and the angles of these lines may be taken during the process of staking.

The lengths of these traverse lines will be measured when the levels are being taken, and can afterwards be plotted so as to shew the general direction of the line; and, if care be taken, when chaining the traverse lines, to note the crossing of all streams, roads, and fences, a very useful plan will be the result.

I would have each stake numbered, and made use of as bench marks, so that any deviations that may be required, the levels can be easily continued from any point that it may be found desirable to make a change.

You must explain to the parties engaged, that the levels are only intended for trial sections, and that if carried to *two places* of decimals, and correctly done, it will be sufficient for the purpose intended. I hope you will impress upon them the necessity that exists for the greatest exertion on their part, so as to give us possession of the sections as early as practicable.

I understand that Mr. Henderson is at Bathurst. From your knowledge of his character, it is hardly necessary for me to give you any advice, but I would recommend you to see as little as possible of such a man.

Be good enough to forward your account for expenses every fortnight, including coach fares and horse hire, and the amount can be paid into the bank here to your credit.

Your level and staves will be forwarded by the parties who are to be sent from here next week.

Yours very truly,

JOHN WHITTON.

RAILWAY TRIAL SURVEYS.

THE ENGINEER-IN-CHIEF FOR RAILWAYS to EDWIN BARTON, Esq.
 Department of Public Works,
 Railway Branch,
 Engineer's Office,
 Sydney, 31 December, 1866.

SIR,

The Government having decided to continue the Railway Trial Surveys from Goulburn to Wagga Wagga, I have to request that you will make immediate arrangements to take charge of this work.

On your arrival in Sydney, I will point out to you the general direction of the line; but after an inspection of the district, you will decide for yourself as to the exact line to be surveyed.

The following staff will be placed under your charge, viz.:—Messrs. Melrose, Jamieson, Ashplant, Kennedy, and Richardson.

I have, &c.,
 JOHN WHITTON.

EDWIN BARTON, Esq., to THE ENGINEER-IN-CHIEF FOR RAILWAYS.
 Railway Office, Sydney,
 5 February, 1867.

SIR,

Referring to your letter of 31st December last, requesting me to take charge of Railway Trial Surveys between Goulburn and Wagga Wagga, I have the honor to say, after considering all the circumstances and conditions involved in the matter, that I beg to decline undertaking the duty.

I have, &c.,
 EDWIN BARTON.

Mr. Barton's salary was specially voted for Trial Surveys, and this is the duty he has been principally engaged upon since his appointment in this department.

As there is no other employment for Mr. Barton, and as he declines to undertake the charge of the Trial Surveys between Goulburn and Wagga Wagga, and to carry out the instructions contained in my letter of the 31st December last, I have no course left open to me but to recommend that his services be dispensed with. I deeply regret to be compelled to recommend this step, but Mr. Barton's letter leaves me no alternative.—
 J.W.—6/2/67.

The Commissioner.—6/2/67.—W.W.Q.

Submitted.—6/2/67.—J.R.

I feel that the only course open to me in this case, is to call upon Mr. Barton to shew cause why he should not be dismissed from the Public Service.—J.B.—8/2/67.
 Edwin Barton, Esq.—8/2/67.

THE COMMISSIONER FOR RAILWAYS to EDWIN BARTON, Esq.
 8 February, 1867.

SIR,

In reference to your letter of the 5th instant to the Engineer-in-Chief for Railways, declining to undertake the charge of the Railway Trial Surveys between Goulburn and Wagga Wagga, I am directed by the Honorable the Secretary for Public Works to inform you that Mr. Whitton has reported thereon, that your salary was specially voted for Trial Surveys, and that this is the duty you have been principally engaged upon since your appointment to the Railway Department.

2. The Engineer-in-Chief for Railways adds, that there is in his department no other employment for you, and as you have declined to undertake the charge of the Trial Surveys between Goulburn and Wagga Wagga, as you were instructed to do in Mr. Whitton's letter of the 31st December last, the Honorable the Secretary for Public Works feels that the only course open to him is, to call upon you to shew cause why your services should not be dispensed with by the Government.

I have, &c.,
 JOHN RAE.

EDWIN BARTON, Esq., to THE UNDER SECRETARY FOR PUBLIC WORKS.
 Lynedoch, Glebe Point,
 11 February, 1867.

SIR,

In reply to your letter of the 8th instant (No. 62), I beg to state, for the information of the Honorable the Secretary for Public Works, I learn, with very much surprise and regret, that Mr. Whitton has reported "that my salary was specially voted for Trial Surveys," he having repeatedly told me I was to be appointed Resident Engineer of the Great Western Railway.

Subsequently, on the appointment of Mr. Hull, and so recently as September in last year, this matter was again referred to by Mr. Whitton, when he informed me that the Honorable the Secretary for Public Works had sanctioned my taking charge of the construction from No. 4 Contract to Bathurst. I beg to refer the Honorable the Minister to the minutes, in regard to No. 5 Contract, which have passed between Mr. Whitton,
 Mr.

Mr. Hull, and myself; from which, together with the statements herein mentioned, he will see I could not possibly imagine I should be called upon to take charge of the Surveys between Goulburn and Wagga Wagga, or that the salary for this office, when placed on the Estimates for this year, could have been intended for me.

I may remark, that my impaired health, and other matters of a domestic nature, utterly preclude my taking this duty.

2. I am sorry to see Mr. Whitton reports my having been principally engaged upon Trial Surveys since my appointment to the Railway Department, when he is so fully aware of the varied nature of the arduous and important services I have rendered during the time to which he refers. I will not attempt to enumerate them now, but as I feel the injustice of Mr. Whitton's conduct towards me so keenly, and my professional reputation involved, I most earnestly request the Honorable the Secretary for Public Works will investigate the grave matter I refer to.

I have, &c.,
EDWIN BARTON.

Recd. and submitted.—12/2/67.—J.R.

This letter reveals nothing that can possibly relieve Mr. Barton from the unsatisfactory position in which he has placed himself, by his refusal to proceed in charge of the Trial Survey party to the south country, when instructed to do so by the Engineer-in-Chief for Railways, and leaves no course open to me, without taking the extreme, but to suggest that Mr. Barton had better retire.—J.B.—12/2/67.

Wrote.—13/2/67.

THE COMMISSIONER FOR RAILWAYS to EDWIN BARTON, Esq.
Department of Public Works,
Railway Branch,
Sydney, 13 February, 1867.

SIR,

In acknowledging the receipt of your letter of the 11th instant, referring to an alleged promise that you should be appointed Resident Engineer of the Great Western Railway, &c., &c., I have the honor to inform you, that the Honorable the Minister for Public Works sees nothing in your letter that can possibly relieve you from the very unsatisfactory position in which you have placed yourself, by your refusal to proceed in charge of the Trial Survey party to the south country, when instructed to do so by the Engineer-in-Chief for Railways; and it therefore leaves but one course open, unless, indeed, you should feel inclined to resign your appointment—a course Mr. Secretary Byrnes has been pleased to suggest for your consideration.

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

EDWIN BARTON, Esq., to THE COMMISSIONER FOR RAILWAYS.
Lynedoch, Glebe Point,
14 February, 1867.

SIR,

In reply to your letter of 13th instant, No. 67-95, I beg to resign my appointment.

I have, &c.,
EDWIN BARTON.

Recd. and submitted.—15/2/67.
Approved.—Shew Mr. Whitton.—J.B.—15/2/67.
Mr. Whitton.—15/2/67. J.W.—18/2/67.
Shall the resignation be simply accepted, without any reference to the manner in which Mr. Barton has performed his duties while in office?—J.R.—20/2/67.
Simply accepted.—J.B.—20/2/67.
Accepted.—20/2/67.

THE COMMISSIONER FOR RAILWAYS to EDWIN BARTON, Esq.
Department of Public Works,
Railway Branch,
Sydney, 15 February, 1867.

SIR,

I have the honor to acknowledge the receipt of your letter of 14th instant, resigning your appointment as Engineer of Trial Surveys, and to inform you that your resignation is accepted.

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

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TRIAL SURVEYS.

(CORRESPONDENCE RESPECTING, ON SOUTHERN LINE.)

Ordered by the Legislative Assembly to be Printed, 18 September, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 10 September, 1867, That there be laid upon the Table of this House,—

“ All plans, papers, and other documents relating to the
“ extension of Railways beyond such extensions as are at
“ present authorized.”

(Mr. Robertson.)

SCHEDULE.

NO.		PAGE.
2.	Minute of Minister for Works, respecting appointment of Surveyors	2
2.	Minute of Executive Council, respecting appointment of Mr. Richardson as Surveyor ...	3
3.	Report of Engineer-in-Chief, on Trial Surveys from Goulburn towards the Murrumbidgee ...	3

RAILWAY TRIAL SURVEYS.

No. 1.

Department of Public Works,
Sydney, 7 November, 1866.

There is nothing on record to shew how the £5,000 was placed on the Estimates for 1867, for "Trial Surveys for the extension of the Great Southern and Western Railways."—J.R.—7/11/66.

This has been approved of by the Cabinet, and is correctly placed on the Estimates for 1867.—J.B.—7/11/66.

The above amount was voted last night by the Assembly.—7/12/66.

May now be forwarded to Mr. Whitton for information.—B.C., 20/12/66.—J.R.

Mr. Whitton.—B.C., 21/12/66.

I recommend that Charles Richardson be employed on trial surveys, at a salary of £250 a year, with an allowance of £280 a year for equipment and travelling expenses.

The following staff I propose to send immediately, under the direction of Mr. Barton, to commence the trial surveys from Goulburn to Wagga Wagga:—

Mr. George Melrose, Mr. George Jamieson, Mr. Thomas Kennedy, Mr. John Ashplant, Mr. Charles Richardson,	}	At present salaries and allowances.
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J.W.—15/1/67.

For Minister's approval.—J.R.—16/1/67.

Approved.—J.B.—18/1/67.

In approving of this staff being immediately sent out, under the direction of Mr. Barton, I do not sanction the amount proposed for equipment, &c.; being, as I consider, far beyond what is required, and certainly in excess of the amount which I feel disposed to allow.

In the case of Mr. Barton and the four surveyors already in the service, and who for some unaccountable reason were allowed a large *annual* payment for equipment, &c., I consider that, in future, that allowance ought to be reduced to £150 per annum; and, in the case of Richardson, that for the first year he might be allowed £200, and subsequent years, £150.—J.B.—18/1/67.

The amount of £280 a year for equipment and travelling allowances was not fixed by me, but it is the same as previously paid by the Survey Department for similar services.

The salaries of surveyors in this department being considerably below the salaries in the Survey Department, I did not feel that I should be justified in reducing the allowance below that paid in the Lands Department, without, at the same time, recommending an increase in the salaries of the surveyors.

I have always considered that the salaries of the railway surveyors were low, and the allowance high, but I did not think the *two* amounts more than should be paid to thoroughly good surveyors.

The surveyors in this department have generally to live apart from their families; and consequently have to provide for the expenses of two homes.

I suggest that the allowance for equipment, &c., be £200 a year, making the total for salary, &c., £500. (Salary £300, allowance £200.)

With reference to Mr. Barton, I may state that £80 a year has been taken off his former travelling allowance, the amount being now £200; but I think it would be more satisfactory if an allowance were made to him of 30s. a day when away from the office, instead of the allowance of £200 a year.

Under the recent regulations with regard to travelling allowances, 20s. a day is all that could be paid to Mr. Barton; but it would be utterly impossible for him to limit the expenses for himself and horse to that amount.—J.W.—19/1/67.

Submitted.—J.R.—21/1/67.

The arrangements may all be made as suggested by the Engineer-in-Chief, except in the case of the officer in charge of the party, whose allowance is to remain at £200, on the understanding that he is to take the field with the men.—J.B.—22/1/67.

Mr. Whitton.—B.C., 22/1/67. J.W.—25/1/67.

No. 2.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 31 January, 1867.

THE Honorable the Secretary for Public Works recommends for the approval of His Excellency the Governor and the Executive Council, that Mr. Charles Richardson be appointed a Railway Trial Surveyor, with salary at the rate of £300, and an equipment allowance of £200 per annum, to date from the time of commencing duty, and to be defrayed from the vote of £5,000 taken on the Estimates for 1867, for Trial Surveys for the extension of the Great Southern and Western Railways.

JAMES BYRNES.

Minute 67/6, 4 February, 1867.—Confirmed, 11 February, 1867.

THE Executive Council advise the appointment of Mr. Charles Richardson, as a Railway Trial Surveyor, with salary at the rate of £300 per annum, and an equipment allowance of £200 per annum, from the date of commencing duty,—the same to be charged against the vote herein referred to.

ALEX. C. BUDGE,
Clerk of the Council.

13 Feb., 1867.
Approved—J.Y.

The salary of Richardson is incorrectly stated in the Minute for the Executive. Richardson's salary is £250, not £300 as stated.—J.W.—7/3/67.

Mr. Whitton's Minute was intended to be read as now suggested, and Richardson is to be paid accordingly.—J.B.—8/3/67.

No. 3.

THE ENGINEER-IN-CHIEF FOR RAILWAYS to THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 28 August, 1867.

SIR,

I have the honor to lay before you the following Report on the Trial Surveys for the Extension of the Southern Railway from Goulburn towards the Murrumbidgee River.

The Plans named below accompany this Report, viz. :—

PLANS.

- No. 1.—From Goulburn to the Cullarin Range, shewing the direction of the proposed railway by a *red full line*. Scale, 2 miles to an inch.
- No. 2.—From Cullarin Range to Bowning the proposed railway is shewn by a *red full line*. Scale, 1 mile to an inch.
- No. 3.—From Bowning to Murrumburrah the proposed railway, *via* Binalong, Murrumburrah, &c., is shewn by a *red full line*, and the Main Range deviation by a *blue line*. Scale, 2 miles to an inch.
On this map is also shewn a *green line*, joining the red and blue lines between Bowning and Bendemine, which can be adopted to form a junction with the Main Range deviation, should it be found advisable to abandon the red line beyond Bowning.
- No. 4.—A general map of the Colony, shewing the line *via* Yass, Murrumburrah, &c., *in red*, and the Main Range deviation *in blue*. Scale, 16 miles to an inch.

SECTIONS.

- No. 5.—Section of proposed railway from Goulburn to the Gap Inn, at Jerrawa, taken over the line shown on plans *Nos. 1 and 2, in red*.
- No. 6.—Section from the Gap Inn to a point about 7 miles beyond Binalong, and taken over the line shewn on plans *Nos. 2 and 3, in red*.
- No. 7.—Section of the Main Range deviation, from a point near to Yass to (4) four miles beyond Moppity Gap, being about 4 miles to the south-east of Young, taken over the line shewn on plan *No. 3, in blue*.

The full lines shew the traverses completed, and the dotted lines those now in progress.

The mileage of this Extension commences at the Dog Trap Road, at Parramatta, near to the junction with the Western Line, being 13½ miles from Sydney; if, therefore, the mileage be required from Sydney to any point on these Extensions, 13½ miles must be added to the distances figured upon the plans or sections.

The

The Trial Surveys commence in the town of Goulburn, at the termination of Contract No. 7, at an elevation of 2,070 feet above the sea, and, crossing Sloane-street on the level, proceed in a south-westerly direction, crossing the Run of Water Creek at 3 miles from Goulburn, and the Main Southern Road at $7\frac{1}{2}$ miles from Goulburn; then crosses the first Breadalbane Plain, and the Main Southern Road at the entrance of the second Breadalbane Plain; thence, running in a westerly direction, crosses the third Breadalbane Plain, and near the head of Mutbilly Creek, or Boorangullen Chain of Ponds, reaching the summit of the Cullarin Range, at an elevation of 2,388 feet above sea level, at a point 141 miles on the section.

The works on this length are of a light character, with no gradient steeper than 1 in 80; and to avoid repetition, I may here say that it is not proposed to adopt, throughout the whole of these Extensions, any curve of a less radius than 30 chains.

Winding round the Cullarin Range, the line crosses the Main Southern Road twice, and proceeding in a westerly direction, crosses Frankfield Creek, Lerida Creek or Fish River, the Main Southern Road at the east end of Gunning; thence, in a south-westerly direction, crosses the Main Southern Road three times before reaching Oolong Creek; thence crossing Oolong Creek, the head of Sandy Creek, Jerrawa Creek, and the Main Southern Road at the Gap Range, follows generally the direction of the Old Yass Road over the Mardoonen Range, which is passed at an elevation of 2,185 feet above the level of the sea, and at a distance on the section of $168\frac{1}{2}$ miles, and 48 miles from Goulburn.

From the Cullarin Range to this point, the works are much heavier, and necessitate the adoption in several instances of inclines of 1 in 50.

The Cullarin Range is crossed by a tunnel of 440 yards in length, but this can be avoided by introducing a curve of 20 chains radius instead of 30 chains, the one now used, should it be considered advisable.

From the crossing of the Mardoonen Range the line follows the direction of the Old Yass Road, and at 175 miles forms a junction with the proposed Main Range deviation.

From this point, the line crosses Yellow Creek Road, the Main Southern Road at North Yass, Bango Creek, again crosses the Main Southern Road near to Yass, Derringullen Creek, Bowning Creek near to Bowning; thence, following the direction of the road from Bowning to Binalong, crosses Dunderalligo and Illalong Creeks, and follows generally the direction of the road to Binalong, passing on the north side of Binalong and Mount Bobbara, reaches a point about midway between Mount Bobbara and Spring Creek, being a distance of 8 miles beyond Binalong, and 209 miles on the section, or $88\frac{1}{2}$ miles from Goulburn.

From Mardoonen Range to the end of the section of the red line, the works are of a lighter character than those between the Cullarin Range and the Mardoonen Range.

Through the Mardoonen Range a deep cutting will be necessary, the extreme depth being 67 feet. This is the heaviest cutting on the line. The gradients throughout are good, the steepest being 1 in 50.

It is not proposed to carry the line so near to Yass as shewn on plan No. 2; a deviation will be made at this place, to improve the direction of the line.

MAIN RANGE DEVIATION.

Blue Line on Plan.

This deviation leaves the red line at 175 miles, near to Yass, and is shewn on the plan by a *blue line*.

After crossing the Yellow Creek Road, Bango or Jones' Creek, Fairy Hole Creek, Derringullen Creek, Limestone Creek, Hassall's Creek, touching on the south side of the Boorowa River, the line follows the range dividing the tributaries to the Boorowa River and Jugiong Creek, in the direction of Nurong, crossing Berriwa Flat and Douglas Creeks, passes through Nurong; thence in a direct line, skirting the south side of the Main Range, crosses the head of Riley's Creek; thence along the range to Moppity Gap.

The length of this deviation is 50 miles and the distance from Goulburn is $104\frac{1}{2}$ miles.

The whole of the works on this line are comparatively light, with the exception of a tunnel 792 yards in length through one of the spurs of the Main Range.

The steepest gradient on this deviation being 1 in 50.

The traverses over the red and blue lines shewn on the plans not having reached a common point, I cannot yet give an opinion as to which of the lines it would be desirable to adopt.

The works on both the lines (with the exception of the tunnel on the blue line) are much of the same character, and the cost of each line will be about the same per mile; but the blue line will be about 4 miles longer than the red line.

The sections from Goulburn to the Gap Range (42 miles) have been in my possession for some weeks, and the quantities of the earthworks on this length have been ascertained.

The sections of the remaining portions of this Extension only reached me on the 20th instant, and I have therefore not had time to prepare an estimate of the cost; but, judging from the works required on the first 42 miles, I have no doubt that either of the lines could be constructed in the most substantial manner for £10,000 a mile.

SUMMARY

RAILWAY TRIAL SURVEYS.

5

SUMMARY OF DISTANCES.

Red Line.

	Miles.
From Goulburn to the junction with Main Range deviation ...	54½
From the Junction to the end of the section beyond Binalong...	34
	<hr/>
Total length of red line	88½

Blue Line.

	Miles.
From Goulburn to the Junction with Main Range deviation, as before stated	54½
From the Junction with the red line to Moppity Gap	50
	<hr/>
Total length from Goulburn	104½

The following table shows the height of the proposed line of railway above sea level at the various places named therein, viz. :—

Goulburn	2,070 feet above sea level.
Cullarin Range	2,388 do.
Fish River... ..	1,908 do.
Gunning	1,862 do.
Mundoonen Range	2,185 do.
Yass	1,598 do.
Bowning	1,778 do.
Binalong	1,569 do.

I have, &c.,

JOHN WHITTON.

[Price, Gd.]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

RAILWAY FROM ECHUCA TO DENILQUIN;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
26 *July*, 1867.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

1867.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES, NO. 5, TUESDAY, 9 JULY, 1867.

8. Railway from Echuca to Deniliquin:—Dr. Lang moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to take into consideration the Petition presented by him last Session, from certain inhabitants of the South-western Districts of the Colony, praying for the sanction of this House, and the requisite facilities on the part of the Government, for the construction of a Railway from Echuca to Deniliquin, and to report on the whole question to the House.
- (2.) That the following be the Members of such Committee:—Mr. Phelps, Mr. Landale, Mr. Mate, Mr. Wilson, Mr. Byrnes, Mr. Lucas, Mr. Forster, Mr. Cunneneen, Mr. Morrice, and the Mover.
- (3.) That to the said Committee be referred the Progress Report and Proceedings of the Select Committee appointed last Session, to consider and report upon the same subject.
- Debate ensued.
- Question put and passed.
-

VOTES, NO. 16. FRIDAY, 26 JULY, 1867.

6. Railway from Echuca to Deniliquin:—Dr. Lang, as Chairman, brought up the Report from, and laid upon the Table the Proceedings of the Select Committee, on this subject, appointed on 9th July, 1867.
- Ordered to be printed.
-

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Town Clerk,

Sydney,.....190

1867.

RAILWAY FROM ECHUCA TO DENILIQVIN.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 9th July, 1867,—“with power to send for persons and papers, to take into consideration the Petition presented by Dr. Lang last Session, from certain Inhabitants of the South-western Districts of the Colony, praying for the sanction of this House, and the requisite facilities on the part of the Government, for the construction of a Railway from Echuca to Deniliquin, and to report on the whole question to the House”—to whom were referred “the Progress Report and Proceedings of the Select Committee appointed last Session, to consider and report upon the same subject”—have agreed to the following Report:—

Your Committee, having deemed it unnecessary to call for any further evidence in addition to that given by the various witnesses examined during last Session of Parliament, of whom a list is appended in the margin, have, after a careful consideration of that evidence, come to the following conclusions, the authority for each of which is indicated in the margin, viz. :—

Adams P. F., Esq.
Bennett W. C., Esq.,
M.I.C.E.
Dalzell W. J., Esq.
Larnach Albert, Esq.
Roberts Mr. J. J.
Robertson Thomas, Esq.
Shiell Henry, Esq.
Tetley W. A., Esq.
Thomas J. H., Esq.

That the natural tendency of traffic, both for goods and passengers, throughout a large tract of country between the Murray and Murrumbidgee Rivers, is to Melbourne, and not to Sydney. That this tendency of the traffic of that portion of country is owing chiefly to the much greater proximity of Melbourne—Sydney being double the distance of Melbourne. This tendency it is hopeless to attempt entirely to counteract by the extension of the present line of Railway from Goulburn to the Murrumbidgee in any conceivable direction; for if it were attempted to compensate for the much greater distance of Sydney, by lowering the cost of Railway traffic on the Sydney line, as has been recommended by certain of the witnesses, this could only be done at a great increase of expense, while the cost of traffic on the Victorian line could be reduced to the same rate at a much smaller sacrifice to the public.

Vide Questions—

s. 107, 108, 520.

109, 175, 211, 445, 521, 447.

That

Vide Questions—

That Deniliquin is a great central point for the traffic of the south-western portion of the country, there being roads or routes diverging from that point to the eastward, to the northward, and to the westward, while the road or route from Deniliquin to the Murray is common to all the three. This arises from the physical character of the country in that part of the territory, and the flooded state of a large portion of it in times of rain.

That the inhabitants of this remote portion of the territory are earnestly desirous that a Railway should be constructed from Deniliquin to Echuca—the terminus of the Victorian Railway from Melbourne—to enable them to maintain communication, at a cheap and expeditious rate, with Melbourne, the seaport to which their traffic naturally tends. And as the Government have never constructed a line of road along this route (for which indeed there is no suitable material on the line), while it has derived a very large amount of revenue from the sales and leases of land in that part of the territory, they think it not unreasonable that the Government should construct such a line of Railway, as being likely to prove the most economical road in the end.

That the distance from Echuca to Deniliquin is between forty-five and forty-six miles; that the intervening country is almost a dead level, presenting no engineering difficulties, either in the way of filling up or of excavation; and that, in the opinion of highly competent persons, a Railway along that line could be constructed at the rate of £3,000 per mile; which, making all due allowance for rolling stock and stations, would involve an expenditure of considerably less than £200,000 altogether.

That, in the opinion of the different witnesses examined, the value of the land along the proposed line cannot be taken into account as an element of any importance in determining the absolute cost of the undertaking; the whole of the land along the line, with the exception of a limited portion at Redbank, about half-way from Deniliquin to Echuca, being fitted only for pastoral purposes.

That the inhabitants of that portion of the territory which would be benefited chiefly by the construction of the proposed Railway, would greatly prefer that the line should be constructed by Government, and are strongly of opinion, for the reasons already stated, that it would be the duty of Government to construct it at the public expense. Presuming, however, that Government would be unwilling to incur such an expenditure for a remote district, from the fear of similar claims being urged from other remote portions of the territory, they earnestly solicit from Government a guarantee of six per cent. on the capital to be expended in the undertaking; for although they expect to be able to raise the requisite capital, either in the Colony or elsewhere, they would be utterly unable without such a guarantee to afford the requisite security.

That

That from the evidence of William James Dalzell, Esq., as also of W. A. Tetley, Esq., Inspector of Traffic to the Victorian Railway, as to the present and prospective amounts of traffic on the Victorian Railway from Deniliquin by Echuca, it appears that the revenue from the proposed line would unquestionably be a constant and rapidly increasing amount. *Vide Questions—*
454, 457, 71,
524, 525,

That although the difference of the gauge of the New South Wales from that of the Victorian Railways would, in the estimation of certain of the witnesses, occasion much inconvenience and cost, Mr. Tetley has shewn, from what has actually been done on certain Railways in England, that the laying of a third rail on the Victorian portion of the line, which it would be the interest of that Colony to provide, would obviate all the supposed difficulties of the case, at a comparatively moderate cost. 90, 438, 439, 444.

Your Committee, therefore, taking into consideration the tendency of the traffic of that part of the territory to Melbourne, the condition of the district in being left hitherto without a road, on a line on which there is so large a traffic, the amount of revenue hitherto derived from the district, the great probability of an adequate return upon the capital required for the proposed Railway, and the extreme difficulty of raising that capital otherwise than by a Government guarantee; and looking further to the desirableness of extending Railways throughout the Colony by the adoption of a general and comprehensive policy, are of opinion that such special provision should also be made as to meet the views of the Petitioners, and they accordingly recommend the subject to the early consideration of the Government.

JOHN DUNMORE LANG, D.D.,
Chairman.

*No. 2 Committee Room,
Sydney, 24th July, 1867.*

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 12 JULY, 1867.

MEMBERS PRESENT:—

Dr. Lang, | Mr. Landale,
Mr. Mate.

Dr. Lang called to the Chair.

Printed copies of Paper *referred*—on the Table.

Committee deliberated as to their course of proceedings.

Re-assembling of the Committee to be arranged by Chairman.

[Adjourned.]

FRIDAY, 19 JULY, 1867.

MEMBERS PRESENT:—

Dr. Lang in the Chair.

Mr. Mate, | Mr. Forster,
Mr. Cunneen, | Mr. Landale.

Committee deliberated upon the heads of the Report.

Copies of Draft Report to be printed and circulated prior to next meeting.

[Adjourned to Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 24 JULY, 1867.

MEMBERS PRESENT:—

Dr. Lang in the Chair.

Mr. Forster, | Mr. Lucas,
Mr. Mate, | Mr. Landale.

Chairman submitted Draft Report.

Same read 1^o, and considered.

Chairman submitted new paragraph, to stand as paragraph 1,

Draft Report then read 2^o, paragraph by paragraph.

Paragraphs 1 to 10 severally read, amended, and agreed to.

New paragraph 1 read and agreed to.

Question,—That the Report, as amended, be the Report of this Committee,—*put and agreed to.*

Chairman to report.

1867.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

—
 RAILWAYS.

(RETURNS RESPECTING.)

—
Ordered by the Legislative Assembly to be Printed, 24 July, 1867.

—
[Vide Question No. 1 of Votes and Proceedings No. 12, 19th July, 1867.]

1. The Revenue received during the week commencing on the 1st July, 1867, from the Railway Trains which arrived in Sydney at—

7.42 a.m.....	£37 19 11	1.25 p.m.....	£5 19 4
8.40 "	9 10 9½	3.47 "	11 18 7½
9.33 "	13 14 11	4.25 "	1 5 10
10.30 "	7 14 9	5.25 "	3 2 4
11.40 "	5 18 11	6.25 "	3 8 1
12.5 "	15 14 10	8.30 "	1 7 8

NOTE.—The foregoing is a literal answer to Mr. Lucas's question, but does not include the value of the traffic conveyed by such Trains embraced in Return Tickets issued for Trains proceeding in an opposite direction, nor does it include the value of the Season Ticket travellers.

2. The Cost per Mile of running the above Trains, including wages, fuel, wear, tear, and all other expenses, is 3s. 3d.
 3. The Revenue received for Wood Traffic on the Great Southern and Western Railway, during the first three months of the present year, amounts to £1,210 11s. 1d.

A. ASHDOWN,
 Accountant.

Railway Office, July 24th, 1867.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

R A I L W A Y S .

(RETURN RESPECTING PASSENGER TRAFFIC.)

Ordered by the Legislative Assembly to be Printed, 20 August, 1867.

[*Vide Question No. 2 of Votes and Proceedings No. 25, 13th August, 1867.*]

RETURN of the Number of Passengers during the last Week in July, 1867, exclusive of
Excursion Trains :—

	Single.	Return.
To Mittagong	63 tickets	23½ tickets.
Picton	12½ "	11 "
Menangle	2 "	2 "
Penrith... ..	77½ "	49 "
And from Mittagong	93 "	23 "
Picton	31 "	31 "
Menangle	8 "	10 "
Penrith... ..	114½ "	57 "

Railway Office, August 19th, 1867.

A. ASHDOWN,
Accountant.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.
(RETURN RESPECTING CARRIAGES.)

Ordered by the Legislative Assembly to be Printed, 15 April, 1868.

[*Vide Question No. 3 of Votes and Proceedings No. 136, 9 April, 1868.*]

Number of 1st class Carriages imported during the last twelve months	6				
	£	s.	d.	£	s.
Invoice price of 1st class Carriages	850	0	0		
Other charges	156	0	0		
				1,006	0 0
Number of 2nd class Carriages imported during the last twelve months... ..	12				
Invoice price of 2nd class Carriages	635	0	0		
Other charges	123	0	0		
				758	0 0
Average cost of each	£35	0	0		

J. H. THOMAS.

14 April, 1868.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT RAILWAYS.

(ENGINE-DRIVERS—TIME EMPLOYED ON ENGINE.)

Ordered by the Legislative Assembly to be Printed, 20 April, 1868.

RETURN for the Month of January, 1868, compiled from the Engine-drivers own daily Report Sheets on the Southern, Western, and Richmond Railways.

Names of Drivers.	Number of Days on duty driving.	Average number of Miles run daily.	Greatest number of Hours on duty in one day.	Least number of Hours on duty in one day.	Average number of Hours employed each day driving.	Daily rate of Pay.	Remarks.
William Sixsmith.....	25	154	7.35	7.35	7.35	14	
Thomas Newport	30	97	8.5	0.50	5.8	14	
John Palmer.....	26	102	8.22	2.45	5.35	14	
Rutherford Archibald	30	84	8.9	2.25	3.18	14	
John Heron	25	92	6.43	4.0	4.24	14	
William Farquhar ..	30	98	8.47	0.51	5.20	14	
John Frost	28	76	11.48	1.5	5.0	14	
Edwin Dixon	5	106	9.54	5.15	8.30	14	Driver at Newtown accident, 6/1/68.
John Nicholls	28	91	11.0	0.57	7.21	14	
Charles Frost	27	85	15.51	1.32	5.40	14	
James Grant	27	103	8.2	4.3	5.50	12	
William Webster.....	26	105	10.49	3.45	7.52	14	
John Jones	26	90	13.30	1.30	7.25	14	
James Frost	31	71	12.30	5.0	5.35	10	
Sydney Sacre	3	40	5.5	0.45	2.20	14	
Robert Lish	10	104	10.5	3.30	7.45	14	
John Oxley	24	90	6.42	1.30	4.40	12	
Thomas Simpson	5	39	4.5	0.44	2.12	10	
George Evans	23	53	7.17	1.30	3.20	10	
Thomas Watson	4	90	10.20	6.8	9.9	14	
Edwin Berry.....	6	61	8.16	2.30	4.30	14	

NOTE.—In England, it is considered that 140 miles run is a fair day's work.

During this month there was more work for Drivers than usual, in consequence of the arrival of the Duke of Edinburgh, the Anniversary Day, and other holidays.

J. H. THOMAS,
Engineer for Existing Lines.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

HARTLEY VALE COLLIERY RAILWAY BILL ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
8 October, 1867.

SYDNEY THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, 1s.]

210—

1867.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 48. WEDNESDAY, 25 SEPTEMBER, 1867.

4. Hartley Vale Colliery Railway Bill (*"Formal" Motion*):—Mr. Burns moved, pursuant to Notice,—
- (1.) That the Bill to enable Messrs. James Brown, Alexander Brown, and Stephen Foyle, to construct a Railway from certain Collieries near Newcastle to, and to connect the same with, the Great Northern Railway, be referred to a Select Committee for consideration and report.
- (2.) That such Committee have power to send for persons and papers, and consist of Mr. Byrnes, Mr. Farnell, Mr. Graham, Mr. De Salis, Mr. Hannell, Mr. Lee, and the Mover.
- Question put and passed.

VOTES No. 55. TUESDAY, 8 OCTOBER, 1867.

2. Hartley Vale Colliery Railway Bill:—Mr. Burns, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before the Select Committee, for whose consideration and report this Bill was referred on 25th September, 1867, together with Appendix.
- Ordered to be printed.

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1867.

HARTLEY VALE COLLIERY RAILWAY BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 25th ultimo, the "*Bill to enable Messrs. James Brown Alexander Brown and Stephen Foyle to construct a Railway from certain Collieries near Newcastle to and to connect the same with the Great Northern Railway,*"—beg leave to report to your Honorable House,—

That they have examined the witnesses named in the margin* (whose evidence will be found appended hereto); and that, the Preamble having been satisfactorily proved by the evidence of these gentlemen, your Committee proceeded to consider the several clauses of the Bill, in which it was deemed necessary to make certain amendments.†

* Mr. Thomas Horsfield, Alexander Brown, Esq.
† *Vide Schedule of Amendments.*

And your Committee now beg to lay before your Honorable House the Bill as amended by them.

J. F. BURNS,
Chairman.

No. 2 Committee Room,
Sydney, 4th October, 1867.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 4 OCTOBER, 1867.

MEMBERS PRESENT :—

Mr. Burns,	|	Mr. Farnell,
Mr. Graham,	|	Mr. Lee.

Mr. Burns called to the Chair.

Printed copies of Bill *referred*,—together with original Petition for leave to introduce the same,—before the Committee.

Present for the Promoters :—

Frederick Chapman, Esq., *Solicitor for the Bill*.

Alexander Brown, Esq., *Petitioner*.

Mr. Thomas Horsfield, *Surveyor*, examined.

Witness handed in "Plan of Hartley Vale Railway." Ordered to be appended.

(*Vide Appendix A.*)

Alexander Brown, Esq., examined.

Room cleared.

Preamble read.

Motion made (*Chairman*) and *Question*,—That this Preamble stand part of the Bill,—*agreed to*.

Parties called in and informed.

Clauses 1 to 29 severally read, and agreed to.

Clause 30 read, and considered.

Amendment proposed (*Mr. Lee*) and *Question*,—That the following Proviso be added to the Clause—"Provided always that it shall in the first instance have been agreed by both parties that the submission to the arbitration may be so made a rule of the Supreme Court"—*agreed to*.

Clause, as amended, read, and agreed to. (*Vide Schedule of Amendments.*)

Clauses 31 to 33 severally read, and agreed to.

Clause 34 read, verbally amended, and agreed to. (*Vide Schedule of Amendments.*)

Clause 35 read, and agreed to.

Schedule read, and agreed to.

Motion made (*Mr. Farnell*) and *Question*,—That the Chairman report the Bill, with Amendments, to the House,—*agreed to*.

Chairman to report.

SCHEDULE OF AMENDMENTS.

Page 13, clause 30, line 15. *After* "parties" *insert* "Provided always that it shall in the first instance have been agreed by both parties that the submission to the arbitration may be so made a rule of the Supreme Court."

Page 14, clause 34, line 10. *After* "Colliery" *insert* "Railway"

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1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

HARTLEY VALE COLLIERY RAILWAY BILL.

FRIDAY, 4 OCTOBER, 1867.

Present:—

MR. BURNS,
MR. FARNELL,MR. GRAHAM,
MR. LEE.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

Mr. Frederick Chapman appeared as Solicitor on behalf of the Promoters of the Bill.

Mr. Thomas Horsfield called in and examined:—

1. *Mr. Chapman.*] You are a surveyor and engineer I believe? Yes.
2. You reside at Newcastle? At Minmi.
3. You surveyed, I believe, the whole of the proposed line of railway connecting Messrs. Brown and Foyle's Coal Mines with the Great Northern Railway? Yes. (*Mr. Chapman handed in a plan. Vide Appendix A.*)
4. Is that plan correct? It is.
5. Was it made from a survey made by yourself? It was. Mr. James Robey prepared the plan from my survey.
6. What is the entire length of the main railway to the Great Northern Railway? About three miles.
7. And the branch line? About three-quarters of a mile.
8. Has the junction of Messrs. Brown's railway with the Great Northern Railway been approved by Government? The line is at present sanctioned.
9. It has already been connected with the Government line? Yes, and made use of to a certain extent.
10. Are Messrs. Browns' Coal Mines likely to prove beneficial to the Colony? Yes.
11. And the public, in your opinion, will be benefited by the increase in and facilities for the supply of coal for local consumption, steam navigation, and export? Yes.
12. Can you speak from your own personal knowledge, looking at that plan, as to the owners of the various properties through which the proposed line of railway passes? I can.
13. Will you look at that plan? (*The witness referred to the plan.*)
14. Messrs. Brown's proposed line of railway starts from the northern boundary of James and Alexander Brown's 320 acres—Is that so? That is the branch.
15. And passes in a north-easterly direction through Crown Lands? Yes.
16. Thence through 54 and 310 acres leased to James and Alexander Brown, known as the Hartley Vale Colliery? Yes.
17. Then again through Crown Land? Yes.
18. Thence through land sold by the Crown to the late Henry Dangar, and now belonging or supposed to belong to his representatives? Yes.

Mr.
T. Horsfield.
4 Oct., 1867.

- Mr. T. Horsfield.
4 Oct., 1867.
19. Thence through a portion of the Australian Agricultural Company's land to the Great Northern Railway, intersecting the same at a point terminating 2 miles 78 chains, or thereabouts, from the City of Newcastle? Yes.
 20. And such termination to effect a junction with the Great Northern Railway? Yes.
 21. And also a branch line from the line above described, commencing at the northern boundary line of the said 310 acres, and running south-westerly through a portion of the said 310 acres? Yes.
 22. And thence continuing through James and Alexander Brown's 280 acres to the western boundary thereof? Yes.
 23. And you can speak to all these facts within your own knowledge? Yes.
 24. *Chairman.*] One of these mines is now opened? Hartley Vale has been open three years, and the greater part of the underground working has been completed.
 25. Would not the authority the Messrs. Brown now seek for lead to a large increase in the traffic of the Great Northern Railway? From 200 to 500 tons per day.
 26. Of course that will increase the receipts of the Railway and the profits of the Government? Yes.
 27. The railway will pass through land the property of the representatives of the late Henry Dangar, and also through a portion of land belonging to the Australian Agricultural Company? Yes, starting from the Great Northern Railway.
 28. They will be entitled to compensation for the passing of the railway through their land? Yes.
 29. Are you aware of any opposition on their part to the railway? No.
 30. Or of any opposition to the Bill? Of none whatever.
 31. Messrs. Brown have already been conveying some coal? Not upon the line now laid down.
 32. What line do you mean? The Hartley Vale.
 33. They have not been conveying any coal upon the branch line you mean? Yes.
 34. Have they not been sending coal upon the Great Northern Railway? Yes, from Minmi.
 35. You say the Government have already approved the proposed line? A siding is put on from the Great Northern Railway connecting the Hartley Vale with the Great Northern Railway.
 36. Do you know whether Messrs. Brown want to push forward this line immediately? Yes; we are opening a new colliery where the branch leads to—Hartley Vale is ready as soon as we get the railway completed.
 37. Messrs. Brown have for some years been engaged in the coal trade? To my knowledge, the last twelve years.
 38. Largely concerned? Yes; I have been with them about that time.
 39. *Mr. Farnell.*] Have the present company a line of railway now connected with the Great Northern Railway from the mines? Yes, there is a line from the Hartley Vale Pit connecting with the Great Northern.
 40. Which is the Hartley Vale Pit—the C Pit? Yes.
 41. The C Pit is at present connected with the Great Northern Railway? Yes.
 42. You are now applying for an additional line of railway? Yes, we are opening a new pit, or tunnel rather, and we wish to connect this.
 43. Have you any legal sanction to the line you are now working? Not that I am aware of.
 44. Then Messrs. Brown and Foyle are not now working under an Act of Incorporation at all? No.
 45. Do I understand you that this is a branch line you are applying for? Yes, in addition to the other one.

Alexander Brown, Esquire, called in and examined:—

- A. Brown, Esq.
4 Oct., 1867.
46. *Mr. Chapman.*] You are one of the promoters of the Bill before the Committee? Yes.
 47. The other promoters are James Brown and Stephen Foyle? Yes.
 48. You wish to have permission given you to construct a railway from your Hartley Vale Colliery to the Great Northern Railway? Yes.
 49. Will you look at that plan (*referring to Appendix A*). Where do you propose your line should start from? From the northern boundary line of our 320 acres, going in a north-easterly direction.
 50. Through Crown Lands? Yes, then through 54 acres leased by ourselves, and 310 acres leased by ourselves also.
 51. What is that known as? Hartley Vale Colliery. Thence through Crown Lands.
 52. Thence through land sold to Mr. Henry Dangar? Yes; thence touching the Australian Agricultural Company's land, and thence to the Great Northern Railway.
 53. And then you want a branch line? Yes, from the northern boundary of the 310 acres, going south-westerly through a portion of the 310 acres and continuing through the 280 acres, to the western boundary of the 280 acres.
 54. In your opinion will these coal mines be beneficial to this Colony? I consider so.
 55. In what way? There will be a great increase in the annual production of coal, and notwithstanding the mines that are opened, there will still be a demand for all that can be supplied, and it must be a benefit to the public.
 56. Will the working of your mines tend to bring down the price of coal to the public? It will increase the supply.

57. The traffic of the Great Northern Railway will be increased? Yes.
58. Will the chief consumption of your coal be home consumption? Home consumption, export as well.
59. For steam navigation and export? Yes.
60. *Chairman.*] I believe the Government have regular fixed charges for the use of the Great Northern Railway for the carriage of coal? Yes.
61. Have you made any estimate of the increased receipts that will accrue to the railway from the coal you will have to send? The minimum charge in that case will be about £2,500 per annum.
62. That will be the increase to the receipts of the railway? Yes. I reckon taking half from Minmi; that there will be 50,000 tons per annum.
63. You are now raising coal from one of the pits. Yes.
64. And have a quantity of coal ready to ship? To send to market.
65. You understand that Mr. Dangar and the Australian Agricultural Company, through whose land the proposed line will pass, will be entitled to compensation by appraisalment for any injury their property may sustain through the line? The Act provides for that.
66. The Railway Act? Yes.
67. An almost similar Bill to the present was before the Assembly last Session? Yes.
68. You are aware that some opposition was manifested towards that Bill? Yes, by Messrs. Morehead and Young and the Waratah Company.
69. The present Bill has been so altered as to obviate all the objections then raised? Yes.
70. You are not aware of any opposition to the present Bill? I am not aware of any.
71. I believe you intend to proceed as rapidly as you can with the works in connection with this line as soon as this Bill shall pass? We intend so.
72. *Mr. Lee.*] Are there any petitions against this Bill on this occasion? No.
73. Are you aware of any opposition? I do not think there is any, I do not think there can be, for it does not interfere with anyone. It is principally Crown land through which it passes.
74. *Mr. Farnell.*] How much of Mr. Dangar's land do you take? About half an acre.
75. How much of the Australian Agricultural Company's land? About two perches. The other lines that were made came so close that we were forced to edge over a little to the Australian Agricultural Company's land.
76. Have the representatives of Mr. Dangar or the Australian Agricultural Company applied to you for any compensation for the land? No, Mr. Merewether said he would not oppose it in any way.
77. Mr. Merewether is the Manager of the Company? He is the Superintendent.
78. Is there any clause in this Bill providing for the compensation of these parties? Yes, we have made a provision in the 19th clause of the Bill to give compensation for any lands we may go through or injure.
79. *Mr. Lee.*] What is the price charged for haulage by the Government? The minimum is 1s. a ton.
80. This Bill provides in the third clause that 3d. per ton per mile shall be charged—is that a higher or a lower rate than is charged by Government? It is a higher rate than is charged by the Government.
81. Would this rate proposed to be charged be an excessive or prohibitive charge? No.
82. *Chairman.*] How much would it be in excess of the charge made by Government? About fifty per cent. more, but the Government will do all the work. There is an arrangement made between Government and the proprietors of the line, and the Government finds all the motive power.
83. *Mr. Lee.*] If the Government can perform the work at this price, why cannot you as a private company or association do it at an equally low rate? The Government can afford to do it cheaper, because it does such an enormous quantity.
84. *Chairman.*] You are not likely to have much traffic along this line? Not excepting our own, but it is always necessary to have a clause that the railway shall be open to the public.
85. *Mr. Lee.*] You allude to the production of an article being a public benefit—I presume that is a matter entirely for the public; if a large quantity is raised, and the article is cheapened thereby, the public will have no right to complain? I should think not; it will be an advantage to the public to get the coal.

A. Brown,
Esq.

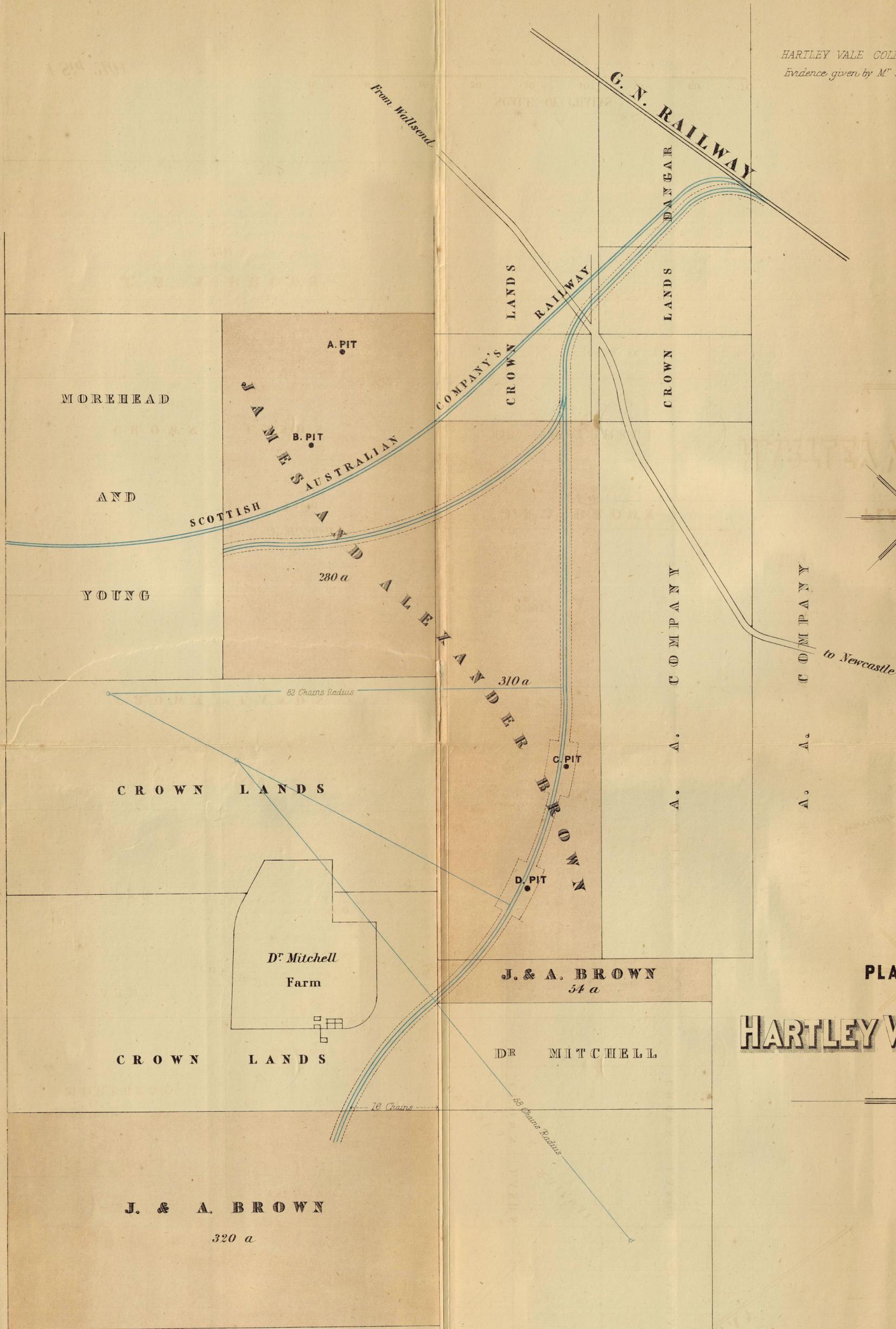
4 Oct., 1867.

[One Plan.]

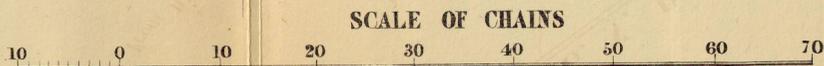
A

J. O. BURNS.

Chairman



PLAN OF THE HARTLEY VALE RAILWAY



Lithographed at the Office of the Surveyor General Oct. 1867

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

CATARACT COAL MINE RAILWAY BILL ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

23 October, 1867.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, 1s.]

231—A

1867.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES, No. 57, THURSDAY, 10 OCTOBER, 1867.

- 3. Cataract Coal Mine Railway Bill ("Formal" Motion) :—Mr. Garrett moved, pursuant to Notice,— (1.) That the Cataract Coal Mine Railway Bill be referred to a Select Committee, for consideration and report. (2.) That such Committee consist of the following Members :—Mr. Morrice, Mr. Roberts, Mr. Josephson, Mr. Stimpson, Mr. Mate, Mr. J. Stewart, Mr. De Salis, Mr. Farnell, Mr. Burns, and the Mover. Question put and passed.

VOTES, No. 63, WEDNESDAY, 23 OCTOBER, 1867.

- 2. Cataract Coal Mine Railway Bill :—Mr. Farnell, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this Bill was referred, on 10th October, 1867, together with Appendix. Ordered to be printed.

* * * * *

CONTENTS.

Table with 2 columns: Item Name and Page. Items include: Extracts from the Votes and Proceedings (Page 2), Report (Page 3), Proceedings of the Committee (Page 4), Schedule of Amendment (Page 4), List of Witnesses (Page 4), Minutes of Evidence (Page 4), Appendix (Plan) (Page ...)

1867.

CATARACT COAL MINE RAILWAY BILL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 10th October, the “*Cataract Coal Mine Railway Bill*,”—beg leave to report to your Honorable House,—

That they have examined the witnesses named in the margin * A. R. Huntley, Esq. (whose evidence will be found appended hereto); and that, the A. S. Huntley, Esq. Preamble having been satisfactorily proved by the evidence of these gentlemen, your Committee proceeded to consider the several clauses of the Bill, in which it was deemed necessary to make an Amendment. † Vide Schedule of Amendment.

And your Committee now beg to lay before your Honorable House the Bill as amended by them.

JAMES S. FARNELL,

Chairman.

No. 2 Committee Room,

Sydney 17 October, 1867.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 17 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Farnell,	|	Mr. Roberts,
Mr. Stimpson,	|	Mr. De Salis,
Mr. Burns,	|	Mr. J. Stewart.

Mr. Farnell called to the Chair.
 Original Petition, praying for leave to introduce the Bill *referred*,—together with printed copies of the Bill,—before the Committee.
 Promoters present, viz. :—
 A. R. Huntley, Esq.
 Dr. Brereton.
 Alfred Reynolds Huntley, Esq., examined.
 Alfred Stafford Huntley, Esq. (*Civil Engineer*), examined.
 Witness handed in a plan of proposed line of Railway. Ordered that same be lithographed on a smaller scale, and appended. (*Vide Appendix*).
 Room cleared.
 Committee deliberated.
 Preamble read and considered.
 Motion made (*Chairman*), and *Question*,—That this Preamble stand part of the Bill,—*agreed to*.
 Parties called in and informed.
 Clause 1 read.
 Amendment proposed (*Mr. Burns*), to *omit* the words “hereunto annexed,” in line 28, and *insert*, in lieu thereof, the word “thereof,”—*agreed to*.
 Clause as amended *agreed to*.
 Clauses 2 to 35 severally read and *agreed to*.
 Schedule read and *agreed to*.
 Chairman to report the Bill, as amended, to the House.

SCHEDULE OF AMENDMENT.

Page 2, clause 2, line 28.—*After* “plan” *omit* “hereunto annexed,” and *insert*, in lieu thereof, the word “thereof.”

LIST OF WITNESSES.

	PAGE.
Huntley, Alfred Reynolds, Esq.	5
Huntley, Alfred Stafford, Esq. (<i>Civil Engineer</i>)	6

APPENDIX.

Lithograph of Plan of proposed Railway Line.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

CATARACT COAL MINE RAILWAY BILL.

THURSDAY, 17 OCTOBER, 1867.

Present:—

MR. FARNELL,	|	MR. STIMPSON,
MR. BURNS,	|	MR. DE SALIS,
MR. ROBERTS,	|	MR. J. STEWART.

JAMES SQUIRE FARNELL, Esq., IN THE CHAIR.

Alfred Reynolds Huntley, Esq., called in and examined:—

1. *Chairman.*] You are one of the promoters of a Bill for constructing a railway from land near Berrima, belonging to yourself and Dr. Brereton, to the Great Southern Railway? A. R.
Huntley, Esq.
Yes.
2. I suppose this Bill contains all the usual clauses for compensation and other things connected with carrying out such matters? Yes. 17 Oct., 1867.
3. *Mr. Burns.*] Have you heard of any intention to oppose this Bill, on the part of the parties through whose land it is proposed to carry the railway? No, I have not.
4. Do you intend to work these coal mines immediately after the Bill becomes law? Yes.
5. How far are the mines from the Southern Railway? About eight miles.
6. Your railway will pass through land the property of the Crown, Messrs. Hillas, and the representatives of the late William Hutchinson? Yes.
7. Notice to that effect has been given in the public prints, and also in the *Government Gazette*? Yes.
8. There is provision in the Bill that compensation shall be given to the parties through whose land the railway shall pass, by appraisalment? Yes, the usual arbitration clauses.
9. There is also provision, I believe, that the railway may be used by the public, on certain terms? Yes.
10. Three-pence per ton per mile is the charge it is proposed to impose for the use of the railway by the public? Yes; that is copied from the Wallsend Railway Act.
11. Have you worked the mines at all yet? Yes; we have got coal out which has been used on the railway, and we have now a demand for a large supply for the Fitzroy Iron Mines.
12. Is it likely the Government will take coal from your mines? I think they will; it is spoken well of by the parties that tried it on the railway, some months ago.
13. Who do you suppose will be the chief consumers of your coal? The Fitzroy Iron Company, the Goulburn District, and Sydney. We anticipate bringing it down to Sydney by the Great Southern Railway, and it will be a great advantage to the public, by finding freight for the railway.
14. Have you any estimate of the quantity of coal you are likely to send by the line in the first year? At least 200 tons daily.
15. Then the granting of this Bill will enable you to give the Government Railways a large increase of freight? Yes, perhaps more than the entire revenue on that part of the line now.
16. Both to Goulburn and Sydney? Yes.
17. So that it is for the public interest that you should have permission to construct this line? Decidedly.
- 18.

- A. R. Huntley, Esq. 18. There is also provision, in the tenth clause, that where roads are crossed, good and sufficient gates shall be erected for the public accommodation? Yes.
- 17 Oct., 1867. 19. *Mr. Roberts.*] Have any tracings of the plan of the proposed line been furnished to any person interested, or through whose land the line will pass? No.
20. Has any proposed line been marked? Yes, decidedly.
21. Plainly marked? Plainly marked—any one can see it.
22. Are you aware that, in Government undertakings of this sort, the plans are usually placed in conspicuous positions, such as in the various Police Offices, so that parties taking objections to the proposed line can see them? No, I am not aware of it.
23. *Mr. De Salis.*] In the advertisements, was it specified where they could see such a plan? I believe it is not usual. I copied the advertisement from the notice given for Brown's Hartley Vale Railway, and it merely indicated the lands the line was to pass through, and the direction it would take between certain points.
24. Have you had any correspondence with the gentlemen who own these properties? No.
25. Do you suppose they are acquainted with your intention? I have advertised it in the *Gazette*, and in the Sydney and Goulburn papers.
26. They have not taken any notice of it? No.

Alfred Stafford Huntley, Esq., called in and examined:—

- A. S. Huntley, Esq. 27. *Chairman.*] You are a civil engineer? Yes.
- 17 Oct., 1867. 28. Have you recently surveyed a line for the purpose of constructing a railway from land near Berrima, the property of the promoters of this Bill, to a point on the Great Southern Railway? I have.
29. Have you prepared a plan of that railway? I have.
30. You put that plan in evidence? Yes. (*Handed in. Vide Appendix A.*)
31. The line laid down on this plan indicates the proposed railway? Yes.
32. Can you tell us the area of the land that this railway will take, in passing through the different properties? 22 acres in Messrs. Hillas' land, and 21 acres in that of the representatives of the late Mr. Hutchinson.
33. I understood you to say you have actually marked this line on the ground? The line is marked at every station of survey throughout.
34. You have marked the line from the coal mine to a point on the Great Southern Railway? I have.
35. Is it usual, in applying for a Bill to construct a private railway, to give notice to proprietors of adjacent lands in any other way than through the local papers and *Government Gazette*? No, it is not usual.
36. It is usual for the Government to proclaim a line? They proclaim it after survey.
37. But there is no case in which they send sketches of the proposed plan, except, I think, in bringing land under the Real Property Act? That is the only case that I know of.
38. It is usual for the Government, when they proclaim a road, to deposit a plan or tracing of the road intended to be opened, at the nearest Police Court? Yes, I believe it is.
39. But it is not usual, in applying for a private railway, to pursue the same course? I have never done so—it is not so in England I know.
40. As far as your knowledge goes, it is not done here? No.
41. *Mr. A. K. Huntley.*] Our line joins the Government line on a level—there is no objection on that point? I did not try the level, but I believe there is no objection to it.
42. *Mr. Burns.*] There are only a few parties through whose land the line will pass? Only two besides the Crown.
43. Do you know who represents the late Mr. Hutchinson? I do not.
44. Do the Messrs. Hillas live in the district? That I do not know either.
45. Should you not imagine that, if the Messrs. Hillas or the representatives of the late Mr. Hutchinson objected to the railway being carried through their land, they have had ample opportunity of objecting, in consequence of the notice you have given through the Press? Yes, I should think so.
46. You have heard of no objection being raised to the railway being carried through their land? None at all.
47. *Mr. Roberts.*] Of course you have not come in contact with any of the representatives of Mr. Hutchinson, or the Hillases, to hear of any objection? I have not.
48. *Mr. Burns.*] Are you aware whether there is any objection on the part of the Government to the junction with the Southern Line? I am not.
49. Has any communication been opened with the Railway Department on the subject? No; this is the usual means of opening the subject.
50. No correspondence has passed between yourselves and the Government with reference to the line? No.
51. Have you seen any of the railway officers on the subject? Mr. Cowdray, who is in charge of the line, knows of this; and it is also in the knowledge of Mr. Mackenzie, who is resident Engineer on the portion of the Great Southern Railway which is now in construction there.
52. *Chairman.*] By getting coal from this mine, and carrying it to the Great Southern Railway, for transmission to different places, you would increase the revenue of the Great Southern Railway? Yes, very considerably.
53. Is the coal of good quality? The best I have seen in the country.

[One plan.]

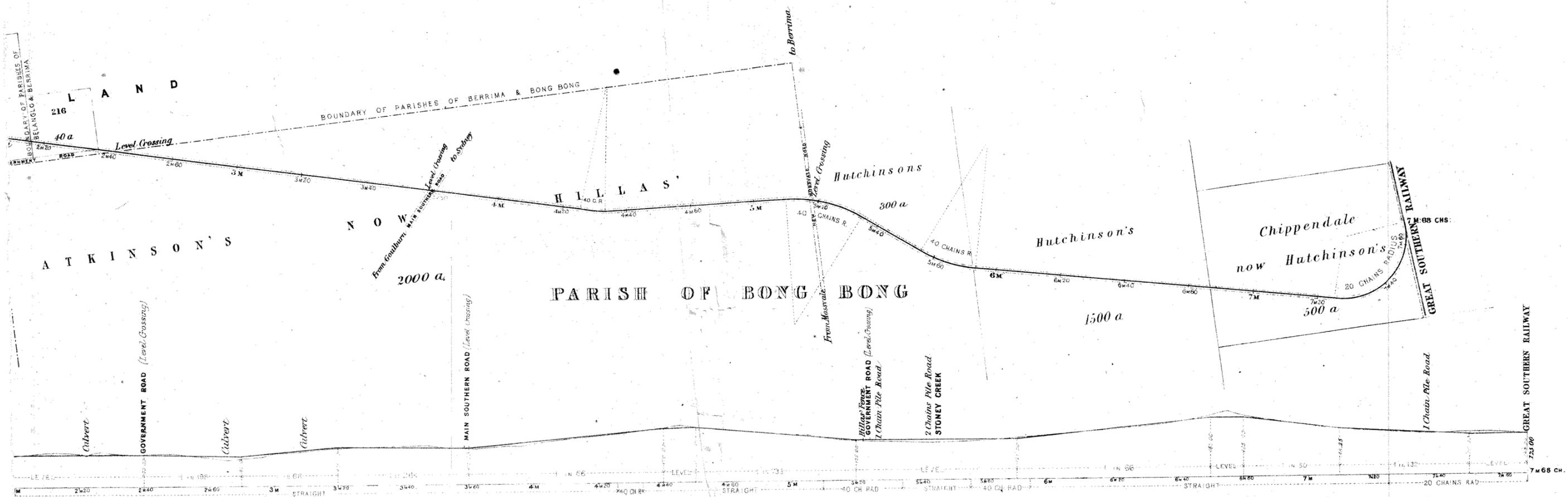
CATARACT RAILWAY

PLAN AND SECTION

Scale 30 Chains to 1 Inch - Vertical Scale of Section 300 Feet to 1 Inch

A. S. Huntley C.E.
BELL'S CHAMBERS 171 PITT ST.
Sydney October 8th 1867

PARISH OF BERRIMA



1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MRS. HARRIETTE NOWLAND.
(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 2 August, 1867.

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

The Petition of Harriette Nowland, of Muswellbrook, in the Colony of New South Wales, widow.

HUMBLY SHEWETH :—

That certain land, the property of your Petitioner, has been taken for Railway purposes, for which payment is withheld, owing to your Petitioner having failed to comply with the requirements of the Act by applying in the specified time.

That your Petitioner is a widow, with a large family dependent on her, and being totally ignorant of the provisions of the Act, erred through ignorance, and without any wish to delay or incommode the action of the Government.

Your Petitioner, therefore, humbly prays your Honorable House to cause inquiry to be made, and to grant such redress as in your wisdom you may think fit.

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

HARRIETTE NOWLAND.

Muswellbrook,
25th July, 1867.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(VALUATION OF LAND TAKEN FROM MRS. HARRIETTE NOWLAND FOR RAILWAY PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 8 October, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 25 September, 1867, That there be laid upon the Table of this House,—

“ The valuation made by the Government Valuator, of two
“ portions of land, the property of Mrs. Harriette Nowland,
“ in the Town of Muswellbrook, taken for Railway pur-
“ poses.”

(Mr. White.)

I ESTIMATE the value of the land (being 1 acre 5 perches) taken from Mrs. Harriette Nowland, at Muswellbrook, for Railway purposes, including all damage by severance and otherwise, by reason of the taking of the said land, and of the Railway works, to be £381 8s. 4d. (three hundred and eighty-one pounds eight shillings and four-pence).

THOS. COWLISHAW,

Land Valuator.
3/9/67.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY LAND CLAIMS.

(RETURN OF, SETTLED BY ARBITRATION.)

Ordered by the Legislative Assembly to be Printed, 19 December, 1867.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 19 December, 1867, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

A Return shewing,—

- “ (1.) A List of Land Claims taken for Railway purposes, settled by arbitration, since 1st April, 1859, to this date.
- “ (2.) Names of Claimants.
- “ (3.) Amount claimed.
- “ (4.) Amount offered by the Government.
- “ (5.) Amount awarded by arbitration in each case.”

(Mr. Lee.)

RAILWAY LAND CLAIMS.

LIST of Land Claims settled by Arbitration, since April, 1859.

NAME OF CLAIMANT.	AMOUNT CLAIMED.	AMOUNT OFFERED.	AMOUNT OF AWARD OF ARBITRATION.
	£ s. d.	£ s. d.	£ s. d.
Atkinson J. H.	1,756 17 6	.....	1,000 0 0
Byrnes Rev. W.	100 0 0	.....	100 0 0
Warbys, Exors. of	800 0 0	800 0 0	800 0 0
Hurley John	1,000 0 0	.....	550 0 0
Edrop James	400 0 0	6 3 2	75 0 0
Hughes J. T.	3,812 0 0	1,224 10 3	2,000 0 0
Russell Capt. W.	796 0 0	119 18 0	181 10 0
Harris Mrs. Elizth.	1,400 0 0	477 3 6	675 0 0
Coulter Robert	1,672 0 0	727 12 0	1,010 0 0
Barnett Thomas	140 0 0	30 0 0	58 0 0
Smith John	1,019 13 9	417 5 6	600 0 0
Neal George	1,275 0 0	416 4 1	621 0 0
Simpson William	100 0 0	37 17 4	50 0 0
Cottrell Charles....	500 0 0	84 18 6	237 10 0
Hannell James	1,000 0 0	.....	1,000 0 0
Smith John	1,000 0 0	.....	275 0 0
Dangar Mrs.	635 0 0	114 6 3	480 0 0
Christie W. D.	1,666 10 0	932 7 7	993 10 0
Byers and Learmonth	175 0 0	36 0 0	99 0 0
Kelly Mary	70 0 0	24 0 0	50 0 0
Cobcroft Enoch....	1,052 0 0	.....	583 1 0
Muir James and another	800 0 0	161 13 5	314 3 7
Muir Mary	450 0 0	.....	324 10 0
Baldwin Otto	200 0 0	98 0 0	546 13 0
Russell Bourne	320 18 9	58 14 4	436 2 9
McDouall J. A.	907 15 0	213 12 3	394 13 3
Brown J. and A.	500 0 0	42 8 9	43 0 0
Larnach John	2,715 6 10½	1,211 17 0	1,656 17 1
McDougall A.	3,000 0 0	413 18 7	675 10 0
Heuston John	291 7 6	93 0 1	117 12 0
Eckford Henry	3,564 0 0	543 14 9	846 17 4
Eckford Mary	4,134 0 0	396 19 1	520 16 1
Hale Thos.	50 0 0	9 18 0	15 0 0
Hale Thos.	1,600 0 0	841 10 0	966 10 0
Ryan James Tobias	1,650 0 0	530 19 6	838 3 9
Roberts R. and others	1,000 0 0	1,000 0 0	1,001 0 0
Hines William	8 0 0	4 0 0	4 0 0
White Rev. J. S.	1,143 0 0	330 0 0	454 0 0
Smith W. H., Trustees of	100 0 0	94 9 0	94 19 0
Whyte W. H.	750 0 0	.....	560 0 0

NOTE.—These are all the disputed claims, out of upwards of 800 offers.

[Price, 3d.]

Sydney: Thomas Richards, Government Printer.—1863.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MR. WILLIAM B. HULL.

(CORRESPONDENCE, ETC., RESPECTING DISMISSAL OF, AS DISTRICT ENGINEER, GREAT WESTERN RAILWAY.)

Ordered by the Legislative Assembly to be Printed, 24 March, 1868.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 24 March, 1868, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“ Copies of all charges and other documents laid before the
“ Governor in Council, in connection with the dispensing
“ with the services of William Bennett Hull, late District
“ Engineer of No. 5 and No. 6 Sections on the Great Western
“ Railway—the above papers to include the testimonials
“ presented to Mr. Hull by the former and present Engineer-
“ in-Chief for Victoria.”

(Mr. Morrice.)

SCHEDULE 1.

NO.	PAGE.
1. Correspondence between Acting Engineer-in-Chief for Railways and Mr. W. B. Hull, respecting excavation of cuttings being in excess of sectional quantities on Contract No. 5. From 10 October, 1867, to 2 January, 1868	3
2. Correspondence between Acting Engineer-in-Chief for Railways and Mr. W. B. Hull, respecting culverts insufficiently backed. From 31 October, 1867, to 21 November, 1867	5
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4. Mr. Hull to Acting Engineer-in-Chief, complaining of conduct of Inspector Mettam. 22 December, 1867	8
5. Mr. Mettam to Acting Engineer-in-Chief, in explanation; with remarks by Mr. Mason. 21 and 27 December, 1867	9

SCHEDULE 2.

NO.	PAGE.
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MR. WILLIAM B. HULL.

No. 1.

No. 67/287.

Department of Public Works,
Railway Branch,
Engineer's Office, Sydney, 10 October, 1867.

Memorandum to Mr. Hull.

THE following cuttings on Contract No. 5, as per your last measurements, appear in some instances very much in excess of the sectional quantities. Will you please to inform me how the difference arises?

The following are the cuttings alluded to, viz. :—

Cutting No.	cub. yds.	in excess of sectional quantity.	
1—	969		
14—	2,116	do	do
15—	8,469	do	do
17—	491	do	do
22—	433	do	do
23—	3,199	do	do
24—	3,836	do	do
25—	602	do	do
26—	1,622	do	do
*29—	2,300	in excess (more than double) of sectional quantity.	
30—	7,969	in excess (one-third more) of sectional quantity.	
44—	4,351	in excess (and not yet finished) of sectional quantity.	
Total		36,357	

Nos. 6, 12, 47, 48, and 49 will apparently be in great excess.

Please to be particular to colour all the cuttings on the progress section as far as they are finished.

WILLIAM MASON.

THESE cuttings (like many others not yet disclosing the fact) were originally calculated with slopes which were not sufficiently flat for safety. Undoubtedly the quantity of earthwork will be *largely* in excess of the original quantities—a circumstance to which I draw the attention of the Engineer-in-Chief when he last visited the spot, knowing that sooner or later such a question as this must naturally arise, and wishing that he might see (in many cases beforehand) how imperatively necessary such increase in the excavation would be.

The Acting Engineer-in-Chief.

W.B.H.

11/10/67.

P.S.—I regret exceedingly that this question did not arise in this way before Mr. Whitton's departure, because the *enormous increase* in some of the cuttings might give rise to unpleasant remarks which would be difficult to answer, and which could only be met by a personal examination on the ground, and made before the work was done. I distinctly state (knowing that Mr. Whitton will, on his return, bear me out) that he fully realized the necessity of the case, and in some of the cuttings (those on the Zigzag) said that the increase ought to have been foreseen and provided for. I have no hesitation in declaring that every yard taken out, and that will be taken out, has been and must be removed, for the safety of the line. In some cases Mr. Whitton even thought I had not gone far enough, and would have to make further additions to the quantities of excavation. In other cases I would not allow the work to be commenced till Mr. Whitton saw it; and in every such case he agreed with the recommendations I offered, and instructed me to carry them out, and particularly cautioned me not to omit any similar increase in the excavations, but to remove everything that would tend to render the line unsafe.

* Cutting widened as per disposal sheet.—W.B.H.

No. 67/302.

Department of Public Works,
Railway Branch,
Engineer's Office, Sydney, 21 October, 1867.

Memorandum to Mr. Hull.

REFERRING to my memorandum 10/10/67, Mr. Hull will perceive that I only asked him to explain how the excess of excavation in the cuttings had arisen. I did not in any way question whether these extra excavations were necessary. To express any opinion upon this subject would require a personal examination of the works.

I

I was not aware that the slopes of the cuttings referred to had been altered from the original design. Flattening the slopes would, of course, increase the excavation.

I do not see how any increase in the excavation of the cuttings, where positively required to be taken out, can possibly give rise to any unpleasant remarks, as Mr. Hull has suggested. My minute, asking for an explanation, does not either express or imply anything that could be so construed.

Of course, Mr. Hull will on all occasions provide himself with sufficient information which may be necessary to explain at any time any questions of the nature here referred to, or to meet any matters of dispute (should any such arise) between the Commissioner and Contractor.

WILLIAM MASON.

I REGRET exceedingly that anything I said in my reply to Mr. Mason's memo. of the 10th instant should have been construed in the least degree in an unpleasant manner, for I most sincerely state that nothing was further from my thoughts than to give Mr. Mason cause to feel offended or annoyed. Nothing that Mr. Mason said could reasonably excite any unpleasant feeling on my part; I only wonder that the question relative to the earthwork being so largely increased was not asked before, and my regret arose from the fact that nothing in writing existed in connection with the case before Mr. Whitton left. That gentleman saw what now is destroyed, and in numerous instances on the Zigzag the enormous increase might well hereafter cause remarks (perhaps strong ones), and nothing, in Mr. Whitton's absence, remains but my bare word that such increase was necessary.

I can assure Mr. Mason that the enormous increase of excavation and other important alterations in the original design of No. 5 Section has caused me very great anxiety; not that I had any doubt of what was right, but from the mere extensiveness of the alterations.

Doing away with seven large retaining walls, two viaducts, and increasing the earthwork (the disposal of the earthwork being utterly useless)—all this might well cause me anxiety, and impress on me the necessity of having the consent of the Engineer-in-Chief to what I was doing.

I beg again to assure Mr. Mason that I neither felt the least annoyance myself or intended, directly or indirectly, to say, or insinuate even, anything unpleasant to himself; and I beg him to accept such assurances.

W.B.H.—22/10/67.

W.M.—23/10/67.

The Acting Engineer-in-Chief.

Railway Department, Lithgow.
18 December, 1867.

Mr. William B. Hull to The Acting Engineer-in Chief for Railways.

Sir.

Referring to your having, in conversation with me while on your recent visit to this district, expressed a doubt of the accuracy of my measurements, and consequently of the truth of the certificates vouched for by me, and your intention to send some one to this district to remeasure my work, I have the honor to say that I expressly desire that every possible means may be taken to set the matter beyond doubt, and that I challenge proof of so grave a charge.

I am most willing to give every assistance to any gentlemen you may send up; but to prevent the possibility of its being said, or insinuated, that I influenced them or sought to bias them in their duties, I must be excused from taking any measurements with them.

I have, &c.,

W. BENNETT HULL,
District Engineer.

It is very wilful of Mr. Hull to state that I expressed a doubt of the accuracy of his measurements, when I so repeatedly assured him that I did not question the accuracy of his measurements. What I wished to know was this,—whether Mr. Hull's measurements or the sectional quantities were correct, as the two differed so widely; and the only way to decide the matter would be for a second party to measure the work, or for Mr. Hull to put upon the cross-section and other drawings the work as executed, so as the quantities could be checked in this office.

Mr. Hull ought not to feel surprised at my taking this step, as he himself stated to me, during my visit to the works, that he was surprised that no inquiry had been made into this great discrepancy in quantities before my memo. 10th October. When Mr. Hull found such great discrepancy between his measurements and the sectional quantities, he ought immediately to have called Mr. Whitton's attention thereto; but, instead of that, Mr. Hull allows the matter to go on until I ask him the question, and then he replies that he is surprised that he was not asked that before. After this, Mr. Hull cannot reasonably feel offended or surprised at my taking such steps as may to me seem necessary to arrive at a correct solution of the question.

In reply to the last paragraph of Mr. Hull's memo. I may state that, to my knowledge, there is no one in this department whom I might choose to send to make these measurements that would be capable of being influenced or biased either by Mr. Hull or anyone else.

WILL. MASON.
27/12/67.

Mr. Hull.—To be returned.—W.H.Q.—27/12/67.
W.B.H.—2/1/68.

No. 2.

No. 210.

Government Railways,
Lithgow, 31 October, 1867.

Memorandum to the Acting Engineer-in-Chief, Railway Department, Sydney.

A SUPPLEMENTARY sheet is attached to this month's certificate, shewing masonry withdrawn from culvert at 76. 64. 18. This culvert, from insufficient backing, is, about the centre of its length, seriously injured. A considerable portion (not less than 40 feet) is perfectly sound; but I have condemned the whole culvert, and called on Mr. Higgins to rebuild it. This he has undertaken to do, as stated in his letter enclosed. If the Acting Engineer-in-Chief think that, under the circumstances, it is unnecessary to withdraw the money, the supplementary sheet will not be required.

W. BENNETT HULL,
Assistant Engineer.

Contractor's Office, No. 5 Contract,
Great Western Railway,
Lithgow, 30/10/67.

W. B. Hull, Esq.; C.E.,
District Engineer.

Sir,

I have the honor to acknowledge receipt of your memo. of this date, stating that "the culvert in No. 6 Bank being damaged, you have condemned it, and calling on me to rebuild it at my own expense." I beg to state that I will do as you request.

I have, &c.,
P. HIGGINS,
(Per DAVID FREW.)

Forwarded to the Acting Engineer-in-Chief with Memo. 210. —W.B.H.—31/10/67.

WILL Mr. Hull please explain why this work has been included in previous certificates, when it has been improperly executed?

I refer Mr. Hull to the last paragraph in the memorandum of Mr. Whitton, dated 22nd November, 1866.

I may repeat that work of any description, if not properly executed, must not be included in the certificates.

W.M.—1/11/67.

Mr. Hull.—To be returned.—W.H.Q.—1/11/67.

THIS work was included in previous certificates, but it was *then not damaged*. The culvert *was* properly executed, and *remained sound and perfect* till within a very few days. I saw it within the last month (during October), and it was still sound. On the 23rd, I found the arch in the centre of the length of the culvert cracked and distorted. Then I condemned it, but not till then. Mr. Higgins was present when the damage was discovered, and guaranteed there and then to rebuild the culvert, and I withdrew it from the certificate in the supplementary sheet.

W.B.H.—2/11/67.

How could this work be sound and perfect, when Mr. Hull says it failed from insufficient backing?

W.M.—12/11/67.

Mr. Hull.—To be returned.—W.H.Q.—12/11/67.

I FIND it difficult to answer this question (of the 12th instant) directly, but I will state everything that I think can be said on the subject.

Any culvert is liable to injury if it be not sufficiently backed up.

This backing up has to be done by the contractor at his own expense, and it is at his risk if it be insufficiently done.

No doubt; but it is the duty of the Inspector to see that it is properly done, otherwise he is of no use on the works.

This is no excuse for having the work improperly executed.

Clause 19, in general terms, directs "that the earthwork must be well punned for such distance as may be required, not exceeding 3 yards on the sides and over the top of all culverts, without any charge beyond the price stated in the Schedule of Earthwork." Clause 73 says that "Any culvert sustaining damage from carelessness on the part of the contractor in not sufficiently backing up the masonry, the whole of the work in such culvert will be condemned, and must be rebuilt at the expense of the contractor."

In this particular case I had some doubts, and expressed them, as to whether the backing was sufficient; and I cautioned the contractor that the culvert was built in such a position that it was necessary to take the greatest care in carrying the bank over it. The contractor thought that what he had done was sufficient, and ultimately (after seeing the bank over it safely) I began to think that he was right. The result, however, proved the contrary; and I condemned the culvert, as previously stated.—Memo. 210, of October 31, 1867.

The result only can determine the sufficiency or insufficiency of the backing. If a culvert cannot be considered sound till the question has been determined by the bank having been carried over it in safety, no culvert could be returned till such work was done.

Clause 73 is framed (partly) to meet such cases—cases which do occasionally happen, even (the contractor knowing his risk, and that the whole expense of failure must be borne by himself) where the greatest care has been taken to ensure success.

I submit:—1st. That it was impossible to foresee that the culvert would be injured.

2ndly. That by the letter and very spirit of the specification (clause 73), I should not have been justified in withdrawing the culvert from the certificates while it remained sound—that is, unbroken, not distorted, and not cracked.

3rdly. That I acted strictly in accordance with the specification (clause 73) in condemning it, calling on the contractor to rebuild it at his own cost, and withdrawing it from my certificate when, and only when, the culvert was found to be injured.

W.B.H.—13/11/67.

The Acting Engineer-in-Chief.

Will Mr. Hull state his reason for doubting the culvert being properly backed? Mr. Hull having a doubt about the work being properly executed, ought to have excluded it from the certificate until altered satisfactorily.

The culvert having failed from improper backing, this has nothing to do with the question.

It was possible to provide against the culvert being injured, by having it properly backed.

Had the culvert been properly backed, it would then have been unjustifiable to have excluded it from the certificate; but as Mr. H. says it was not, and that it failed from that very cause, then it amounts to this,—that work improperly executed was included in the certificate.

The whole matter is resolved into this:—A culvert has been built, and not been properly backed (as shewn by Mr. Hull's own statement). When the embankment is tipped over it, the culvert, from that cause only (bad backing), fails. This clearly shews a want of proper inspection of the work during its progress.

I consider Mr. Hull's explanation of the matter altogether inadmissible. It only shews that no proper supervision had been exercised by the Inspector. I shall be glad to be informed by whom this culvert was inspected—*i. e.*, the backing, &c., of it, and how many more culverts have been inspected by the same person, and also his explanation of this matter.

I wish Mr. Hull clearly to understand that work of any description improperly executed must not be included in the certificate.

W.M.—14/11/67.

Mr. Hull.—To be returned.—W.H.Q.—14/11/67.

In reply to the minute, dated the 14th instant, of the Acting Engineer-in-Chief, I beg to state that my reasons for doubting the backing up of this culvert arose from the general circumstances of the case, *e. g.*, the exceptional and very critical position of the

the culvert; the unusual care that was necessary; the nature of the ground (which was very soft and rotten) and the enormous weight of the bank, which is nearly 70 feet in height, and the heaviest on the section. But my doubts were by no means strong ones—far removed from anything approaching certainty. A very large amount of work had been done in backing (far more than enough for ordinary purposes), and very careful inspection was kept by myself personally. Nevertheless, the result only could determine the question of sufficiency or insufficiency.

I gather from the minutes of the Acting Engineer-in-Chief (and if I am wrong, I beg to be corrected), that I am to consider that, if any doubt exist in my mind touching the sufficiency of the backing up of any culvert, I must consider such culvert as work "improperly executed," and withdraw it from the certificate till the backing be done to my perfect satisfaction, and I am fully assured, beyond the possibility of a doubt, that the culvert is safe.

Mr. Wiles inspected the culvert. I entirely acquit him of all responsibility, inasmuch as I continually saw the work and spoke to him about it.

The Acting Engineer-in-Chief.

W.B.H.—16/11/67.

I CAN only repeat that work of any description improperly executed must not be included in the certificate.

W.M.—18/11/67.

Mr. Hull.—To be returned.—W.H.Q.—18/11/67.

Noted and returned.—W.B.H.—21/11/67.

No. 3.

No. 67/389.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 31 December, 1867.

Memorandum to Mr. Hull.

DURING my recent visit of inspection to the works in your district, you will remember my asking you how you had dealt with the *shale* which I observed present in some of the cuttings, and that you replied you had measured it as rock and returned it in the certificate as rock, and charged it at rock price.

You will also remember that, at the same time, I told you that in future it must not be returned as rock in the certificate, but as earthwork only.

You also stated that on Mr. Whitton's visit of inspection to these works you had drawn his attention to this material, and told him that you were measuring and returning it in the certificate as rock, and that Mr. Whitton made no objection thereto.

You will also remember me asking you what were Mr. Whitton's words exactly in reply to you, and that you said you could not recollect his exact words, but that you understood him to say that it was quite right what you had done. You will remember me asking you particularly to put in writing Mr. Whitton's reply to you, and to let me have it in time for the outgoing Suez mail; but I have not yet heard from you on the subject.

I have therefore again to request that you will favour me with a reply in writing, and state, as nearly as you can recollect, what were the words or expressions used by Mr. Whitton in his reply to you on this subject, so as no misapprehension may exist as to their import.

WILL. MASON.

No. 259.

Railway Department, Lithgow,
2 January, 1868.

Sir,

Referring to your memo. 67/389 of 31st December, 1867, I have the honor to state that I informed you, on your recent visit of inspection, that no conversation whatever on the question of shale, or of what I was returning as earth and rock respectively, took place between the Engineer-in-Chief and myself.

What I stated to you was briefly this:—That, in a very cursory way, I had mentioned to the Engineer-in-Chief that I considered a certain material out of one of the cuttings through which we were riding was the worst rock we had to contend against, as it blew out so raggedly; and I added that I considered it and had returned it as rock (and, as I told you), Mr. Whitton

Mr. Hull distinctly stated to me that he had called Mr. Whitton's attention to this matter. These were Mr. Hull's words:—
"I called Mr. Whitton's attention to what I was doing with this (meaning the shale), and Mr. Whitton said 'All right, Mr. Hull,' or something to that effect."

It appears, from this second paragraph, that Mr. Hull returned this as rock, *because it blew out so raggedly!* without any reference to *what material it actually was!*

made no objection. I cannot remember the words used, for it was but a passing remark on my side, and at the time a matter (in my opinion) of very little moment.

I wish, however, that it may be distinctly understood, that I did not mention the subject to Mr. Whitton with a view of getting that gentleman's opinion on a point on which I entertained any doubt. I had, all through, returned the material as rock, and should have continued to do so to the end but for your instructions to return it as earth; it being, in your opinion, shale.

And I further strongly protest against any assumption that I had the remotest idea of shifting any responsibility from myself to Mr. Whitton when I was conversing with you about the matter, and I regret exceedingly having said anything about what had previously occurred.

I beg to remark that, during your recent visit, you referred many times, repeatedly, to this matter; and at last, on the third day (it being during the first hour of your inspection that it originated), I said that, as I could only repeat, as I had numberless times already, what I had said, (and as it appeared to me you did not seem satisfied,) that I would put in writing my remarks. To this you agreed, and added that you should write to Mr. Whitton.

I certainly did not understand you to say that you would do so by the outgoing mail, or I would have written in time.

I regret I did not understand you, and that great pressure of business induced me to postpone a matter which I did not think was an urgent one.

I have, &c.,

W. BENNETT HULL,

District Engineer.

The Acting Engineer-in-Chief.

Why did Mr. Hull mention the matter at all to Mr. Whitton?—and why tell him that he (Mr. H.) had returned it as rock? Surely this is plain enough,—that Mr. Hull was doubtful of what he was doing, and in consequence wished to have Mr. Whitton's opinion upon it.

Why should Mr. Hull regret having mentioned the matter?

I am fully aware that I repeatedly asked you what Mr. Whitton's exact words were, as nearly as you could recollect, so as to enable me to judge of their import. You said, "Well, I do not remember. It was 'All right, Mr. Hull,' or something to that effect," but you could not say exactly; and, to avoid any misapprehension on this matter, I requested you to put it in writing for me, to write by the outgoing Suez mail to Mr. Whitton upon the subject, and you promised to do so.

I think Mr. Hull must have entirely misunderstood Mr. Whitton in this matter, as I am quite certain he never would have used those words or concurred in what Mr. H. had done.

W. M.—3/1/68.

No. 4.

MR. WILLIAM B. HULL to THE ACTING ENGINEER-IN-CHIEF FOR RAILWAYS.

Railway Department,
Lithgow. 22 December, 1867.

SIR,

I have the honor to report, for your information, that on my visiting, on the 19th instant, a culvert being built at 85m. 12c. 931, on Section No. 5, G. W. R., the foreman called my attention to the fact of the Inspector (Mr. Mettam) having ordered the wing-walls to be built in dimensions larger than were shewn on the drawings.

The culvert is one of 5 feet diameter, and the wing-walls are shewn on the signed drawings of the thickness of 18 inches, resting on a footing course 2 feet in width.

The foreman shewed me work set 2 feet 6 inches wide, and said that Mr. Mettam had ordered the course above to be 2 feet 3 inches wide, and the rest 2 feet.

I sent Mr. Mettam a memo. (No. 240, copy attached) on the 20th instant, asking for explanation.

Mr. Mettam called at my office yesterday morning (the 21st instant), and offered me a piece of paper, on which was a sketch of the wings of a culvert. I declined to receive it by itself, and required a written answer to my memo. Mr. Mettam, in a very offensive manner, said he would send it to Sydney, and while I was speaking to him went out of the office, and although I followed him and called to him to stop, he walked off without noticing me; till, after reaching the road, I called Mr. Fergusson (Inspector of Fencing) to bear witness to what was passing.

Then Mr. Mettam stopped, and, in the presence of Mr. Fergusson, I repeated what I had previously said in my office, viz., that I declined the sketch because it was in pencil, without a word or figure on it, without signature, and no answer to my memo. At the same time, I said I would take it and keep it till I could use it in connection with any letter Mr. Mettam might send.

Mr. Mettam repeated that he would send it to Sydney, and left me.

I afterwards sent Mr. Mettam another memo. (No. 242, copy attached); and as he has taken no notice of it, I now report the circumstances, and make the following specific charges against him:—

1st.

1st. Of having, without my knowledge, ordered work which is in excess of the signed drawings, and which, in the particular case, was quite unnecessary.

2nd. Of having behaved in a most offensive manner to me, his superior officer; the which, if allowed, must prove subversive of subordination.

I have, &c.,

W. BENNETT HULL,
District Engineer.

Lithgow, 20 December, 1867.

No. 240.

Memo. to Mr. Mettam, Inspector of Masonry, Sec. 5, G.W.R.

ON visiting culvert at 28 m. 12 c. 93 lks. yesterday, I was informed by the foreman that Mr. Mettam had ordered additional masonry, and that he was putting the same in accordingly.

Mr. Mettam will please state if this be true, and if so, the reason of his having given such orders.

W. BENNETT HULL,
District Engineer.

No. 242.

Lithgow, 21 December, 1867.

Memo. to Mr. Mettam, Inspector of Masonry, Sec. 5, G.W.R.

MR. METTAM will be good enough to answer in writing the Memo. No. 240 of yesterday's date, and to do so some time to-day.

Failing this, Mr. Mettam will be reported by me.

W. BENNETT HULL,
District Engineer.

No. 5.

MR. METTAM to THE ACTING ENGINEER-IN-CHIEF FOR RAILWAYS.

Lithgow, 21 December, 1867.

SIR,

I received from Mr. Hull, District Engineer, the enclosed memorandums—the first one, requesting me to give him in writing the reason I had given orders for two courses of the wing-wall stones a little wider on the bed, to 5 feet culvert at 85 m. 12 c. 93 lks.; and, instead of writing, I made a small sketch, by which I could have explained more clear the reason I had done so than in writing. I presented the said sketch to Mr. Hull at his office, but he would not receive anything of the kind only in writing.

I enclose you the memorandums, likewise the sketch, by the bearer, who will more fully explain the matter.

Yours, &c.,

JOHN METTAM.

Memoranda
Nos. 240 and
242—W.H.Q.

1. Has Mettam or any other of the inspectors put in extra work, previously to this, without Mr. Hull's sanction—If so, state wherein? No.

2. Mettam's conduct in this matter is reprehensible; he had no right to order any alteration from the drawing without Mr. Hull's sanction. Be so good as to inform him that I disapprove of his conduct towards you in this matter, and if such be again repeated, he will be instantly dismissed from the service.

3. At the same time, I must express my regret that Mr. Hull should have insisted upon an explanation being given in writing, as Mr. Hull must know that it is not an easy matter for an uneducated man to express himself in writing; and I think, so far, Mr. Hull acted wrongly in not allowing Mettam to explain to him verbally and by sketch, as it is probable that he could have afforded a much more explicit explanation by this mode than by writing; and, while strongly censuring an inspector for not shewing proper respect to his superior officer, I at the same time trust that Mr. Hull's treatment of, and bearing to, any subordinate officer, will always be such as not to provoke in him a spirit of insubordination.

WILLIAM MASON.
27/12/67.

Mr. Hull.—To be returned initialled.—W.H.Q.—27/12/67.

Initialled, W.B.H.—2/1/68.

No. 1.

MR. WILLIAM B. HULL to THE ACTING ENGINEER-IN-CHIEF FOR RAILWAYS.

(238.)

Railway Department, Lithgow,
18 December, 1867.

SIR,

Referring to a conversation I had with you yesterday on Section No. 5, when you stated that certain inspectors in this district had complained to you about me, I have the honor to apply for a full and searching inquiry, and beg to be furnished with a definite statement, in writing, of every particular, and of each separate item of the complaints, and the names of the several inspectors making each one of them.

I have, &c.,

W. B. HULL.
District Engineer.

FORWARD copy of papers which accompany this letter, and call upon Mr. Hull to shew cause why he should not be removed from the Public Service.—J.B.—3/1/68.

W. B. Hull, Esq.—3/1/68.

No. 2.

THE ACTING ENGINEER-IN-CHIEF FOR RAILWAYS to THE COMMISSIONER FOR RAILWAYS.

Department of Public Works, Railway Branch,
Engineer's Office,
Sydney, 31 December, 1867.

(67-390.)

MINUTE PAPER.

Subject:—Suspension of Mr. W. B. Hull from duties of District Engineer on Contracts Nos. 5 and 6, G.W.R.

On my recent visit of inspection to the Works on Contracts Nos. 5 and 6, G. W. Railway, I had occasion to question two of the inspectors relative to a culvert which had failed from improper "backing up."

During this inquiry certain matters transpired which caused me to make further inquiries of the other inspectors; and, with the view of arriving at the whole truth of these statements, I have examined, separately, the following inspectors of masonry on Contract No. 5, viz. :—

William Wiles,
John Mettam,
Charles Cains,John Raward,
James Godfrey.

I enclose a copy of the evidence given by each of these inspectors, wherein it will be seen, are statements which seriously affect Mr. Hull, the District Engineer.

I may state that four of these inspectors have been in the service of this department for several years, and during this time their conduct has, on all occasions, as far as I am aware, been unexceptionable.

Considering, therefore, the serious charges which their evidence contains against Mr. Hull, I feel it to be my duty to obtain the sanction of the Commissioner to suspend Mr. Hull from all further duties pending an inquiry into these charges.

I enclose a copy of the form which is used by each of the District Engineers in returning their measurements for certificate. This form is signed by the District Engineer, certifying that the measurements were made by him. This has been done, on all occasions, by Mr. Hull; and, should it prove that Mr. Hull is unable to refute these charges, it will be seen that Mr. Hull has made a false declaration.

Should the Commissioner accede to my proposition to suspend Mr. Hull, I propose to send Mr. George Cowdery to take charge of the Works for the present.

W. M. MASON.
31/12/67.

Under Secretary for Public Works.—B.C.—4/1/68.

I QUITE approve of the suggestion of the Acting Engineer-in-Chief, both as to the suspension of Mr. Hull and the appointment of Mr. Cowdery to succeed him, and to take charge of all papers and books, &c., belonging to the department.

J.B.—31/12/67.

[Enclosures

[Enclosures in No. 2.]

GENERAL CONDITIONS.

Interpretation Clause.

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

Dismissal of Workmen, removal of improper Materials, &c.

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

Instructions to be obeyed.

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

Drawings, Specification, &c.

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

Extra Works, Omissions of Works, &c.

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

Net Measurements.

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

Labor, Materials, Plant, &c.

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

Damages, &c., to be paid for by Contractor.

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

Setting out Works.

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

Contractor to be represented.

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

Progress of Works.

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

Cancellation

Cancellation of Contract.

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

Time of Completion.

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

Copies of Drawings, &c.

14. All copies of drawings or specifications required by the Contractor for carrying on the works must be made at his expense; but should any copies of drawings or specifications be furnished to him at the expense of the Commissioner, they must be returned to this office before a final Certificate for the work can be given.

Free Passes, &c.

15. No Free Passes on any of the Government Railways will be granted either to the Contractor or his Agents; nor will any materials or articles of any description be conveyed free of charge.

Liability of Contractor.

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

Contractor not to sub-let Works or assign Moneys.

17. The Contractor shall not assign over or under-let this Contract, or any part thereof, or assign all or any of the moneys payable or to become payable under the Contract, or all or any part thereof, or any other benefit whatsoever arising, or which may arise under this Contract, to any other person, without the consent in writing under the Seal of the Commissioner for Railways first obtained. The Contractor, for each and every breach of this condition, shall pay to the Commissioner for Railways the sum of £ _____ as and for liquidated damages, and the sum or sums payable as such damages may be deducted from any sum or sums due to the Contractor, under this or any other Contract, with the Commissioner for Railways; and any permission to assign over or under-let works to be done under this Contract, shall not discharge the Contractor from liability to see that the works so assigned or under-let are executed and completed in terms of this Contract.

Truck System not allowed.

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

Power to the Commissioner to pay Workmen's Wages.

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

If the Contractor shall fail or omit to pay the wages of any workman employed upon the works, in the current coin of the Colony, it shall be lawful for the Commissioner, so often as the same shall happen, upon complaint of such failure or omission made by any such workman, and upon production or other satisfactory proof of any judgment, or order of a Court of Petty Sessions, or of any other Court of competent jurisdiction, to pay the amount mentioned in such order to such workman, and to deduct the same amount from any money then due or owing, or thereafter to become due or owing to the Contractor under this Contract.

Bankruptcy or Insolvency.

20. If the Contractor shall become insolvent, have his estate placed under sequestration, or shall make an assignment of his estate for the benefit of his creditors, it shall be lawful for the Commissioner, without previous notice to the Contractor, or to the Official or other Assignee or Assignees of his insolvent estate, or to the Trustee or Trustees under the assignment, to take the works out of the hands of the Contractor, and of the Assignees or Trustees of his estate, and to re-contract with any other person or persons to

to proceed with and complete the same, upon such terms, stipulations, and conditions as shall be deemed expedient; and all the then remaining materials, implements, and plant aforesaid, may be used in and applied for the purposes of the works; but on the final completion of the works, the surplus of such materials, implements, and plant, shall cease to belong to the Commissioner, and shall become the property of the said Assignees or Trustees, without any allowance for, or payment by the Commissioner, or on account of any loss or diminution, wear, tear, or injury they may have sustained in the meantime.

Security.

21. The Contractor will be required to provide two approved persons as Sureties to enter with him into a bond to the Commissioner for Railways, in the penal sum of _____ pounds, for the proper performance and completion of the Contract. The names of the persons proposed by him as sureties must be stated in his tender; the Commissioner for Railways reserving to himself the power of rejecting such proposed sureties, should he deem it advisable to do so.

Should the Contractor fail to procure such persons as may be deemed by the Commissioner to be eligible Sureties, within six days from the acceptance of the Tender, or should the Contractor fail to execute the Contract for the due performance of the works mentioned in the said Tender, or to execute and to procure the due execution by the persons so approved of as Sureties of the bond required hereunder for securing the due completion of the works to be done under the said Contract, within _____ days after the acceptance of such persons as Sureties has been notified to him, the Commissioner will have the option of and full power and authority to declare such acceptance to be annulled.

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

Progress Payment without prejudice, &c.

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

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

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

Payments.

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

*Department of Public Works,
Railway Branch, Engineer's Office.
Sydney*

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3-foot Culvert in Embankment No. 6.

I INSPECTED the excavations for the foundations of this culvert from the commencement, and saw the whole of the foundation taken out; advised Mr. Hull to put culvert 6 inches lower at the outlet end; culvert was put in so; good sound foundations throughout; saw a few stones in middle course of invert set, and then left it; Cains inspected the whole work after this.

I have inspected the whole of Viaduct No. 2 from its commencement to its completion; I have been regularly on the work from half-past 8 a.m. to 5 to 6 p.m., and have never seen Mr. Hull make a single measurement, either of excavation or masonry; Mr. Hull directed me to make all these measurements, and to take them to his office regularly once a month, which I did regularly; Mr. Hull has never, to my knowledge, seen the foundations of this viaduct; I requested him on one occasion to come and look at the foundations, as I always had been in the habit of requesting the Engineer to come and examine the foundations of all works upon which I had previously been engaged before any masonry was put in; Mr. Hull replied that he had no time to come, and that he generally left these things to his inspectors; I have not seen Mr. Hull on the works oftener than once in five or six weeks; the contractor has never, on any occasion, refused to do the work to my satisfaction; I have been obliged to leave the works under my charge to go to the office with the measurements, &c., for Mr. Hull; the work was left at such times without any inspector.

27/12/67.

WILLIAM WILES.

3-Foot Culvert in Embankment No. 6.

CAINS, inspector, says that during the progress of tipping over this culvert it was not properly backed at the time; called Mr. Hull's attention to this, and Mr. Hull said—"It is at their own risk, Cains;" the tip was never stopped to my knowledge; this culvert backed according to specification; Mr.

Mr. Hull never told me what the particulars of the specification were about the culverts*; I received those instructions from Wyles, the inspector; the 10th and 12th Culvert was not backed properly *before* it shewed signs of cracking in the arch; *after* these cracks were discovered, Mr. Hull gave notice to the contractor to stop the tip, and tip was stopped accordingly, and culvert then properly backed up.

I never saw Mr. Hull make any measurements at the 10 and 12 Culverts; I was on the spot from 9 a.m. to 6 p.m., during the whole time it was in progress; I made measurements of the works, both excavation and masonry, by Mr. Hull's orders, and returned them to him once a month; I was directed by Mr. Hull to take the measurements to him at the office regularly, on or about the 28th or 29th of each month; I have never seen Mr. Hull make measurements of any kind in Viaduct No. 4; this work had been in hand about six weeks when the Acting Engineer-in-Chief visited it; I made the measurements, and returned them to Mr. Hull in the same way as for the culverts; only one measurement for this work has yet been returned; I have been on the ground the whole of the time this has been in hand, and never saw Mr. Hull on the ground but once, and that was before any masonry was put in; he has never been on this work since until the day he came in company with the Acting Engineer-in-Chief.

The work I was inspecting was always left without any inspector in charge during the time I was away taking these measurements to Mr. Hull.

I was also taken off the work to carry in the day list to Mr. Hull every fortnight, and also to receive wages.

CHARLES CAINS.

27/12/67.

JOHN METTAM, inspector of masonry, states, that he was engaged at first in the inspection of culverts, and after this inspected the works in Farmer's Creek Viaduct, which is now nearly completed; Mr. Hull has seen all the foundations of the culverts which I have inspected before any masonry was put in; this also applies to the foundations of the viaduct at Farmer's Creek; Mr. Hull approved of all the foundations; Mr. Hull has made all measurements himself at the culverts, both in excavation to the foundations and of the masonry; the only measurements made by me at the culverts for Mr. Hull were small patches of concrete put into the foundations.

I have been inspecting works on No. 5 Contract since 12th September, 1866; for the first three months after the commencement of the work at Farmer's Creek Viaduct, Mr. Hull made all the measurements there himself; since that time I have made all the measurements of masonry, and Mr. Hull has not, to my knowledge, made any since then; the measurements that Mr. Hull did make at this viaduct in the masonry were only in two piers, partly built, being only about 8 feet above the foundations; all the rest of the viaduct was measured by me, and taken into the office to Mr. Hull regularly once a month.

I generally met some other of the inspectors there on the same business that I was on myself—that is, they had come in with their measurements of the works upon which they were engaged inspecting; Mr. Hull never took the level of any of the foundations of this viaduct; the only time I saw Mr. Hull have a level on the work was only once, and on that occasion it was to try the level of the masonry, at my request; for the last eight or nine months Mr. Hull has not made a measurement of any kind at this viaduct, to my knowledge; I have been on the work regularly from 9 a.m. to 6 p.m., and very often from 6 a.m. to 6 p.m.; during the whole time this work has been in progress, Mr. Hull has not inspected the masonry more than three times; he has occasionally ridden past, but did not get off his horse; the workmen who have been engaged upon this viaduct from its commencement to its completion, were so astonished to see Mr. Hull on this work, that they discussed amongst themselves the propriety of making Mr. Hull pay his "footing."

I have not been obstructed in my duty at all by the Contractor's agents; they have always willingly done what I required of them at the viaduct.

The works have always been left without an inspector during the time I was taking the measurement to Mr. Hull at his office.

JOHN METTAM.

31st December, 1867.

JAMES GODFREY, inspector of masonry, states: I have been engaged on Contract No. 5 on the Great Western Railway, inspecting culverts, viaducts, and bridges, since 24th September, 1866; inspected the 3-foot Culvert at 86 m. 22 chs.; this culvert was not backed up according to the specification; inspected the Middle River Viaduct from the commencement of the work to its completion; Mr. Hull took all measurements at this viaduct (excepting on one occasion—then they were taken by Mr. Hill, Mr. Hull's chairman), until about the middle of June or July, at the time the turning of the arches were commenced; after that time Mr. Hull never made any measurements of this work to my knowledge; I made the measurements, and took them in to Mr. Hull at his office once a month; I have done this ever since; on one occasion I requested the masons to raise a spandril stone in this viaduct as they were setting it; it required more taking off to give it a proper joint; Mr. Kerr, the Contractor's agent, objected to its being lifted, and complained to Mr. Hull about me being a "slave-driver"; Mr. Hull, in Mr. Kerr's presence, told me that it was not necessary to do so, and that he had every confidence in Mr. Kerr, and he would do what was right; I, however, had the stone lifted, the point pared, and properly reset; the work was always left without an inspector when I had to go away, by Mr. Hull's orders, to his office; on my return I sometimes found improper work done, and had to make them pull it down and rebuild it properly; after the 5th October last Mr. Hull cautioned me, and said we must be very cautious in the work, as he had been deceived in Mr. Kerr; he said he had never been so much deceived in any person; he said Mr. Kerr had been laying petty traps to try and catch the inspectors.

JAMES GODFREY.

31st December, 1867.

JOHN RAWARD, inspector of masonry, states: I have been inspecting culverts and viaduct on Contract No. 5, on the Great Western Railway, since the 6th of May last; I have inspected a great number of the culverts on this contract—ten culverts in all; I have been on the works regularly whilst any work was being done, generally from 8 a.m. to 6 p.m.; I have never on any occasion whatever seen Mr. Hull make a single measurement in the culverts or viaducts under my charge; I have always made these measurements and taken them to Mr. Hull at his office; I have seen H. W. Hill on two occasions taking measurements of excavations in inlet and outlet drains to culverts—I mean Hill, Mr. Hull's chairman; none of the culverts which I have mentioned have been backed up according to the specification; I have always had them backed up as far as was practicable before the approach of the embankment "tip" came upon them, but I was always taken away to another culvert when the masonry of the culvert I had been inspecting was finished, and I do not know what was done with it after I left it.

Inspected the viaduct at 82 miles 6 chains; Mr. Hull has only seen this work twice, to my knowledge, previous to the visit of Mr. Mason, the Acting Engineer-in-Chief; he has been on this work twice since Mr. Mason's visit; the work is now finished, all but "pointing." I have never on any occasion seen Mr. Hull make a single measurement of this viaduct, either in excavations for foundations or in the masonry;

* Mr. Hull's reply to this is contained in previous minutes to the Acting Engineer-in-Chief, and he states that he has no further reply to make thereto.

masonry ; I have always made those measurements, and taken them to the office to Mr. Hull, the same as for the culverts ; the usual measurements made by me for the excavation of the culverts and viaduct foundations were merely the depths ; I never gave any widths or lengths ; I always took these measurements in to Mr. Hull at his office once a month ; I have generally measured the excavation for Mr. Hull in the inlet and outlet drains to the culverts, and have always given him the dimensions, viz., length, breadth, and depth ; these were returned to Mr. Hull once a month, the same as the other measurements.

On one occasion during the progress of building a double 3-feet culvert at 89 miles 40 chains, I complained to the men doing the work, and objected to what they were doing ; one culvert had already been built, and these men were getting out the foundations for another 3-feet culvert alongside of this one, already built ; they were throwing the material they were excavating on to the top of the culvert already built ; I told them not to do that, as, if it came on to rain, it would very likely bring the culvert down ; they would not stop, but went on doing the work ; I immediately went to Mr. Hull, and complained to him about it ; he told me—" If they don't do it as you require it, its at their ' own risk ' " ; * the Contractor's agent, Mr. Kerr, came next day, and ordered the culvert to be " propped up " with timber, which I consider was of no use whatever ; as it happened, there was no rain, otherwise, had it rained before they got the second culvert in, nothing they did would have prevented the culvert falling down.

JOHN RAWARD.

31st December, 1867.

No. 2A.

THE COMMISSIONER FOR RAILWAYS to MR. WILLIAM B. HULL.

(68-1.)

Department of Public Works,
Railway Branch.

Sydney, 2 January, 1868.

SIR,

I have the honor to inform you, that, in consequence of certain charges, which, although not quite matured, are of a grave nature, you are suspended from further duty in the Public Service until further ordered.

I have, therefore, to request that you will forthwith deliver up to Mr. Cowdery of the Railway Branch, all plans, sections, and drawings, moneys, papers, writings, property, effects, matters, and things in your possession or power, relating to the Commissioner for Railways.

I have, &c.,

JAMES BYRNES,

Commissioner for Railways.

No. 3.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. WILLIAM B. HULL.

Department of Public Works,

Sydney, 3 January, 1868.

SIR,

I am directed to inform you, that the Acting Engineer for Railways has laid before the Honorable the Secretary for Public Works your letter of the 18th ultimo, in which you request a full and searching inquiry into certain complaints made against you by the railway inspectors under your charge.

2. The statements of these inspectors have been reduced to writing, and duly signed, and, in compliance with your request, a copy thereof is enclosed herein for your perusal. See p. 12.

3. The Honorable the Secretary for Public Works is of opinion that the evidence discloses that you have neglected the performance of your duties as District Engineer, and he desires me to call upon you to shew cause why you should not be removed from the Public Service.

I have, &c.,

JOHN RAE.

No. 4.

MR. WILLIAM B. HULL to THE UNDER SECRETARY FOR PUBLIC WORKS.

Lithgow, 17 January, 1868.

SIR,

I have the honor to acknowledge the receipt, from the Honorable the Commissioner for Railways, of his letter, No. 68/1, of the 2nd instant, in which I am informed that, in consequence of certain charges, which, although not matured, are of a grave nature, I am suspended from duty.

I

* Mr. Hull says that Raward complained to him as stated ; but that he did not remember using the expression " its at their own risk," but that he might have used such expression.

I have further the honor to acknowledge the receipt of your letter, No. 694, of the 3rd instant, enclosing, in accordance with my request, contained in my letter of the 18th ultimo, to the Acting Engineer-in-Chief, copies of complaints made against me by certain inspectors under my charge, and informing me that the Honorable the Secretary for Public Works is of opinion that the evidence discloses that I have neglected my duties, and calls upon me to shew cause why I should not be removed from the Public Service.

In reply, I beg very respectfully to renew my application for a full and searching inquiry, in order that I may be allowed to meet my accusers face to face, and that an opportunity be afforded for bringing other evidence to bear on the matter.

I have, &c.,

W. BENNETT HULL.

No. 5.

NOT VISITING WORKS.

I deny emphatically the correctness of the statement of Mr. Wiles, that I was not on the works of No. 2 Viaduct oftener than once in five or "six weeks."

In like manner, I deny Mr. Mettam's assertion that, "during the whole time the Farmer's Creek Viaduct was in progress," I have not inspected the masonry more than three times.

And that of Mr. Raward, who says that I only twice saw the Bridge at 82 miles 6 chains.

I beg to refer to my diary, which will tend to disprove such accusations.

Especial attention would appear to have been bestowed by me to the works under the charge of inspectors Godfrey and Cains, since no charge under this head is made by them, although the former was sent to this district in September, 1866, or about six weeks after Mr. Wiles, and about a fortnight after Mr. Mettam, who were the first inspectors on the works. It would seem from this, that some works have received my full attention, while others have been neglected by me.

FOUNDATIONS OF VIADUCTS, &c.

I examined minutely (with the exception below) the foundations of the viaducts and bridges, and directed where the steps should be formed; not only so, but, where the strata, in my opinion, required such a precaution, had holes drilled some feet deep below the foundations, to insure that beds of clay did not alternate with the beds of rock. The only exception (as above) was in the second pier that was commenced in No. 4 Viaduct. Not having the plans, I am not able to say what is the number of the pier, but it was commenced the second. This foundation I only saw in progress; I saw it down to the solid rock, and it then only required trimming. Mr. Cains allowed the masonry to be put in without my having passed the foundations; but from what I saw, I know the pier in question rests on the solid bed rock.

In one or two instances only, foundations of culverts (2 feet) might have been, and I think were, passed by me without my examining them after they were trimmed and ready to receive the masonry; but in these cases, which were in cuttings, the nature of the material was well known to me, and I was satisfied of its strength; and I could ill afford the time to go some miles to examine the foundations of a small culvert I had already seen partly taken out, the nature of which was beyond doubt satisfactory.

It was Mr. Hull's duty to see that no foundations were put in without his having first inspected them; in this instance Mr. Hull was to blame, and not Cains.

It was Mr. Hull's duty to see and examine everything connected with the execution of the works, and not leave anything to chance.

It was Mr. Hull's duty to see and examine everything.

RETURNS

RETURNS OF WORK BY INSPECTORS.

With regard to the assertions of the inspectors, Wiles, Cains, Mettam, Godfrey, and Raward, that the measurements of the works under their charge were made by them, and not by me, I have to make the following observations :—

The very large quantity of earthwork and masonry, and consequent numerous calculations, compelled me to begin the monthly measurements unusually early in the month, in order that I might get the certificates ready to send away on the last day of the month. Thus, the works returned in the certificate, though ostensibly measured up to the end of the month, were, to a great extent, several days in advance of the certificate. To confine this to the earthworks, &c., I delayed taking the viaducts till close to the end of the month; and I directed the Inspectors to come to my office, at about the time when I had finished the calculations for earthwork, and let me know the then exact state of the masonry in each viaduct. In this way, they would inform me how many courses were up in each pier of such and such thickness, or the number of courses in each arch, and so on.

To do this, it took the inspectors about two or three hours, while it would have taken me about two days to have gone out and measured, *i. e.*, to obtain the same information myself.

The inspector would, on these works, have assisted me in the measurements, and would have given me just the same information, there and then, as they did give me in my office.

The inspectors knew the precise state of the work in each viaduct or bridge; and I consider that I was at liberty to take as correct, such information as I did, for progress measurements.

If an inspector cannot be trusted to give the simple information I required, he is quite unworthy of the confidence placed in him, when such works are entrusted to his care and supervision.

Month by month I plotted on each plan the exact position of the work; and *from the plan* I made the calculations of the quantities of work done. *On the completion of the work, the final quantities are calculated by me from the plan, and checked by the contractor's engineer.*

The time occupied by the inspectors under this arrangement was no more than that ordinarily taken up in receiving their wages, and no damage could have been done during their absence, some two or three hours a month, which the inspectors could not easily have detected.

It is a very common thing for an inspector to have several works under his charge all going on simultaneously, and to which separately he can devote but a small portion of his time.

With respect to culverts, I took levels in every case when I set out these works. I then (using a large scale) plotted these levels and culverts, shewing the exact length of each culvert, its depth, &c. From these plans I made every calculation for all returns of culverts.

This is no justification whatever for not measuring the works on the spot. I think it will be seen from this, that the assertions of the various inspectors are correct, that "Mr. Hull did not make any measurements of the viaducts they refer to."

How was Mr. Hull to know that the measurements taken by the inspectors were correct, without being on the spot himself. No doubt the inspectors would have given him the same information on the spot, but then he would have been able to check it and see for himself that it was correct.

I am astonished that Mr. Hull should adduce such an argument as that contained in this paragraph. What was the use of having a District Engineer there at all, if the *measurements* were to be *left* to these *uneducated* men?

All works that are capable of being measured on the spot ought to be treated so, and more especially final measurements. The checking of the measurements ought to be done by the engineer himself, and not by the contractor's engineer.

It was very improper to take the inspectors off the work at all, and especially as no necessity existed for doing so. In Godfrey's case it showed how necessary it was that the inspector should be constantly on the work.

Not under properly organized arrangements, and extensive works. It may occasionally happen that one inspector can attend to two or three different jobs.

This is no excuse or argument whatever for not measuring the works on the spot.

BACKING UP 10' X 12' CULVERT, 79 Ms. 61 CHS.

When the tip was approaching, and before it reached this culvert, I directed the contractor what he was to do about the backing. Mr. Cairns was in charge, and I instructed him to keep a careful watch over it, as the bank was a very heavy one, and the masonry was not set. Mr. Cairns, the next day, or the next day but one, came to me and reported that the backing was not being done properly, and that a slight crack was beginning to shew. I at once went to the spot with the contractor, and found that the tip had not been stopped as I had ordered, and which Mr. Cairns ought to have seen attended to. The tip was not on the culvert, but was beginning to push against it. The crack was a mere thread-crack, scarcely visible. I ordered what was necessary, and the culvert was at once made safe, and, in a day or two, left, and is now, and ever will be, perfectly sound.

I have no recollection of saying anything about "the contractor's risk;" but if I did, either then or at any other time, it was no expression of opinion that the contractor could run any risk he chose, or do as he pleased. That the risk is his cannot be doubted, as is clear from clause 73 of the specification, which says—"Any culvert sustaining damage from carelessness on the part of the contractor in not sufficiently backing up the masonry, the whole of the work in such culvert will be condemned, and must be rebuilt at the expense of the contractor."

If Mr. Cairns did not know what the specification required in backing up culverts, he ought to have asked me. I cannot be expected to know that any inspector is not in possession of that information which it is his duty to have, but I am entitled to believe that no man holding such a position as an inspector would undertake the superintendence of work the specification and minutest details of which he was ignorant of.

BACKING UP CULVERT AT 86 Ms. 20 CHS.

Mr. Godfrey states that the culvert at 86 ms. 20 chs. was not backed up according to the specification. This assertion is altogether most unwarranted. It was backed up sufficiently, and in accordance with the specification.

Mr. Godfrey's account of the complaint made by Mr. Kerr is not correctly stated.

Mr. Kerr complained to me, in Mr. Godfrey's presence, that he, Mr. Godfrey, would not go among the stone-cutters and inspect their work, and that he refused to look at a stone till it was dressed and brought by the "traveller" and suspended over its intended place. Then, and not till then, he would examine it, and often condemned stones after much money had been spent on them, and which would have been spared had he examined them before they were wrought. I considered this very improper behaviour, and desired Mr. Godfrey to desist from such a course.

I investigated the matter about paring the stone, and, after hearing both sides, came to the conclusion that Mr. Godfrey had, to say the least, acted very harshly; and I unhesitatingly assert that there was no occasion to lift and pare the stone.

I consider that Cairns did his duty in calling Mr. Hull's attention to the matter. It was Mr. Hull's duty to stop the "tip." Cairns had no power or authority to do such a thing: his duty ceased after reporting it Mr. Hull.

In Mr. Hull's reply to one of my memoranda, he used the same expression,—that "it was at the contractor's own risk."

This quotation from the specification has no bearing on the subject.

It is Mr. Hull's duty to inform each inspector what his (the inspector's) duties are, and to give to him all particulars of specifications, and any other information and instructions that might be required to enable him to carry out the work properly; otherwise, how is the inspector to know what his duties are, and what is specified about the carrying out of the work?

In this instance Godfrey was perfectly right in the course he took. His explanation was to me perfectly satisfactory. After passing certain stones in the rough, *other stones* than these were dressed and brought, and attempted to be put into the work, and under these circumstances he had no alternative but to take the course he did, which I consider was a very wise one.

Godfrey is a practical mason; and, from his explanation to me of this matter, I consider he was perfectly right in having the stone raised, and a proper joint made.

"HULL

"HULL, THE CHAINMAN."

"Hull, the chainman," has, it is true, taken some such measurements as stated.

Mr. Hull is my brother, and has been engaged with me on railway works for some three years, and is perfectly qualified to take measurements of every description. But what he did was only for work in progress, and to save my time when it was desirable for me to occupy it with much more important matters.

The Honorable the Secretary for Public Works is of opinion that the evidence discloses the fact that I have neglected my duties. In reply, I would, in addition to the answers made by me to the charges of the inspectors, rely on the result of my management of the works committed to my charge.

I assert that the whole of the works have been carried out in accordance with the specification—that no fault was found with them by the Engineer-in-Chief on either of his visits of inspection, but who, on the contrary, expressed, in the fullest manner, his satisfaction at everything on the district—that the Acting Engineer-in-Chief, after visiting the whole of No. 5 Section (and no complaint whatever comes from or is connected with No. 6 Section) did, in my presence, in answer to Mr. Higgins, the contractor, say that he also was satisfied with everything.

I further assert that, to the best of my knowledge, my certificates have not been the means of the contractor receiving from the Government a shilling more than he had justly earned, both under the specification and schedule of prices.

My duties on this contract have been of the most onerous description, far exceeding any that I have ever had for twenty-two years, during which time, either in England or in Victoria, I have held the position of District Engineer, while no word or whisper of complaint has ever openly or covertly been heard against me. So far from my causing the inspectors to come to my office with the view of neglecting my duties, my object was the very opposite, viz., to save my time for more profitable employment on other parts of the works. It required constant care so to manage my time as to be able to get through my work with anything like satisfaction, and to prevent my always being behindhand with it.

The office work of itself has occupied nearly half my time. The calculations of earthwork alone are very serious, and the many other things to be attended to in the office, after deducting the time occupied in measuring, &c., leave comparatively but a small amount of time for the most important of all my duties—inspection and general management.

W. BENNETT HULL.

Lithgow, January 17th, 1868.

This alone is sufficient to condemn any engineer,—to allow a chainman to make the measurements for him, and to give, as a reason of his ability and competence to do so, that he is the engineer's brother!! Mr. Hull must surely have forgotten the memorandum signed by himself at the foot of each return of measurements for certificate, otherwise he never could have made such an admission.*

* I hereby certify that the above return is a correct statement of the works performed, and that the measurements were made by me.

It is quite correct, as stated by Mr. Hull, that I expressed myself satisfied with the manner generally in which the works had been carried out, but more particularly so with respect to the viaducts; but this was only as far as the contractor was concerned, and without reference to Mr. Hull. Mr. Hull will no doubt remember my pointing out to him some important errors which he had committed, and which he acknowledged as such; but as I considered these entirely owing to error in judgment on Mr. Hull's part, I have hitherto forbore to name them.

I consider that to have proper and accurate measurements of the works executed are quite as important as any other duties.

W. M.

No. 6.

THE ACTING ENGINEER-IN-CHIEF to THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
 Railway Branch,
 Engineer's Office,
 Sydney, 25 January, 1868.

Minute Paper.

Subject:—Mr. Hull's dismissal.

MR. HULL's reply to the accusations of the inspectors does not, in my opinion, at all exculpate him from those charges; but, on the contrary, tends to confirm them.

I regret, therefore, to say that, under such circumstances, I could not repose any further confidence in Mr. Hull as District Engineer; and, in consequence, I am under the painful necessity of recommending that his services as District Engineer be dispensed with.

WILL. MASON.

Further report, with additional evidence, herewith.—W.M.—11/2/68.

Acting Engineer-in-Chief for Railways to comply with Mr. Hull's wish, and make further inquiry.—J.B.—11/2/68.

No. 7.

TELEGRAM from THE UNDER SECRETARY FOR PUBLIC WORKS to MR. HULL, LITHGOW.

4 February, 1868.

Be in Sydney early on *Thursday* next, with any witnesses you require in your defence. You may also bring down the inspectors you require to meet face to face. Shew this to Mr. Cowdery.

J.R.

No. 8.

THE ACTING ENGINEER-IN-CHIEF to THE COMMISSIONER FOR RAILWAYS.

(68-47.)

Department of Public Works,
 Railway Branch,
 Engineer's Office,
 Sydney, 10 February, 1868.

Minute Paper.

Subject:—Mr. Hull's dismissal.

MR. HULL's request—to be allowed to meet his accusers face to face, and to bring witnesses in his defence—has been complied with.

The witnesses which he has brought forward are—Mr. Higgins, the contractor for the works which have been under Mr. Hull's charge; and Mr. Kerr, the contractor's agent; also, John Fergusson, one of Mr. Hull's inspectors.

The inspectors—Wyles, Cains, Mettam, Raward, and Godfrey—which Mr. Hull wished to meet face to face, were also present. The evidence given on the occasion is appended hereto, and marked A, B, C, D, E, F, and G.

There is only one point in the evidence that requires from me any comment.

Mr. Higgins and Mr. Kerr, his agent, both state that they have seen Mr. Hull on several occasions examine the foundations of Viaduct No. 2, and also those of Farmer's Creek Viaduct, when the inspectors were present. The former work was inspected by Wyles, and the latter by Mettam; and both of these inspectors confidently reiterate their former statements, and deny most emphatically that Mr. Hull either visited or examined the works when they were present, beyond what they have already stated.

Although the evidence of Mr. Higgins and his agent is at variance with that of the inspectors, yet I have no hesitation in stating that I do not for one moment doubt the truth of the statements of the inspectors, for the following reasons:—

It is not only extremely improbable and incredible, but to me it appears almost impossible, that such a thing should occur as that of Mr. Hull attempting to examine the foundations of these viaducts *alone*, when the *inspector* was on the *spot*, and not to request the inspector to accompany him, to confer with him, and to receive any instructions respecting the foundations which Mr. Hull might have to give; for surely Mr. Hull would have instructions of some kind to give to the inspector respecting the foundations he was examining, either to say that he approved or disapproved of them, and more particularly so as Wyles, the Inspector of Viaduct No. 2, had made a *special application*

application to Mr. Hull to go and examine some particular parts of the foundations that he (the inspector) was in doubts about; but instead of Mr. Hull complying with the inspector's request, he tells the inspector that he "cannot go—he has no time; and that he leaves all those things to his inspectors."

Now, had Mr. Hull inspected the foundations, as stated by Mr. Higgins and Mr. Kerr, why did he not *then*—when the inspector applied to him to go and examine the foundations—tell the inspector that he had already done so, and that he approved or disapproved of them, instead of replying that "he could not go—he had no time; but left them to his inspectors."

In evidence at all conflicting, it is necessary to look at the probabilities of the case; and I think, in the present instance, they are indisputably in favour of the evidence of the inspectors.

I have mentioned previously that these two men (Wyles and Mettam) have been engaged in this department, as inspectors of masonry, for several years; and that their conduct has, during the whole of the time, been unexceptionable.

I may state that, with respect to Wyles, he was for several years of his time under my own personal superintendence, and I always found him most diligent, truthful, and strictly honest.

Therefore, taking all these circumstances into consideration, I am still of the same opinion, and am led to the same conclusion,—that the evidence of the inspectors has not in any way been refuted, and that Mr. Hull has failed in some of the most important parts of his duty as District Engineer—

- 1st. In not exercising a proper supervision over certain works under his charge.
- 2nd. In allowing the chainman and the inspectors to measure certain works for the certificate upon which the contractor was to be paid, when it was his own special duty to do it himself.
- 3rd. In returning these measurements which were made by the inspectors and chainman in the contractor's certificate, and *certifying that they were made by himself.*

Under such circumstances, I have no alternative but to reiterate my former statement,—that I could have no further confidence in Mr. Hull as District Engineer, and have to recommend that his services be dispensed with.

WILL. MASON.

[Enclosures in No. 8.]

A.

6 February, 1868.

JOHN FERGUSSON, Inspector of Fencing on Contract No. 5 G. W. Railway, says:—He met Godfrey before Acting-Engineer's visit to the Works. He said I was a d—d fool, Mr. Hull was making a tool and a messenger of you instead of an inspector; he says you have no business to do this; Mr. Hull has got chainmen that could do it. I said I had business there, and I would do as requested by Mr. Hull. He wished me to speak to Mr. Mason about it when he comes up. I said, "I will do nothing of the kind." He said, "You are a fool! and I would not do it."

I met Mettam on the last day of Mr. Mason's visit to the Zigzag. He said, "There are three of us going to see him to-night, to see if we cannot do away with this humbugging job of the fortnightly returns of measurements. Don't you want to see him too?" I said, "No, not upon that head." Mettam again requested me to go down to see Mr. Mason, and I said, "I had no complaints to make against Mr. Hull, and I should not go."

JOHN FERGUSSON.

B.

Lithgow, 10 January, 1868.

I CERTIFY that I was invited by the inspectors, Godfrey, and Wyles, and Mettam, to go with them to see the Acting Engineer-in-Chief, while he was there in the middle of last month, and join them in making complaints against Mr. Hull, the District Engineer, and that I refused to do so, having no complaint to make.

I have read this, and certify to its truth.

JOHN FERGUSSON.

Witness—H. W. HULL.

Received, February 6th, 1868.

C.

6 February, 1868.

JOHN METTAM states, in reply to the statements made by Fergusson, the Inspector of Fencing, that Fergusson has himself made more complaints than anyone else about Mr. Hull keeping him running about, and that he would write to Mr. Byrnes about it. Fergusson said Mr. Hull sent him with a letter to some one on Contract No. 6 (to Hull, the Inspector of Masonry). He said it was the duty of a chainman, and he had no necessity for going on that contract, as he had been there only the day before.

I did ask Fergusson if he was going down to see Mr. Mason; and my reason for asking him that question was, because I had heard him grumbling and complaining about his having so much running about.

JOHN METTAM.

D.

D.

7 February, 1868.

(3 feet culvert at 89m. 40chs.)

JOHN RAWARD says that he went to this culvert the morning after it was strutted, and found seven of the struts knocked down, and only two remaining; I asked them why the struts were knocked down, and they said, "Well, we took them down, as we wanted to get the bottom cleared out, and we thought that we should have got it done *before you came*."

JOHN RAWARD.

E. & F.

7 February, 1868.

(3 feet culvert at 89m. 40chs.)

MR. HIGGINS states that he was present at this culvert with Mr. Hull, when Mr. Hull said that it was a foolish thing to do, to throw the material on the top of the culvert, as had been done. Mr. Hull ordered struts immediately to be put in to secure it. I cannot be positive whether Mr. Hull ordered the material to be taken off the culvert or not.

I consider what was done to secure the culvert was quite sufficient for that purpose.

I have visited No. 2 Viaduct, in company with Mr. Hull, at least from eight to twelve times. In the minority of cases Mr. Kerr was present. On two or three occasions, or perhaps more, Mr. Wyles, the inspector, was not present. I have visited Farmer's Creek Viaduct with Mr. Hull at least six to eight times, Mr. Kerr being present in the minority of cases. Mettam, the inspector, was always present, as far as I can remember.

(10ft. x 12ft. culvert at 79m. 61chs.)

The tip was stopped immediately the crack in the invert was discovered, but not before. I received a letter from Mr. Hull on the 26th October (Saturday), requesting me to open the embankment to enable him to see the state of the culvert, and I did as requested. Mr. Hull requested me on more occasions than one to stop the tip, but I do not recollect that Cains was present when he did so.

My visit to No. 2 Viaduct with Mr. Hull was always between the hours of 11 a.m. and 2 p.m. During my visits, Wyles, the inspector, was present at least half a dozen times on those occasions. I have seen Mr. Hull examine the foundations of No. 2 Viaduct on several occasions when Wyles was present.

P. HIGGINS.

G.

7 February, 1868.

(3 feet culvert at 89m. 40chs.)

MR. KERR says that the excavation for putting in the second culvert alongside the one already put in was thrown upon the top of the culvert already built. Excavation, about 4 feet 9 inches below the surface. Raward, the inspector, complained about the way this was done, and requested that the material should not be thrown on to the top of the culvert. This was not done so.

I consider what was done to secure the culvert was quite sufficient for the purpose.

I was present at No. 2 Viaduct with Mr. Hull three times. I have been present with Mr. Hull on the Farmer's Creek Viaduct about six times or more. Mettam, the inspector, was always present, as well as I can remember.

(10ft. x 12ft. culvert at 79m. 61chs.)

Mr. Hull ordered me to have this culvert backed up before the tip reached it, and it was done so accordingly.

ALEXANDER KERR.

No. 9.

MINUTE BY THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 17 February, 1868.

Minute Paper.

Subject:—Dismissal of Mr. Hull, District Engineer, Great Western Railway Extension.

HAVING carefully examined into the charges made by the inspectors on Contract No. 5 of the Western Railway Extension against Mr. Hull, and with equal care read over and considered his written defence, I failed to discover any reason to induce me to arrive at any other conclusion than that at which the Acting Engineer-in-Chief for Railways has arrived; nevertheless, as Mr. Hull desired to have the matter further considered, in order that he might adduce evidence in his favour and have an opportunity of meeting his accusers face to face, I directed the Acting Engineer-in-Chief for Railways to comply with that request. Of this, and the time fixed for hearing fresh evidence, Mr. Hull was informed in due course.

Though there is some difference between the statements made by the witnesses of Mr. Hull and those on the other side, yet I do not think it is of such a nature as to justify the belief that the inspectors have either given false evidence, or that they were actuated by any improper motives in reporting the case to the Acting Engineer-in-Chief. I am of opinion that there is sufficient in Mr. Hull's own written statement to shew that, as Resident Engineer, he was ignorant of, and grossly neglected the duty he had to perform.

The position occupied by Mr. Hull is one of great importance in the Public Service. Unless the duties of such a position are performed with zeal and ability, the officer occupying it will fail to command the respect and obedience of those placed under him, and the public interest must seriously suffer. In this respect Mr. Hull, I consider, has signally failed, and I therefore recommend that his services be dispensed with.

JAMES BYRNES.

No. 10.

20/2/68.—B.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 17 February, 1868.

I HAVE the honor to recommend, for the approval of His Excellency the Governor and the Executive Council, that, for the reasons disclosed in the accompanying papers, the services of Mr. W. B. Hull, District Engineer, Great Western Railway, be dispensed with.

JAMES BYRNES.

Minute, 68/9.—20 February, 1868.—Confirmed, 27 February, 1868.

THE Executive Council having carefully considered the subject herein set forth, with reference to certain charges preferred against Mr. W. B. Hull, District Engineer on the Great Western Railway Extension, reflecting upon the manner in which certain works under his charge have been carried out, are of opinion, that the evidence taken in the case shews very clearly that Mr. Hull has proved himself unacquainted with the duties required of him; and, considering the very responsible nature of these duties, the Council approve of the recommendation of the Honorable the Secretary for Works, and advise, for the proper protection of the public interests, that Mr. Hull's services be at once dispensed with.

ALEX. C. BUDGE,
Clerk of the Council.

Approved.—B.
28 February, 1868.

Mr. W. B. Hull informed.—2/3/68.
Sent to Railways for information.—B.C., 2/3/68.

Is Mr. Hull to be paid salary and forage allowance up to the date of his dismissal?—W.M., *pro* W.H.Q.

To the Commissioner.

Approved.—J.B.—3/3/68.

No. 11.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. WILLIAM B. HULL.

(68-556.)

Department of Public Works,
Sydney, 2 March, 1868.

SIR,

I am directed to inform you that the Honorable the Secretary for Public Works having submitted to His Excellency the Governor and the Executive Council the papers, with reference to certain charges preferred against you as District Engineer on the Great Western Railway Extension, reflecting upon the manner in which certain works under your charge had been carried out, the Council are of opinion that the evidence taken in the case shews very clearly that you have proved yourself unacquainted with the duties required of you; and, considering the very responsible nature of these duties, the Council have approved of the recommendation of the Honorable the Secretary for Public Works, and have advised His Excellency the Governor, who has approved thereof, that, for the proper protection of the public interest, your services be at once dispensed with.

2. I am to add, that your services are dispensed with accordingly.

I have, &c.,
JOHN RAE.

No. 12.

CERTIFICATE FROM T. HIGINBOTHAM, Esq.

Engineer-in-Chief's Office,
Railway Department,
Melbourne, 30 October, 1865.

MR. W. BENNETT HULL was appointed an officer of the Victorian Railway Department in 1854, and has, from that time to the present, been engaged in most responsible duties; first, in surveying and laying out portions of the main line of railway, and subsequently, when the construction of the line was commenced, as Resident Engineer on a most important part of the railway from Melbourne to Sandhurst.

I have known Mr. Hull, as filling the position of Resident Engineer, since 1860, and can speak very highly of the manner in which he has carried out the important works that have been entrusted to him, and of his honorable and gentlemanlike conduct.

The completion of the Railways undertaken by the Government in this Colony is the sole reason why Mr. Hull leaves the service.

T. HIGINBOTHAM,
Engineer-in-Chief.

No. 13.

No. 13.

CERTIFICATE FROM G. C. DARBYSHIRE, ESQ.

Temple Court, Melbourne,
Victoria, 1 November, 1865.

MR. W. BENNETT HULL has been known to me for the last eleven years.

In August, 1854, he joined the Survey Department, and subsequently, in July, 1855, was appointed to the Railway Department, in which he was employed,—first on the preliminary and permanent surveys, and afterwards as District Engineer in superintending the construction of several sections of the Melbourne and Murray River Railway.

As I resigned the office of Engineer-in-Chief in May, 1860, my official knowledge of Mr. Hull then ceased; but as he has remained in the department up to the present time, I have no doubt of his having continued to give satisfaction to my successor.

So far as my own knowledge of Mr. Hull extends, I have great pleasure in bearing testimony to his professional qualifications, both as a surveyor and engineer, and to the industry and carefulness with which he discharged the duties entrusted to him.

GEO. C. DARBYSHIRE.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GREAT NORTHERN RAILWAY.
(PETITION—RESIDENTS UPPER HUNTER DISTRICT.)

Ordered by the Legislative Assembly to be Printed, 27 September, 1867.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.
The Memorial of the undersigned Residents of the Upper Hunter District,—

RESPECTFULLY SHEWETH:—

That, during the Session of Parliament of the year 1865, a sum of money amounting to £400,000 was voted by your honorable House for the extension of the Great Northern Railway from Muswellbrook to Murrurundi. In consequence of this vote, many of your Memorialists have become residents of the district, and invested their capital in the purchase of freehold property, and the free selection of land, anticipating the extension of the Railway would, ere this time, have been proceeded with.

Your Memorialists would beg to bring under the notice of your honorable House, that, within the last few years, the districts of Murrurundi, Liverpool Plains, and New England, have become large grain producing districts; and that, in consequence of the high rate of carriage by bullock and horse teams to Maitland and Singleton, the agriculturalists are precluded from a market for the grain they produce.

Your Memorialists would also beg, respectfully, to bring under your notice, the great amount of traffic to and from the large pastoral districts in the North, and the great benefit the Colony will derive from the increased facilities consequent upon the extension of the Railway northwards.

Your Memorialists beg to represent to your honorable House, that many of the Ministry have, during their visits to the Southern and Western districts, had opportunities of judging of the resources of those particular localities, while the Northern districts have not been favoured by the visits of many members of the Government, who could not therefore, without personal inspection, be aware of the agricultural, pastoral, and mineral resources of this district.

Your Memorialists respectfully beg to bring under the notice of your honorable House, that from recent returns furnished by the Government, a very large sum of money, in excess of that voted by your honorable House, has been expended on the extension of the Southern and Western lines of Railway, whilst a sum of £1,500 only has been expended on the Northern extension for the last twelve months.

Your Memorialists respectfully represent to your honorable House, that universal dissatisfaction is expressed by the whole of the residents of the Northern districts, that the extension of the Northern Railway has been so long retarded, while the trunk lines of Railway have been steadily progressing to the South and West.

Your Memorialists therefore pray that your honorable House will take such steps as in your judgment you may deem fit, that the extension of the Great Northern Railway from Muswellbrook to Murrurundi may be proceeded with.

And your Memorialists will ever pray, &c.

[Here follow 230 Signatures.]

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GREAT NORTHERN RAILWAY.

(PETITION—CERTAIN RESIDENTS OF ARMIDALE AND DISTRICT.)

Ordered by the Legislative Assembly to be Printed, 16 January, 1868.

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

The Petition of the undersigned Residents of the Town and District of Armidale,—

SHEWETH :—

That during the Session of Parliament of the year one thousand eight hundred and sixty-five, the sum of £496,000 (four hundred and ninety-six thousand pounds) was voted by your Honorable House for the extension of the Great Northern Railway from Muswellbrook to Murrurundi, and that in consequence of such vote, many of your Petitioners have become residents of the Town and District of Armidale, and invested their capital in the absolute and conditional purchases of land, anticipating that such extension would have been immediately proceeded with.

That within the last few years New England has become a large grain-producing district, to such an extent that many of the farmers have at present two years' wheat on hand, and the third fast approaching to maturity; and that in consequence of the high rate of carriage from Armidale to Singleton, many of your Petitioners are precluded from a market for their produce.

That your Petitioners are impressed with the idea that, if the proposed extension from Muswellbrook to Murrurundi was let to contractors in small portions, the line would be completed much sooner and cheaper than otherwise, and would thereby confer great benefits on the Northern Districts, by giving increased facility to a large and steadily increasing amount of traffic.

That your Petitioners would further represent to your Honorable House, that universal dissatisfaction is expressed by the whole of the residents of this town and district at the manner in which the extension of the Great Northern Railway has been retarded, whilst large sums of money have been expended on the Southern and Western Lines in pushing them towards their proposed destination.

That your Petitioners would, moreover, bring under the notice of your Honorable House the level nature of the country lying between Murrurundi and Armidale (with two exceptions, namely, "The Liverpool Range" and "Moonbies"), and the immense extent of land available for agricultural purposes that would be opened up by means of the extension of the railway from Murrurundi to Armidale, which extension your Petitioners believe could be completed for one-half the cost of the present Railways, by the adoption of cheap lines, and which would answer all purposes for many years.

Your Petitioners, therefore, pray that your Honorable House will take into your favourable consideration the circumstances of the case, and cause such steps to be taken as will at once lead to the speedy completion of the line to Murrurundi; and, in the event of money being borrowed for railway extension, that the construction of a cheap line of railway from Murrurundi to Armidale, or such point further north as your Honorable House shall think proper, may be proceeded with as rapidly as possible.

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

Armidale, October, 1867.

[Here follow 77 Signatures.]



1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(PETITION—GRAZERS, FARMERS, ETC., BLACKTOWN, ROOTY HILL, AND SOUTH CREEK.)

Ordered by the Legislative Assembly to be Printed, 17 January, 1868.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.
The humble Petition of the undersigned Farmers, Graziers, and Timber-cutters,—
HUMBLY SHEWETH:—

That your Petitioners are occupied as farmers, graziers, and timber-cutters, and suffer great loss and inconvenience from the mismanagement of the Railways.

Your Petitioners take their produce to either the South Creek, Rooty Hill, or Blacktown Stations, where there is now fully four thousand tons of their timber (worth two thousand five hundred pounds), which ought to have been delivered to their customers some months back; but so crowded are the stations, in consequence, that they have to stack wood, posts, rails, railway sleepers, &c., &c., &c., a considerable distance from the rails, thus necessitating a second carting, the expense of which exceeds their profit.

Your Petitioners are prepared to supply the Railway, through the three stations above named, with from eight hundred to one thousand tons of traffic weekly; yet they cannot obtain transit for above one-fourth the quantity. For instance, two of your Petitioners have agreed to deliver to a contractor two thousand railway sleepers, about two hundred tons per month, but cannot get above two hundred sleepers (or twenty tons) per month away, and have now one thousand eight hundred sleepers lying at one station, waiting trucks, but with small hopes of obtaining them.

Your Petitioners hope that your Honorable House will take the steps necessary to a great reform in the general working of our Railways, as their present gross mismanagement has become an intolerable grievance to every person who is unfortunate enough to be compelled to use them, and ruinous to your Petitioners, many of whom have rented bushes at a high rental, and employed a large number of men, under the expectation that we should have certain and expeditious transit by rail, which expectations have been cruelly disappointed; and if we bring our grievances under the notice of the Railway Authorities, we are snubbed, and receive worse treatment for daring to complain.

Your Petitioners applied to the Railway Department to have a telegraphic instrument (such as is placed at all other stations) at Rooty Hill, which would be a great convenience to your Petitioners, as they would then be able to hear from Sydney when the trucks would arrive, which frequently happens a fortnight after being ordered; and as most of your Petitioners reside several miles from the station, such a convenience would save us travelling, day after day, to and from the station. When we made the requisition, we were told we could have one, but we must pay one hundred and thirty pounds, yet the value of the instrument, your Petitioners are creditably informed, is only from twenty-five to thirty pounds. Such is another example of the accommodation afforded by the Railway Department to the public.

Your Petitioners are convinced that, at those three stations alone, the railway receipts lose fully £7,500, and your Petitioners twice that amount, a year, through gross mismanagement.

Your Petitioners, therefore, humbly pray that your Honorable House will take the premises into your consideration, and grant us such relief as to your Honorable House shall seem meet.

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

[Here follow 86 Signatures.]

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

SYDNEY COMMON IMPROVEMENT ACT
AMENDMENT BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
18 *March*, 1868.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[Price, 6d.]

400—

1867-8.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF
THE LEGISLATIVE ASSEMBLY.

VOTES, No. 118. MONDAY, 16 MARCH, 1868.

5. Sydney Common Improvement Act Amendment Bill (*"Formal" Motion*):—Mr. Driver moved, pursuant to Notice,—
- (1.) That the Bill to amend the Sydney Common Improvement Act be referred to a Select Committee for consideration and report, with power to send for persons and papers.
- (2.) That such Committee consist of Mr. Wilson, Dr. Lang, Mr. Neale, Mr. Phelps, Mr. Campbell, Mr. S. Brown, Mr. Farnell, Mr. Tighe, Mr. R. Stewart, and the Mover.
- Question put and passed.

VOTES, No. 120. WEDNESDAY, 18 MARCH, 1868.

3. Sydney Common Improvement Act Amendment Bill :—Mr. Driver, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee, for whose consideration and report this Bill was referred on 16th March, 1868.
- Ordered to be printed.

* * * * *

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1867-8.

SYDNEY COMMON IMPROVEMENT ACT AMENDMENT BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 16th March, the "*Bill to amend the Sydney Common Improvement Act,*" beg leave to report to your Honorable House,—

That they have examined the witnesses named in the margin* *Chas. Moore, Esq.
Edward Bell, Esq.
Edward Lord, Esq. (whose evidence will be found appended hereto); and that, the Preamble having been proved to the satisfaction of your Committee, by the evidence of these gentlemen, they proceeded to consider the several clauses of the Bill, in which it was not deemed necessary to make any Amendment.

And your Committee now beg to lay before your Honorable House the Bill without Amendment.

RD. DRIVER, JUNR.,

Chairman.

No. 2 Committee Room,

Sydney, 17 March, 1868.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 17 MARCH, 1868.

MEMBERS PRESENT :—

<p>Mr. Farnell, Mr. Campbell, Dr. Lang,</p>		<p>Mr. Driver, Mr. Tighe, Mr. Phelps.</p>
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Mr. Driver called to the Chair.

Printed copies of the Bill *referred*, together with the original Petition for leave to introduce the same,—before the Committee.

The Right Worshipful Charles Moore, Esq. (*Mayor of Sydney*), called in and examined.

Witness withdrew.

Edward Bell, Esq. (*City Engineer*), called in and examined.

Plan of "Sydney Common," shewing the allotments which the Council have authority to sell,—produced by witness.

Witness withdrew.

Edward Lord, Esq. (*City Treasurer*), called in and examined.

Witness withdrew.

Committee deliberated.

Room cleared.

Preamble read and considered.

Motion made (*Chairman*), and *Question*,—That this Preamble stand part of the Bill,—*agreed to*.

Clauses 1 to 4 severally read and *agreed to*.

Schedules A and B severally read and *agreed to*.

Motion made (*Mr. Farnell*), and *Question*,—That the Chairman report the Bill without amendment to the House,—*agreed to*.

Chairman to report.

LIST OF WITNESSES.

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1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

SYDNEY COMMON IMPROVEMENT ACT
AMENDMENT BILL.

TUESDAY, 17 MARCH, 1868.

Present:—

Mr. CAMPBELL,	|	Dr. LANG,
Mr. DRIVER,	|	Mr. PHELPS,
Mr. FARNELL,	|	Mr. TIGHE.

RICHARD DRIVER, JUNR., ESQ., IN THE CHAIR.

Charles Moore, Esq., examined:—

1. *Chairman.*] You are Mayor of the city of Sydney? I am.
2. And one of the petitioners for this Bill? Yes.
3. Do you know the Sydney Common Improvement Act? Yes.
4. Were the Mayor, Aldermen, and citizens of the city of Sydney authorized by that Act 17 Mar., 1868. to borrow money? To borrow £5,000.
5. By the sale of debentures? By the sale of debentures.
6. Chargeable upon the land known as the Sydney Common? Chargeable upon the land.
7. Do you know whether that sum of money has been borrowed? Yes.
8. What has been done with that? Improvements have been carried out. The sand-hills are being levelled and grassed; altogether what I call a grand improvement has been carried on there.
9. You have power to sell certain land mentioned in that Act? Yes.
10. Have any portions of that land been sold? Yes, a portion of it.
11. I believe power was given to sell the land for the purpose of paying off the debentures? Yes.
12. Do any doubts exist as to the power of the Mayor and Aldermen to sell this land? Doubts exist as to whether they have power to sell the land until the debentures become due.
13. And you consider it expedient to ratify and confirm the sales that have been made? We deem it desirable to confirm the sales that have been made, and to ratify the sales of the remainder.
14. What do you mean by the remainder? The remaining portion of what we have to sell.
15. You have known this land known as Sydney Common a long time? Yes.
16. You pass it daily? I pass it daily.
17. Can you describe the condition of the land before any attempt was made by the Council to improve it? We have levelled the sand-hills and grassed it, making it altogether fit for grazing purposes and for recreation. It was quite useless before.
18. Before you commenced the improvements, the land was in a very rugged condition? Very.
19. Rough? Rough. There was no vegetation except a few stunted scrubs, and the place was a disgrace to any city.

C. Moore,
Esq.

17 Mar., 1868.

C. Moore,
Esq.

17 Mar., 1868.

20. About how much land has been levelled? I think about some 9 or 10 acres. I am not sure of the exact quantity.
21. That has been already levelled by the Corporation? Yes, out of the proceeds of the money we borrowed.
22. Are any further improvements contemplated? Yes, to a large extent.
23. Can you give the Committee any idea of the nature of them? We intend to level right down to the Toll-bar on the Randwick Road—to level the hills, and fill up the valleys.
24. In other words, you intend to complete what you have already commenced? Yes, exactly so; we intend to finish what we have begun.
25. A considerable portion of the land has been levelled on both sides of the road? Yes, and grassed, and we intend planting a portion of it, just sufficient to ornament it.
26. It is intended to plant trees for the purpose of ornamenting it? Yes.
27. What amount of money has been expended already on improvements? I think about £4,000; I cannot exactly say.
28. Will it be possible to carry out and complete the improvements contemplated with the additional £1,000? No, it would not be possible to do it.
29. What amount of money would be required for that purpose? At the very least, £10,000.
30. Do you know the land mentioned in the schedule of this Bill before the Committee? Yes.
31. Could that be improved for any purpose to make it available to the citizens? As a matter of course, it could be improved the same as we are doing all the other.
32. Then why do you propose to sell it? Because it will realize more when it is improved than in its present state. That is why we issued the debentures for three years, in order that the land might realize more money than it would in its rough state.
33. I think you hardly understand my question. I allude to the schedule of the Bill now under the consideration of the Committee. The additional piece of land, could that be improved to make it available and useful to the inhabitants of Sydney as a common? I think it would be more desirable to sell that, as it is a piece in an outlying corner. It would be better to sell it than to keep it as a common.
34. Why would it be better to sell it? Because it would realize more money, and enable us to carry out the improvements. It is nearer to town.
35. *Mr. Campbell.*] Is that the sand-hill? Just beside the hill, opposite the new Wesleyan residence.
36. *Dr. Lang.*] Is not that part of the ground cut off by a road? Yes.
37. *Mr. Farnell.*] What is the area of the Sydney Common? I think 475 acres.
38. How much of that have you sold? I do not think we have sold more than about five acres—five acres of the portion that the original Act authorizes us to sell—and of which we are now asking to be authorized to sell more.
39. How many acres does the original Act empower you to sell? I think somewhere about 27 acres, of which we have sold about five.
40. If I understand you rightly, these 27 acres when sold will not furnish sufficient funds to enable you to carry out the improvements contemplated? Yes, it will; but one Act authorizes us to sell only to the amount of £5,000, but we now want to sell more out of this lot of 27 acres.
41. Are you not asking in this Bill for power to sell other portions of the common? A very small portion that is cut off from the common by a road.
42. The preamble states that there is some doubt—What is the doubt? The doubt is this:—We borrowed money for three years, and we have sold the portion of land before the debentures have fallen due, and it is considered by some parties that we should not have sold the land until the debentures had become due.
43. Have you taken legal opinion upon the matter, or is it merely general report? It is generally understood that it would be better to have an Act to protect what we have sold and what we are about to sell, so as to make it all right.
44. Has there been any doubt or any objection raised by those persons who have already purchased a portion of the common? There has not been, but we fear others might raise objections.
45. That is, there might be a doubt as to the power of the Corporation to give a good title? Yes.
46. *Dr. Lang.*] The portion of the common that is cut off from the rest by the road to which reference has been made, could it be conveniently used for the purposes of public recreation? No, it is too small—much too small.
47. The intersection of the ground by a road renders it unsuitable for common purposes? Yes, and it was therefore thought desirable to sell it.
48. *Mr. Campbell.*] I think, if I understood you rightly, there is a street that runs up close to the brewery? Yes, Dowling-street.
49. And this portion to which you refer is on the west side of Dowling-street? Yes, at the back of the other houses.
50. The original Act gives you liberty to sell the sand-hills on the left? It gives the power to sell all east of a certain line.

Edward Bell, Esq., examined:—

51. *Chairman.*] You are the City Engineer? I am.
52. Do you know the land known as the Sydney Common? Yes.
53. Has that land been improved in any manner since the passing of the Sydney Common Improvement Act? Yes, considerably.
54. Have you any idea what amount of money has been expended upon these improvements? Yes; the contracts which are in hand, and the money expended, amount to a little over £8,000. The first contract is just completed.
55. For one portion? For what we term the first section.
56. How many sections are there? Three are intended.
57. Can you give the Committee any idea what it would cost to complete the improvements of the whole common? To carry them out to the extent they are projected, I think it would cost—the two contracts for merely removing the sand would be about £4,000 each—£8,000; and grassing, manuring, and so forth, would cost £3,000 or £4,000 more.
58. The land has already been considerably improved? Very much.
59. Have you discovered, since the passing of the Sydney Common Improvement Bill, that a small portion of land to the west of Dowling-street forms part of the common? Yes.
60. Can that small portion be made available in any way for a common? Certainly not; it is a small detached piece.
61. And you consider it desirable to sell that, instead of to improve it? Yes.
62. Do you know the value of the land already sold? The lots averaged about £4 10s. or £4 15s. per foot frontage, and the value was about £4,000 sterling.
63. *Mr. Farnell.*] Is it intended to sell the land between the Barracks and the road? It is not. The Park Road, instead of being 60 feet, as mentioned in the Bill, is being formed 100 feet.
64. *Chairman.*] You know that the Council have already sold certain portions of this land? Yes.
65. But that no conveyances have been executed? I do not know whether they have or not. I know that some portions of the land have been put up at auction, and that contracts of sale have been entered into.
66. *Mr. Farnell.*] You have power under the schedule of the present Common Act to sell this land, but you say it is not intended to sell the whole? There is power to sell all the unalienated land on the north side of Park Road.
67. It is not the intention of the Council to sell the whole? We always understand that there is a reserve round a Government Barrack; and for that reason, it is not the intention of the Council to sell any land immediately in the rear of the Barracks, but to leave a strip of vacant ground all round.
68. Have any private individuals set up claims for any portions of this land to the west of Dowling-street which you have ascertained belongs to the common? Not at all; it was in possession of no one but the Government when we took it. There is some of the same strip lower down in the possession of private individuals.
69. For the purposes of a common or a place of public recreation, this small piece on the western side of Dowling-street would be useless? Quite useless.
70. It is in a favourable position to command a good price, if it were sold in allotments? I think so, although it is rather shallow—not above 70 feet in depth. I think it would realize £4 a foot.
71. The present Act does not give the Corporation power to raise a sufficient amount for the improvement of this common? No, nor does it give them any power to sell land on the west side of Dowling-street, because at the passing of the Act, Dowling-street was supposed to be the western margin of the common.
72. For this money proposed to be raised by debentures, will the revenue of the Corporation be liable, or the common itself? I think the revenue of the Corporation is liable for all debentures drawn by the Corporation.
73. Will not these debentures be issued to be repaid from the revenue arising from the sale of the common? Yes, I believe so, but still the Corporation is liable for all its debentures.
74. As well? Yes.
75. Is it intended, after the common is improved, to allow it to be used for public purposes—that is, to give to the citizens of Sydney the right of commonage? I do not know. It will be necessary to do something of that kind, to keep the turf in order. But that is a question that has not been mooted at present. We are at present only removing the sand and planting grass; but that something of the sort will have to be done I have not the slightest doubt. There is an objection to depasturing cattle on the Water Reserve, but in the case of the common, there is everything in its favour.
76. Has not the Bill that was passed in 1866, and which is now the law, taken this common out of the power of the law for regulating commons in general, and placed it under a special law? No, I think not. While we have been planting grasses, some people who had no business to do so have turned cattle on it, and these have been sent to the pound, under the Impounding Act that was passed some years ago.
77. If the law having reference to this common does not over-ride the law for regulating commons generally, are you not aware that the inhabitants of Sydney would have the right of commonage to that land, to be regulated by Trustees or by the Corporation? It must be regulated by the Corporation.
78. Do you not think the law for regulating commons has nothing to do with the Sydney Common? The law for regulating commons, I should think, would not affect the Sydney Common.

Edward Bell,
Esq.
17 Mar., 1868.

- Edward Bell, Esq. 79. There is a law for regulating commons, and I want to know whether the Act giving the power to the Sydney Corporation to manage this common did not destroy the effect of the general law, so far as the Sydney Common was concerned? A legal man would be a more proper person to answer that question.
- 17 Mar., 1868. 80. *Mr. Tighe.*] Is the common a grant to the Corporation? It was granted to the Corporation, for the use of the citizens.
81. Is it a grant from the Crown to the Corporation—an absolute gift—or are they merely the Trustees of the common? I do not know.
82. *Dr. Lang.*] What is the whole extent of the ground that the Bill gives authority to the Corporation to sell? It is about 28 acres altogether.
83. What is the extent of the portion you have sold? Nearly $3\frac{1}{2}$ acres, exclusive of streets.
84. Is there provision in the proposed Bill for including the portion that has been discovered on the west side of Dowling-street? I believe there is.
85. What is the origin of these ecclesiastical grants (*referring to a plan produced by Mr. Bell*)? The grant to the Roman Catholic Church was made some time ago. There was also a grant made to the Church of England, in lieu of the site on which the reservoir is now built.
86. Is it supposed that the price of the land to be sold will cover all the improvements that the Corporation have proposed to make on the common? I think it very probable it will, unless they go to some considerable expense in putting an ornamental fence along Park Road—a portion of the expense of which may, however, be borne by the Corporation funds.
87. Supposing the improvements were effected, and that the ground would be available for pasture, do you think there is any way by which the citizens generally could avail themselves of that pasturage? I do not think it is large enough for general pasturage. It is only large enough for people to turn a few cattle upon, to thicken the turf and keep it in proper order.
88. As you are placing manure on the ground that will throw up a considerable quantity of grass in future, could not that be cut instead of depasturing cattle upon it? It could be cut no doubt, but I think it would be better to depasture cattle upon it, as that improves grass so much more than cutting does.
89. *Mr. Campbell.*] Will you state the area of the small piece of land to the west of Dowling-street? Nearly half an acre.

Edward Lord, Esq., examined :—

- E. Lord, Esq. 90. *Chairman.*] You are the City Treasurer, are you not? Yes.
- 17 Mar., 1868. 91. Do you know the land known as Sydney Common? Yes.
92. Do you know whether any sales have been made of portions of that land by the Corporation? Yes.
93. Do you know the value of the land sold? The gross amount of sales, I think, is about £4,000.
94. Do you know what amount has been expended in the improvement of the common? About that amount.
95. Can you tell the correct amount that has been paid for improvements? It would not be more than, I think, £100 or £200 above what I have stated. I have here the statement up to 31st December; and, as far as my memory serves me, we may have spent £1,000 more.*
96. Have you seen the common lately? Not for the last three or four months.
97. Up to that time had very great improvements been effected? Yes.
98. You have known the land for many years? Yes.
99. Do you think that the improvements would be beneficial to the city? It depends upon how they are carried out. If they were judiciously carried out, they would be very beneficial to the city.
100. As far as you have seen, have they been judiciously carried out? Speaking generally, I am of opinion that the common is very much improved.
101. *Mr. Campbell.*] Are you aware whether any further contracts have been entered into which have not been carried out and paid for? Yes, there are existing contracts.
102. Which will considerably increase the amount? Yes.

* NOTE (*on revision*):—Total amount of expenditure to the 29th February, 1868—£4,416 7s. 5d.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SYDNEY COMMON IMPROVEMENT ACT AMENDMENT BILL.

(PETITION--MRS. MARY CHISHOLM.)

Ordered by the Legislative Assembly to be Printed, 3 April, 1868.

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

The Petition of Mrs. Mary Chisholm, of No. 161, Macquarie-street, in the City of Sydney, in the Colony of New South Wales, Widow of James Chisholm, late of the City of Sydney aforesaid, Esquire, deceased,—

HUMBLY SHEWETH:—

That your Petitioner has learnt that a Bill has been introduced into your Honorable House, to enable the Mayor, Aldermen, and Citizens of the City of Sydney, among other things, to sell such portion of the Sydney Common as is described in the Schedule thereto annexed marked "A."

That your Petitioner finds on examination of the description comprised in the said Schedule, that the land proposed to be sold consists entirely of a portion of certain land held by your Petitioner as devisee under the will of her late husband the said James Chisholm.

That the land devised to your Petitioner forms portion of seventy acres of land which was granted by the Crown to John Palmer, and was cut up into allotments and sold, in the year one thousand eight hundred and fourteen, by William Gore, Esquire, Provost Marshal of the Territory of New South Wales, to various purchasers.

That the said James Chisholm, having purchased lot six at the said sale, entered into possession thereof, and fenced in the same; and afterwards the street now known as Dowling-street was laid out in such a manner as to form the boundary between the said lot six and the Sydney Common, and thereupon the said James Chisholm sold one portion of the said lot with frontage to Dowling-street to Reuben Hannam, and another portion with frontage to the South Head Road and Dowling-street to Robert Taylor, and the said purchasers or their assigns entered into the possession of the land sold to them and erected buildings thereon fronting Dowling-street, and they have not in any way been disturbed in their possession or enjoyment of the said land and buildings.

That the said James Chisholm during his life, and afterwards your Petitioner, always held undisputed possession of the residue of the said land with frontage to Dowling-street, and on several occasions fenced in the same, and erected pillars to define the boundaries thereof.

That your Petitioner has never been aware of any adverse claim to her said land, and has always treated it as her own, and has had it surveyed and subdivided into allotments for sale, and still claims to be entitled to it.

Your Petitioner therefore prays that your Honorable House will reject such portion of the said Bill as prejudicially affects your Petitioner.

And your Petitioner, as in duty bound, will ever pray, &c., &c., &c. M. CHISHOLM.

Sydney, 3rd April, 1868.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.
(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 26 July, 1867.

ABSTRACT of Crown Lands authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th Section of the Act 25 Victoria, No. 1.

PLACE.	COUNTY.	ALLOTMENT.	SECTION.	LOCALITY.	AREA.	TO WHAT PURPOSE DEDICATED.
Albury ...	Goulburn ...	.....	.....	At Albury	a. r. p.	General Cemetery.
Do. ...	do. ...	11, 12, & 13	12	Town of Albury	8 0 0	Church of England Church and Parsonage.
Auckland ...	Durham ...	.....	.....	In the Village Reserve of Auckland, adjoining the land appropriated for Roman Catholic Burial Ground.	2 0 0	Roman Catholic Church, School, and Presbytery.
Do. ...	do. ...	.....	.....	Village Reserve of Auckland	7 2 0	General Cemetery.
Bega ...	Auckland..	1, 2, & 3	47	Town of Bega	2 0 0	Presbyterian Church, School, and Manse.
Bendemeer ...	Inglis ...	.....	.....	At Dunducketty, near Bendemeer	640 0 0	Permanent Common.
Blayney ...	Bathurst ...	.....	.....	Village of Blayney	7 2 0	General Cemetery.
Bogabri ...	Pottinger ...	.....	.....	At Bogabri, on the Namoi River	7 2 0	do.
Breeza ...	do. ...	1, 2, 9, & 10	19	Town of Breeza	2 0 0	Public School.
Candelo ...	Auckland ...	.....	.....	Parish of Candelo, on Tantawangala Creek.	600 0 0	Permanent Common.
Condoublin ...	.....	.....	.....	On the Lachlan River, at Condoublin	640 0 0	do.
Corowa ...	Hume ...	.....	.....	Parish of Corowa, on the Murray River	417 0 0	do.
Cooma ...	Beresford ...	2	50	Village of Cooma	4 3 5	Gaol.
Do. ...	do. ...	3 & 4	51	do.	1 0 0	Church of England Church.
Coonamble ...	Leichardt ...	.....	.....	At Coonamble, Castlereagh River	850 0 0	Permanent Common.
Cooroobongatti ...	Dudley ...	.....	.....	Parish of Cooroobongatti, Macleay River.	2 0 0	Roman Catholic Church, School, and Presbytery.
Deniliquin (North) ...	Townsend ...	.....	.....	„ North Deniliquin	998 0 0	Permanent Common.
Do. (South) ...	do. ...	.....	.....	„ South Deniliquin	1,000 0 0	do.
Denman ...	Brisbane ...	4, 5, 6, & 7	26	Town of Denman	1 3 29	Public School.
Do. ...	do. ...	.....	.....	Parish of Denman, at Denman	640 0 0	Permanent Common.
Double Bay ...	Cumberland ...	.....	.....	The Steyne Reserve, Parish of Alexandria, near Sydney.	3 0 35	Recreation of the Inhabitants of the Municipality of Woolahra.
Dubbo ...	Lincoln ...	.....	.....	Town of Dubbo	10 0 0	Recreation.
Dungerec ...	Phillip ...	.....	16, 17, & 18	Village of Dungerec	2 0 0	Roman Catholic Church, School, and Presbytery.
Fitz Roy ...	Camden ...	Portions 4, 5, 6, & 7	7	Village of Fitz Roy	2 0 0	do.
Forbes ...	Ashburnham ...	.....	.....	Parish of Forbes, at Forbes	960 0 0	Permanent Common.
Gerringong ...	Camden ...	.....	.....	Village of Gerringong, between allotments 3 & 4 of section 10 and the Ocean	3 1 24	Public Recreation.
Do. ...	do. ...	.....	.....	Village of Gerringong, lying between the General Cemetery and the Ocean.	2 2 15	do.
Do. ...	do. ...	.....	.....	Village of Gerringong, between allotment 1 of section 9 and the Ocean.	2 0 32	Water supply.
Giro ...	Hawes ...	17, 18, 19, & 20	11	Village of Giro	2 0 0	Public School.
Glen Innes ...	Gough ...	.....	Portions 59 & 60	On the south side of a road, being the easterly continuation of Taylor-street, at Glen Innes.	11 0 0	Public Recreation.
Goulburn ...	Argyle ...	.....	.....	Parish of Goulburn, near Goulburn	13 0 23	Roman Catholic Episcopal Residence.
Do. ...	do. ...	.....	.....	do.	18 3 1	do. Diocesan Seminary.
Grafton ...	Clarence ...	.....	62, 63, 80, & 81	Town of Grafton	40 0 0	Public Recreation and Water Supply.
Do. ...	do. ...	6, 7, 8, & 13	3	Parish of Grafton, Town of South Grafton.	2 0 28	Presbyterian Church, School, and Manse.
Grenfell ...	Monteagle ...	.....	.....	Parish of Brundah, at Grenfell... ..	7 2 0	General Cemetery
Gullen ...	Argyle ...	.....	.....	Parish of Pegar, at Gullen	2 0 0	Church of England Church, School, and Parsonage.
Gundaroo ...	Murray ...	.....	.....	Village of Gundaroo	7 2 0	General Cemetery.
Gygederick ...	Wallace ...	4, 5, 6, 7, 8, 9, & 10	23	Village of Gygederick	3 2 2	do.
Hastings (Upper) ...	Macquarie ...	.....	.....	Parish of Koree, on the Upper Hastings River.	2 0 0	Presbyterian Church, School, and Manse.
Howlong ...	Hume ...	10, 11, & 12	41	Town of Howlong... ..	2 0 0	Church of England Church, School, and Parsonage.
Kangaroo River Road ...	Camden ...	.....	.....	On road from Kangaroo Ground to Broughton's Creek.	2 0 0	Wesleyan Church School and Minister's Residence.
Kelly's Plains ...	Sandon ...	.....	.....	Parish of Saumarez, at Kelly's Plains	2 0 0	Public School.

CROWN LANDS.

PLACE.	COUNTY.	ALLOTMENT.	SECTION.	LOCALITY.	AREA.	TO WHAT PURPOSE DEDICATED.
					a. r. p.	
Kelly's Plains ...	Sandon ...	.....	.....	Parish of Saumarez, Kelly's Plains ...	9 0 0	Public School.
Kiama & Shellharbour	Camden ...	.....	.....	At Terragong Swamp ...	795 0 0	Permanent Common.
Kiama ...	do. ....	.....	.....	Between Farmer and Barney Streets, and between Bourrool-street and the Sea.	5 2 0	Public Recreation.
Do. ...	do. ....	.....	.....	Between Barney and Bourrool Streets and the Sea.	4 3 0	do.
Do. ...	do. ....	.....	.....	Between the south sides of Bong Bong and Bourrool Streets and the sea.	2 0 0	do.
Do. ...	do. ....	.....	.....	Between the north sides of Bong Bong and Bourrool Streets and the sea.	2 2 0	do.
Do. ...	do. ....	.....	.....	Between Terralong and Minnamurra Streets, and between Shoalhaven- street and the Sea.	1 2 0	do.
Do. ...	do. ....	.....	.....	Between Barney-street and the Sea- beach, from Bourrool-street to the Baptist Church site.	0 1 8	do.
Do. ...	do.	11, 12, 13, 14, 15, 16, & 17.	16	Town of Kiama ...	3 2 0	Water Supply.
Do. ...	do.	5	65	do.	3 0 0	do.
Do. ...	do. ....	.....	.....	Between Hutchinson-street and the Sea from Riddell to Panama Streets.	33 0 0	Public Recreation.
Do. ...	do. ....	.....	.....	To the south of the intersection of Bland and Shoalhaven Streets.	0 2 0	do.
Do. ...	do. ....	.....	.....	To the south of the intersection of Farmer and Bourrool Streets.	0 0 28	do.
Kiandra ...	Wallace ...	.....	.....	On the Eucumbene River, at Kiandra...	680 0 0	Permanent Common.
Lawrence ...	Clarence ...	1, 2, 3	70	Town of Lawrence...	2 2 6	Roman Catholic Church, School, and Presbytery.
Lismore ...	Rous ...	.....	.....	Parish of Lismore, near Lismore ...	750 0 0	Permanent Common.
Maclean ...	Clarence ...	4, 5, & 6	9	Village of Maclean...	2 0 2	Roman Catholic Church, School, and Presbytery.
MacDonald River	Hunter ...	.....	.....	On the MacDonald River, adjoining H. Taylor's 40 acres.	2 0 0	Public School.
Melyra Springs	Forbes ...	.....	.....	2½ miles from Grenfell, at the Melyra Springs.	60 0 0	Water Reserve.
Menindie ...	Menindie ...	.....	Part of 45	Town of Menindie ...	4 2 0	Site for an Hospital.
Moama ...	Cadell ...	.....	.....	Parishes of Moama and Tattalla, at Moama.	120 0 0	Race-course.
Moruya... ..	Dampier ...	.....	.....	Parish of Moruya, at Moruya Heads ...	1 0 0	General Burial Ground.
Mudgee ...	Wellington ...	.....	.....	At the S.W. corner of E. Richards' 20 acres, at Bone Creek, near Mudgee.	640 0 0	Permanent Common.
Myall River (Bullah Delah.)	Gloucester ...	.....	.....	Parish of Bullah Delah, near Bullah Delah.	7 2 0	General Cemetery.
Do. (Deep Creek.)	do. ....	.....	.....	At Deep Creek, Myall River ...	2 0 0	Public School.
Narrabri ...	Nandewar ...	.....	.....	Parish of Narrabi, at Narrabi ...	720 0 0	Permanent Common.
Do. ...	do.	1, 4, 17, & 20	4	Town of Narrabi ...	2 0 0	Church of England Church, School, and Parsonage.
Newcastle ...	Northumberland...	.....	Portion 3	Parish of Newcastle, near Hanbury ...	1 0 0	School of Arts.
Nowendoc ...	Hawes ...	1, 2, 9, & 10	21	" Nowendoc, Village of Nowendoc ...	2 0 18	Public School.
Ophir ...	Wellington ...	.....	.....	" Lewis, at Lewis' Ponds Creek...	640 0 0	Permanent Common.
Parramatta ...	Cumberland ...	.....	.....	The Old Gaol Green ...	4 3 6	Public Recreation.
Do. ...	do. ....	.....	.....	Parish of St. John, within the Domain ...	24 0 0	Roman Catholic Orphan School.
Shellharbour & Kiama	Camden ...	.....	.....	At Terragong Swamp ...	795 0 0	Permanent Common.
St. Leonards ...	Cumberland ...	.....	16	Parish of Willoughby, St. Leonards ...	8 0 0	Recreation Ground.
Sydney ...	.....	12 & 13	.....	At junction of Kensington-street and Botany Road.	0 0 15½	Public Water Fountain.
Do. ...	Cumberland ...	.....	.....	Between Argyle-place and Argyle-street ...	0 0 33	Public Recreation.
Taloumbi ...	Clarence ...	.....	172	Parish of Taloumbi, near Clarence River ...	2 0 0	Public School.
Tenterfield ...	Clive ...	Portion 11	28	" Tenterfield, at Tenterfield ...	2 0 0	do.
Tinonee... ..	Gloucester ...	.....	.....	At Tinonee, Manning River ...	7 2 0	General Cemetery.
Tom Tipps Flat	Wellesley ...	.....	.....	Parish of Maharratta, County of Wel- lesley.	142 3 27	Water Reserve.
Ulmarra ...	Clarence ...	.....	.....	" Ulmarra, Clarence River ...	2 0 0	Roman Catholic Church, School, and Presbytery.
Urobodalla ...	Dampier ...	Portion 1	Part of por- tion 19	" Nerrigundah, County of Dampier.	3 3 30	General Cemetery.
Walcha... ..	Vernon ...	.....	.....	" Walcha, near Walcha ...	806 0 0	Permanent Common.
Warialda ...	Burnett ...	.....	.....	" Warialda, at Warialda ...	7 2 0	General Cemetery.
Watson's Bay ...	Cumberland ...	.....	.....	" Alexandria, at Watson's Bay...	0 2 0	Public School.
Wentworth ...	.....	.....	.....	Between Adelaide, West, Cadell, and Wilmot Streets, Town of Wentworth.	10 2 13	General Cemetery.
Wellington ...	Wellington ...	.....	.....	On the Macquarie River, near Wellin- ton.	657 0 0	Permanent Common.
Windsor ...	Cumberland ...	.....	.....	The Church Green, at Windsor ...	19 2 0	Public Recreation.
Woodford Island	Clarence ...	.....	.....	Parish of Woodford, on Woodford Island ...	2 0 0	Public School.
Yetholme ...	Roxburgh ...	.....	.....	" Yetholme, Village of Yetholme ...	7 2 0	General Cemetery.
Young ...	Monteagle ...	.....	.....	" Young, Town of Young ...	606 0 0	Permanent Common.

W. R. DAVIDSON,
Surveyor General.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 10 March, 1868.

ABSTRACT of Crown Lands authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th section of the Act, 25 Victoria, No. 1.

PLACE.	COUNTY.	ALLOTMENT.	SECTION.	LOCALITY.	AREA.	TO WHAT PURPOSE DEDICATED.
Albury	Goulburn ... ..	.....	.....	Parish of Albury, at Albury	a. r. p. 1,025 0 0	Permanent Common.
Bathurst	Bathurst ... ..	.....	.....	Parish of Bathurst, at Bathurst	13 2 39½	General Cemetery.
Ballina	Rous ... ..	.....	.....	Parish of Ballina, Richmond River	540 0 0	Permanent Common.
Bega	Auckland	1 and 3	47	Town of Bega	1 2 0	Wesleyan Church and Minister's residence.
Do.	do. ... ..	.....	.....	Parish of Bega, at Bega... ..	506 2 0	Permanent Common.
Bombala	Wellesley... ..	.....	.....	Parish of Bombala, at Bombala	4 0 0	General Cemetery.
Bulli	Camden ... ..	.....	.....	Parish of Woonona, at Bulli	4 2 30	do.
Candelo	Auckland ... ..	.....	.....	Town of Candelo	2 0 0	Public School.
Casino	Richmond	4 and 6	39	Town of Casino, Parish of South Casino	1 1 25	Roman Catholic Church and Presbytery
Chatsbury	Argyle ... ..	.....	.....	Parish of Tarlo, on southern side of a road 1 chain wide at north-west corner of E. Cunningham's 44 acres 1 rood	2 0 0	Public School.
Coonabarabran	Gowen ... ..	.....	.....	Parish of Coonabarabran, at Coonabarabran	3 0 0	General Burial Ground in connection with General Cemetery.
Cootamundry... ..	Harden ... ..	.....	.....	Parish of Cootamundry, at Cootamundry	7 2 0	General Cemetery.
Dubbo	Lincoln ... ..	.....	.....	Parish of Dubbo, Town of Dubbo	0 2 0	Presbyterian Church.
Do.	do.	Portion	151	Near Dubbo	5 0 0	Hospital.
Fitz Roy	Camden	4, 6, and 7	6	Parish of Jellore, Village of Fitz Roy... ..	1 2 0	Church of England Church and Parsonage.
Frog's Hollow	Auckland ... ..	.....	.....	Parish of Kamaruka, within Frog's Hollow Reserve	2 0 0	Public School.
The Gap	King ... ..	.....	.....	Parish of Mungahara	1 2 0	Church of England Church and Parsonage.
Goulburn	Argyle ... ..	.....	.....	Parish of Goulburn, at Goulburn	7 2 0	General Cemetery.
Do.	do.	Portion	176	Parish of Goulburn, within the Goulburn Town Reserve	20 0 0	Church of England Diocesan College.
Grafton	Clarence ... ..	.....	.....	Parish of Great Marlow, near North Grafton	1,219 0 0	Permanent Common.
Grenfell	Monteagle	1, 2, and 13	12	Town of Grenfell	1 2 0	Roman Catholic Church and Presbytery
Do.	do.	4, 5, and 6	10	do.	1 2 0	Wesleyan Church and Minister's residence.
Gundagai (North)	Clarendon	16, 17, 18, & 19	36	North Gundagai	1 3 39	Public School.
Gunnedah	Buckland... ..	.....	.....	Parish of Cooridon, on the Namoi River	710 0 0	Permanent Common.
Hay	Waradgery ... ..	.....	.....	At the intersection of the southern side of Moppett-street with the eastern side of Pine-street, Town of Hay	1 0 0	Athenæum, or School of Arts.
Do.	do. ... ..	.....	.....	On the Murrumbidgee, at Hay	1,440 0 0	Permanent Common.
Inverell	Gough ... ..	.....	.....	At Inverell, on the McIntyre River	812 0 0	do.
Do.	do. ... ..	.....	.....	Town of Inverell	0 0 32	School of Arts.
Do.	do.	4 and 6	21	do.	1 2 0	Roman Catholic Church and Presbytery
Kiama	Camden	21	5	Town of Kiama	0 0 24	Site for a Town Hall.
Liverpool	Cumberland ... ..	.....	.....	Town of Liverpool, at the intersection of Lachlan and Northumberland streets	0 2 1½	An addition to the Roman Catholic Burial Ground.
Do.	do. ... ..	.....	.....	Bigge's Square, Liverpool	8 2 15	Public Recreation.
Lismore	Rous	1, 2, and 3	34	Village of Lismore... ..	1 2 0	Roman Catholic Church and Presbytery
Merriwa	Brisbane ... ..	.....	.....	Parish of Merriwa, at Merriwa	1,000 0 0	Permanent Common.
Moree	Courallie ... ..	.....	.....	At Moree, on the Meei or Gwydir River	640 0 0	do.
Mount Pleasant	Bathurst ... ..	.....	.....	Parish of Mount Pleasant, Village of Mount Pleasant	1 2 0	Church of England Church and Parsonage.
Mutmutbilly	Argyle ... ..	.....	.....	Parish of Mutmutbilly, on Great Southern Road	1 1 0	Roman Catholic Church.
Mudgee	Wellington ... ..	.....	.....	At Mudgee, to the east of J. Smith's 5 acres, in the Parish of Mudgee	7 2 0	General Cemetery.
Newcastle	Northumberland	27	.....	Watt-street, in the City of Newcastle	0 1 12	Site for Municipal Council Chambers.
Do.	do. ... ..	.....	.....	At foot of Market-street, Newcastle	0 1 12	Market Wharf.
Do.	do.	Portion	225	Parish of Newcastle, near Newcastle	98 1 0	Botanic Garden.
Nelligen (West)	St. Vincent	4, 5, & 7	8	Norton and Rynie Streets, West Nelligen	1 2 0	Roman Catholic Church and Presbytery
Parramatta	Cumberland	3	3	Parramatta North, Windsor Road, between Palmer-street and the river	0 0 20	Public School.
Page's River	Brisbane	Portions	26 & 26A.	Parish of Alma, near Page's River	1 2 0	Church of England Church and Parsonage.

CROWN LANDS.

PLACE.	COUNTY.	ALLOTMENT.	SECTION.	LOCALITY.	AREA.	TO WHAT PURPOSE DEDICATED.
Perricoota	Cadell ... ..	.....	.....	On the Murray River, 2½ miles below Perricoota Head Station.	a. r. p. 1,280 0 0	Public Watering-place.
Port Macquarie	Macquarie ... ..	.....	.....	Town of Port Macquarie, at the southern side of Clarence-street.	1 0 0	Public School.
Richmond	Cumberland ... ..	.....	.....	Town of Richmond	7 3 37	Public Recreation.
Rydal	Roxburgh ... ..	.....	.....	Village of Rydal, at Solitary Creek	1 2 0	Roman Catholic Church and Presbytery
Rylstone	do. ... ..	.....	.....	Parish of Rylstone, at Rylstone	6 0 0	General Cemetery.
Spring Flat (near)	Wellington	Portion 97	.....	Spring Flat, near Mudgee	2 0 0	Public School.
Sydney	Cumberland ... ..	.....	.....	An allotment in section 56, on the west side of Sussex-street, between Erskine and Margaret Streets.	0 0 13	Sewerage.
Do.	do. ... ..	.....	.....	Between Barrack Road, Pitt, Hay, and Elizabeth Streets.	10 0 0	Public Recreation.
Do.	do. ... ..	.....	.....	Parish of St. Philip, north end of Princes-street.	0 0 33½	Parsonage for Trinity Church.
St. Leonard's	do. ... ..	.....	.....	At junction of Walker-street with Lavender or Hulk Bay, on the North Shore.	1 0 32	Baths and Public Recreation.
Sutton	Murray	4 and 5	9	Village of Sutton	1 2 0	Church of England Church and Parsonage.
Do.	do.	4 and 5	11	do.	1 2 0	Roman Catholic Church and Presbytery
Do.	do.	4 and 5	24	do.	1 2 0	Wesleyan Church and Minister's Residence.
Tabulam	Drake	Portion 83	.....	Parish of Tabulam	29 0 0	Ferry.
Teralba	Northumberland.	do.	88	Parish of Teralba, 1 chain north from G. Weller's 2,560 acres.	2 0 0	Public School.
Ulladulla	St. Vincent ... ..	.....	.....	Ulladulla	2 0 0	do.
Do.	do. ... ..	.....	.....	Vincent-street, Ulladulla	1 2 0	Roman Catholic Church and Presbytery
Uralla	Sandon	6, 7, and 8	20	Village of Uralla	1 2 0	Wesleyan Church and Minister's Residence.
Warialda	Burnett ... ..	.....	.....	At Warialda, on Warialda Creek	700 0 0	Permanent Common.
Wentworth	Wentworth ... ..	.....	.....	Between the western boundary of the Town of Wentworth and the Thegoa Lagoon.	920 0 0	do.
West Kempsey	Dudley	8 and 10	38	Parish of Kalateene, Town of West Kempsey.	1 2 0	Church of England Church and Parsonage.
Willoughby (North)	Cumberland ... ..	.....	.....	Parish of Willoughby, on the road from St. Leonard's to Lane Cove and Penant Hills.	14 3 24	General Cemetery.
Windsor	do. ... ..	.....	.....	Parishes of St. Matthew and Ham Common, between the Towns of Richmond and Windsor.	200 0 0	Racecourse.
Do.	do. ... ..	.....	.....	Parish of St. Matthew, Town of Windsor, at the intersection of the north side of Richmond Road with north-west side of George-street.	21 1 0	Public Recreation.
Yetholme	Roxburgh ... ..	.....	.....	On the eastern side of Onslow-street, in the Village of Yetholme.	1 2 0	Church of England Church and Parsonage.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(TOWNS AND VILLAGES DECLARED UNDER ALIENATION ACT.)

Ordered by the Legislative Assembly to be Printed, 26 July, 1867.

ABSTRACT of all Sites for CITIES, TOWNS, and VILLAGES, declared under the 4th section of the Act, 25 Victoria, No. 1.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Date of Government Gazette in which published.
Wagonga, Village of	47 acres	.....	County of Dampier, Parish of Wagonga.	7 Dec., 1866. Folio 2987.
Fitz Roy,	209 "	997 acres	County of Camden, Parishes of Jellore and Berrima.	25 Jan., 1867. Folio 241.
Paramellowa,	300 "	900 "	County of Courallie, Parish of Paramellowa, Gwydir River.	" Folios 265-6.
Jembaicumbene,	200 "	436 "	County of St. Vincent, Parish of Boyle, Jembaicumbene Swamp.	1 Feb., 1867. Folio 307.
Ollera,	148 "	262 "	County of Hardinge, Parish of Ollera, on Limestone Creek.	12 Mar. Folio 676.
Bogree,	265 "	375 "	County of Courallie, at Bogree Ponds.	" "
Raleigh,	130 "	911 "	County of Raleigh, Parish of South Bellingen, on the north arm of Bellingen River.	14 May. Folio 1189.
Weimby,	457 "	413 "	County of Cairn, Parish of Benongal, at the confluence of Tualka Creek with the Murrumbidgee River.	18 June, 1867. Folio 1460.
Arakoon,	225 "	2,420 "	County of Macquarie, at Arakoon, Trial Bay.	5 July. Folio 1558.
Araluen,	60 "	430 "	County of St. Vincent, Parish of Araluen.	" "
Araluen, West,	90 "	320 "	County of St. Vincent, Parish of Araluen, at Araluen Creek.	" "
Sutton,	217 "	195 "	County of Murray, Parish of Goo-woyarroo, at the confluence of M'Laughlin's Creek with Yass River.	" "
Wellesley,	466 "	124 "	County of Wellesley, Parish of Heyden, at the confluence of Boggy Creek with the Little Plain River.	" "
Collarindabri, Town of	264 "	1,645 "	County of Finch, at the Rocky Ford, Collarindabri, on the Barwon River.	12 July. Folio 1632.
Thurrowa, Village of	420 "	552ac. 2r.	County of Urana, Parish of Thurrowa, at Thurrowa, Yaunko Creek.	" Folio 1633.

W. R. DAVIDSON,
Surveyor General.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED AS SITES FOR FUTURE VILLAGES.)

*Ordered by the Legislative Assembly to be Printed, 26 July, 1867.*ABSTRACT of Crown Lands reserved from Sale until Surveyed as Sites for future Villages,
in accordance with the 4th section of the Act 25 Victoria, No. 1.

No.	LOCALITY.	AREA IN SQUARE MILES.	<i>Government Gazette</i> in which the description is published.
28	At Gongolgan, on the Bogan River	5	19 February, 1867, Folio 466.
29	At Eringunna, on the Warrego River	4	19 " " " 466.
30	At Bullamunta Point, Darling River, 3 miles above Bourke.	11	19 " " " 466.

W. R. DAVIDSON,
Surveyor General.

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1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED AS SITES FOR FUTURE VILLAGES.)

Ordered by the Legislative Assembly to be Printed, 12 September, 1867.

ABSTRACT of all Sites for CITIES, TOWNS, and VILLAGES, declared under the 4th Section of the Act, 25 Victoria, No. 1, during the period between 9th August and 12th September, 1867.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Young, Town of	2,630 acres	County of Monteagle, Parish of Young.	30th August. Folio 2,113.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS SITES FOR FUTURE VILLAGES.)

Ordered by the Legislative Assembly to be Printed, 16 October, 1867.

ABSTRACT of all Sites for CITIES, TOWNS, and VILLAGES, declared under the 4th section of the Act 25 Victoria, No. 1, during the period between 10th September and 10th October, 1867.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Date of <i>Government Gazette</i> in which published.
Tuppal, Village of ...	159 acres	134 acres	County of Townsend, Parish of Warrawool, on right bank of Tuppal Creek.	2 October. Folio 2449.
West Bourke ,, ...	180 ,,	220 ,,	County of Gunderbooka, on the Darling River, at Bullamunta Point.	” ”

1867.

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

—
CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS SITES FOR FUTURE VILLAGES.)

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Ordered by the Legislative Assembly to be Printed, 19 November, 1867.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria, No. 1, during the period from 10th October to 8th November, 1867.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Cudal, Village of ...	287 acres	117 acres	County of Ashburnham, on Boree Creek, at Cudal.	25th October, 1867.
West Cobborah, Town of.	209 "	194 "	County of Lincoln, on Talbragar River.	" "
Burragate, Village of	184 "	45 "	County of Auckland, Parish of Burragate, at Burragate, on Towamba River.	1st November, 1867.
Gongolgon, Town of	194 "	237 "	County of Cowper, at Gongolgon, on the Bogan River.	" "

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS SITES FOR FUTURE VILLAGES.)

Ordered by the Legislative Assembly to be Printed, 12 December, 1867.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria, No. 1, during the period between 8th November and 6th December, 1867.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Cuddell	183 acres	542 acres (about)	County of Mitchell, at Cuddell Creek, Yanko Creek.	19th Nov. Fo. 3067.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS SITES FOR FUTURE VILLAGES.)

Ordered by the Legislative Assembly to be Printed, 9 January, 1868.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria, No. 1, during the period between 10th December, 1867, and 1st January, 1868.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Booororban	164 acres	166a. 2r.	County of Townsend, Parish of Booororban, at the 30-mile Pine Ridge.	24th Dec. Fo. 3537.



1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS SITES FOR FUTURE VILLAGES.)

Ordered by the Legislative Assembly to be Printed, 9 April, 1868.

ABSTRACT of all Sites for Cities, Towns, and Villages, declared under the 4th section of the Act 25 Victoria, No. 1, during the period between the 10th March and 9th April, 1868.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Wollar	158 acres	195 acres	County of Phillip, parish of Wollar, at Wollar Creek.	20 March. Fo. 804.
Oura	118 "	174 "	County of Clarendon, parish of Oura, at Oura, on the Murrumbidgee River.	7 April. Fo. 1016.
Bermagabee	95 "	210 "	County of Dampier, at the Bermagabee Inlet.	" "
Bermagabee South	150 "	350 "	County of Dampier, at Bermagabee South, Bermagabee Inlet.	7 April. Fo. 1017.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 26 July, 1867.

ABSTRACT of Crown Lands reserved from Sale until Surveyed, for the preservation of Water Supply or other Public Purposes, in accordance with the 4th Section of the Act 25 Victoria, No. 1, during the period from 26th November, 1866, to 16th July, 1867.

No.	Locality.	Area.	Date of Government Gazette in which the description is published.
5	County of Brisbane, Parish of Castle Sempill. Portion 71.	64 acres...	4 Dec., 1866, fol. 2954
122	County of Ashburnham, extension at Forbes	50 sq. m...	14 " 3074
	County of Bathurst, Parish of Graham	10 a. 1 r. 21 p.	24 " 3192
	Do.	9 acres...	28 " 3214
4	County of Northumberland, Parish of Kahibah, at Redhead Lagoon.	620 " ...	1 Jan., 1867, 3
	County of Camden, Parish of Budgong, at Manarego, Kangaroo Ground.	10 " ...	" 4
502	County of Goulburn, on the road from Woomargama to Yarara.	420 " ...	" 4
260	County of Forbes, at Eualdrie, on the Boga Bogalong Run.	346 " ...	" 4
261	County of Forbes, at the Springs, about 1½ mile westerly from Grenfell.	60 " ...	" 4
262	County of Montegale, at Grenfell	3,130 " ...	11 " 4
—	County of Camden, Parish of Wollongong, at the Five Islands.	60 " ...	11 " 80
7	County of Argyle at the second Bredalbane Plain ...	627 " ...	25 " "
11	County of Camden, at the Big or Couridjah Lagoon, near Picton.	840 " ...	25 " 265
10	County of Westmoreland, Parishes of Swatchfield and Irene, at the Swallow's Nest.	4,000 " ...	8 Feb., 1867, fol. 380
6	At Ledknappa, on the road from Culgoa to the Warrego.	4 sq. m...	19 " 467
extended	22 At the Mud Spring, near Nelly's Camp, 15 miles north-west from Ledknappa.	1 " ...	" "
	23 At the Lake on the road from Bourke to the Warrego River, 22 miles north-west from Bourke.	2 " ...	" "
	24 At the Clay Pan Hollow, on road from Bourke to Warrego, about 35 miles from Bourke.	1 " ...	" "
	25 At Harley's Springs, on road from Bourke	4 " ...	" "
	26 At Kullyna Spring, on the road from Bourke to the Warrego River.	1 " ...	" "
	27 At Yamanaguy, on the Warrego River, where the road touches that river.	½ " ...	" "
57	County of Wallace, at Buckley's Crossing, Snowy River	238 acres...	1 Mar., 1867, fol. 565
264	Parish of Cootamundry, County of Harden	160 " ...	12 " 677
6	County of Brisbane, at Isaac's Creek, River Isis ...	40 " ...	" "
85	County of Gresham, Oakey Creek, at the foot of Barney's Hill, Newton Boyd Run.	1 sq. m...	" 678
86	County of Gough, at the junction of Yellow Jacket Creek with the River Mitchell.	1 " ...	" "

CROWN LANDS RESERVED FROM SALE.

No.	Locality.	Area.	Date of <i>Government Gazette</i> in which the description is published.
87	Counties of Gresham and Gough, at the junction of Four-mile Creek with the Mitchell River.	1 sq. m...	12 Mar., 1867, fol. 678
37	County of Harden, at Mackay's Creek, Borowa River ...	600 acres...	" "
extension westerly 264	Lachlan District, Parish of Cootamundry, County of Harden.	160 " ...	15 " 709
122	County of Gough, on Diehard Creek, on road from Glen Innes to Grafton.	120 " ...	22 " 753
264	Counties of Cooper and Sturt, on the Murrumbidgee River.	95 sq. m...	29 " 838
59	County of Auckland, Parish of Wallagoot, at Jella Jellat Swamp.	220 acres...	5 April, 1867, fol. 884
123	On the Bundidgerry Run, portion of Water Reserve notified 27th December, 1865, portion of the Bundidgerry Run.	15 sq. m...	10 " 935
145	Gilmore Creek, County of Wynyard, adjoining T. Mara and R. Downey's 323 acres.	220 acres... (about)	" "
196	On the Billabong Creek, portion of Burrangong Run, in the Murrumbidgee District.	3½ sq. m...	" "
197	On the Billabong Creek, 3 miles east from Gunambil Home Station, portion of Burrangong Run.	7 " ...	" 936
198	On the Billabong Creek, 6 miles and 24 chains east from Gunambil Home Station, Burrangong Run.	5½ " ...	" "
302	Gulpa Island (notified 23rd December, 1865, folio 2930)	.....	" "
portions of 303	Yallakool Island (notified 23rd December, 1865, folio 2930.)	.....	" "
289	At Morago, 20 chains east from white gate in division fence.	640 acres...	" "
290	On Morago Run, distant 93 chains east 6 degrees from above reserve.	640 " ...	" "
291	On Morago, distant 2 miles 76 chains east from above reserve.	640 " ...	" "
292	On Morago, distant 2 miles and 5 chains from middle gate in boundary fence.	640 " ...	" "
293	On Morago, distant 1 mile and 13 chains from middle gate in boundary fence.	640 " ...	" "
294	On Morago, distant 1 mile and 32 chains from gate in Barratta boundary fence.	640 " ...	" "
295	On Morago, distant about 22 chains in a westerly direction from Brush Tailing-yard, on Box Creek.	640 " ...	" "
296	On Morago, 16 chains west from angle post in division fence, at Four-mile Waterhole.	640 " ...	" "
297	On Morago, distant 1 mile north from angle post in division fence, at Four-mile Waterhole.	640 " ...	" "
298	On Morago, 2½ miles north from angle post in division fence, at Four-mile Waterhole.	640 " ...	" "
299	On Morago, 2¾ miles from angle post in division fence, at Four-mile Waterhole.	640 " ...	" "
300	On Morago Run	640 " ...	" 937
301	On Morago, 1 mile and 75 chains from corner post of division fence, at its northern extremity.	640 " ...	" "
302	On Morago 52 chains west from corner post of division and back boundary fence.	640 " ...	" "
303	On Morago 50 chains south from gate post, at Hurdle's in back boundary fence.	640 " ...	" "
306	At the Merritbit Sheep Camp, on the Beremegad Run ...	640 " ...	" "
307	At Grindamill Sheep Camp, Beremegad Run	640 " ...	" "
308	At Ward's Hut Camp, on the Beremegad Run	640 " ...	" "
309	At Two-mile Sheep Camp, 2 miles north-west from Beremegad Homestead.	640 " ...	" "
310	At Cumba Cumba Sheep Camp, 6 miles north-west from Beremegad Homestead.	640 " ...	" "
302	At the Bugganeit Creek corner camp, Jeegar Run ...	640 " ...	" "
303	At the Gunningenk Camp, 2 miles north-west from Gunningenk Station, Jeegar Run.	640 " ...	" "
304	On Jeegar Run, 5 chains west of hut, on the Island Upper Sheep Station Camp.	640 " ...	" "
208	Adjoining the west boundary of Coonabaraban Town Reserve (notified 23rd December, 1865.)	.....	" "
ALBERT DISTRICT.			
19	At Warracocarie, on the Warracocarie Lake	2,240 acres...	10 April, 1867, fol. 938
20	At Mulgenery, Darling River. Portion of Bonley Run...	2,400 " ...	" "
21	At Narroolpilly, on Narroolpilly Lake. Portion of Boolorowie Run.	640 " ...	" "
22	At Mulyeo, near Mulyeo Springs. Portion of Far-west Run.	640 " ...	" "
23	At Weewattah, near Weewattah Springs. Portion of Far-west Run.	640 " ...	" "
24	At Tingenema, Darling River. Portion of Mount Macpherson East Run.	2,560 " ... (about)	" "
25	At Neliambo, on left bank of Darling River. Portion of Mount Macpherson East Run.	2,560 " ... (about)	" "

CROWN LANDS RESERVED FROM SALE.

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No.	Locality.	Area.	Date of Government Gazette in which the description is published.
<i>ALBERT DISTRICT—continued.</i>			
26	At Dairy Station, Darling River. Portion of Nctallie Run.	2,560 acres... (about)	10 April, 1867, fol. 938
27	At Batuara, Darling River. Portion of Newfoundland Run.	1,920 " ... (about)	" "
28	At Tilpally, on Tilpally Lake. Forms portion of Outer Mount Macpherson East Run.	640 " ...	" "
29	At Tankarook, Darling River. Forms portion of Tankarook Run.	1,120 " ... (about)	" 939
<i>DISTRICT OF BLIQH.</i>			
251	At the Sandy Creek Dam, 2½ miles north-west from Biambil Station.	640 acres...	10 April, 1867, fol. 939
252	Near the Biambil Homestead	3,800 " ... (about)	" "
<i>CLARENCE DISTRICT.</i>			
88	Peacock's Creek, Tabulam. Portion of Binalbo Run ...	640 acres...	10 April, 1867, fol. 939
89	Sandy Creek, Tabulam. Portion of Binalbo Run ...	640 " ...	" "
90	Lambing Flat Reserve, Grafton. Portion of Dome Mountain Run.	640 " ...	" "
91	At Dryaaba, Casino. Portion of Dryaaba Run ...	640 " ...	" "
92	At Bingebeeba, Casino. Portion of Dryaaba Run ...	640 " ...	" "
93	At Geneva, Casino. Portion of Ettrick Forest Run ...	640 " ...	" "
94	At Doubtful Creek, Casino. Portion of Ettrick Forest Run.	640 " ...	" "
95	At Dumbudgera, Grafton. Portion of Gordon Brook Run.	640 " ...	" "
96	At Deep Creek, Grafton. Portion of Gordon Brook Run.	640 " ...	" "
97	At Gilmour's, Grafton. Portion of Gordon Brook Run	640 " ...	" "
98	At the Burying Ground, Lismore. Rose Hill Run ...	320 " ...	940
99	At Rose Hill, Lismore. Portion of Rose Hill Run ...	320 " ...	" "
100	At the Washpool, Tabulam. Portion of Sandilands Run.	320 " ...	" "
101	At Black's Camp Creek, Tabulam. Portion of Sandiland's Run.	640 " ...	" "
102	Cow Paddock Reserve, at Casino. Portion of Stratheden Run.	640 " ...	" "
103	Horse Station, Casino. Portion of Stratheden Run ...	640 " ...	" "
104	At the Blacksmith's Shop, Casino. Portion of Stratheden, Wooroowoolgen, and Ettrick Forest Runs.	640 " ...	" "
105	At Bindle, Tabulam. Portion of Tabulam East Run.	640 " ...	" "
106	At Coonbin, Tabulam. Portion of Tabulam East Run	300 " ...	" "
107	Plain Station, Tabulam. Portion of Tabulam East Run	320 " ...	" "
108	At Warwick, or Apple Flat, Tabulam. Portion of Tabulam East Run.	640 " ...	" "
109	At Maclean's Crossing-place. Portion of Tabulam West Run.	800 " ...	" "
110	At Plumbago Creek, Tabulam. Portion of Tabulam West Run.	320 " ...	941
111	At Smoker's Flat. Portion of Tabulam West Run ...	480 " ...	" "
112	At Fine Flour Creek, Grafton. Portion of Tempe Run	640 " ... (about)	" "
113	At Tunstall, Lismore. Portion of Tunstall Run ...	160 " ... (about)	" "
114	At the Scrub Lagoon, Lismore. Portion of Tunstall Run.	160 " ... (about)	" "
<i>GWYDIR DISTRICT.</i>			
81	At the junction of the Horton and Bangheet Rivers. Portion of Bangheet Run.	320 acres... (about)	10 April, 1867, fol. 941
82	At Blue Nobby, near Yallaroi. Portion of Blue Nobby Run.	640 " ... (about)	" "
83	At Kelly's Gully Springs, near Warialda. Portion of Burgaria Run.	340 " ... (about)	" "
84	At Toolinbar Spring, 5 or 6 miles from Warialda. Portion of Burgaria Run.	80 " ...	" "
85	On Coolatai, or Mandoe Creek. Portion of Coolatai or Mandoe Run.	800 " ... (about)	" "
86	On the McIntyre River, near Wallangra. Portions of Ena and Wallangra Runs.	1,280 " ... (about)	942
87	At Boggabri, Goonal Branch, near Bumble. Portion of Goonal Run.	640 " ...	" "
88	At Coogoomin, on Goonal Branch, near Bumble. Portion of Goonal Run.	320 " ... (about)	" "
89	At Nippi Nippi, Coogoomin Creek, near Carbeenbri. Portion of Goonal Run.	40 " ...	" "

CROWN LANDS RESERVED FROM SALE.

No.	Locality.	Area.	Date of Government Gazette in which the description is published.
<i>GWYDIR DISTRICT—continued.</i>			
90	North bank of Gwydir River, 2½ miles below Bingera. Portion of Molroy Run.	1,600 acres...	10 April, 1867, fol. 942
91	On the Gwydir River. Portion of the Molroy Run ...	960 " ... (about)	" "
92	On the Gwydir River, near Ginneroi. Portion of Singa- pora Run.	1,500 " ... (about)	" "
93	Between Singapora and Gravesend, on the Gwydir River. Portion of Singapora Run.	1,280 " ... (about)	" "
94	On Redbank Creek, a tributary of M'Intyre River. Portion of Wallangra Run.	640 " ... (about)	" "
<i>LACHLAN DISTRICT.</i>			
160	On Balabla Creek. Portion of the Balabla Run ...	640 acres...	10 April, 1867, fol. 942
161	At the Duck Holes. Portion of Upper Balabla and head of Bribera Creek Runs.	640 " ...	" "
162	At Burreebogie Bend. Portion of the Beabula Run ...	3,200 " ... (about)	" 943
163	At Old Beabula. Portion of Beabula Run ...	3,200 " ... (about)	" "
104	Near Benduck Murrell, on Crowther Creek ...	640 " ...	" "
165	At Old Berambah. Portion of Berambah Run...	3,200 " ... (about)	" "
166	On the Murrumbidgee River. Portion of the Berambah Run.	3,200 " ... (about)	" "
167	On Black Range Creek. Portion of Black Range Run...	320 " ...	" "
168	At the Italian's Waterhole. Black Range Run...	160 " ...	" "
169	On the Port Phillip Road, near Bogolong. Portion of Bogolong Run (Julian's).	640 " ...	" "
170	Healey's Old Station, Bogolong Creek. Portion of Bogo- long Run (Julian's).	160 " ...	" "
171	On Bogolong Creek. Portion of Bogolong Run (Julian's)	160 " ...	" "
172	Head of Bringergee Creek. Portion of Bringergee Run	3,200 " ...	" "
173	At the Sand Hill Hut. Portion of Bundidgerry Run ...	640 " ...	" "
174	At the Wash-pen, on Wash-pen Creek. Portion of Bundidgerry Run.	320 " ...	" 944
175	Burthong Creek. Portion of Burthong Run ...	320 " ...	" "
176	Burthong Spring, Burthong Creek. Portion of Burthong Run.	738 " ...	" "
177	Tumbleton Spring, Tumbleton Creek. Portion of Bur- thong Run.	240 " ...	" "
178	At the Black Springs, on the Burthong Run ...	320 " ...	" "
179	On the Burrowa River, on the Burrowa Run ...	500 " ...	" "
180	Yellow Licking Hole, Salt Clay Creek. Portion of Cootamundry Run.	640 " ...	" "
181	Reedy Creek Old Station, on the Coppabella Run ...	160 " ...	" "
182	At the head of Coppabella Creek, Coppabella Run ...	320 " ...	" "
183	At the Old Wash-pen, Coppabella Creek, Coppabella Run.	160 " ...	" "
184	At Gardner's Old Hut, on the Cuba Run ...	2,400 " ... (about)	" "
185	On north bank of Murrumbidgee River. Portion of Cuba Run.	2,400 " ... (about)	" "
186	Skilling Hut, on road between Cootamundra and Stock- enbingal. Portion of Cucumla Run.	640 " ...	" 945
187	Green Camp, Stockenbingal Creek, Cucumla Run ...	320 " ...	" "
188	Old Congo Dam, Congo Creek, Cucumla Run ...	640 " ...	" "
189	Junction of Spring and Dwyer's Creeks. Portion of Curianga Run.	640 " ...	" "
190	On Dunderalligo Creek. Portion of Dunderalligo Run...	320 " ...	" "
191	On Two-mile Creek. Portion of Dunderalligo, Bowning, and Sheep Station Creek Runs.	640 " ...	" "
192	On main road, between Bookham and Jugiong. Portion of Five-mile Creek Run.	640 " ...	" "
193	At Coonococobal, on the Murrumbidgee River. Portion of Gogeldrie Run.	3,200 " ...	" "
194	At Euwarderry Lagoon, Murrumbidgee River. Portion of Gogeldrie Run.	3,200 " ...	" "
195	At the old Dairy Station, Yeo Yeo Creek. Portion of Grogan Creek Run.	640 " ...	" "
196	Old Sawpit, on road from Yeo Yeo to Juneec. Portion of Grogan Creek and Wallenbeen Runs.	640 " ...	" "
197	At Nine-mile Lagoon. Portion of Grangle Run ...	3,200 " ...	" "
198	At the Brick-kiln, on Houlahan's Creek. Portion of Houlahan's Creek Run.	640 " ... (about)	" 946
199	At Yannaway Lagoon, Howlong Run ...	3,200 " ... (about)	" "
200	At Mantanga Lagoon, Hulong Run ...	1,600 " ... (about)	" "
201	At the Licking Hole, Cudgel Creek. Portion of the Memagong Run.	320 " ...	" "
202	At Little Memagong, on the Memagong Run ...	160 " ...	" "

CROWN LANDS RESERVED FROM SALE.

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No.	Locality.	Area.	Date of Government Gazette in which the description is published.
LACHLAN DISTRICT— <i>continued.</i>			
203	At the Crossing-place of the old Junee Road over the Billabong Creek. Portion of the Merrybandinah Run	640 acres...	10 April, 1867, fol. 946
204	At Currajong, on Currajong Creek. Portion of Milong Run.	320 " ...	" "
205	At the Five-mile Waterhole Creek, on the Moppity Run	160 " ...	" "
206	On the east bank of Currawang Creek, Moppity Run ...	160 " ...	" "
207	At junction of Mylora and Stony Creeks, Mylora Run...	320 " ...	" "
208	On Illalong Creek, on the Mylora Run ...	400 " ...	" "
209	Geraldara Waterhole, Yeo Yeo Creek. Portion of Narrabara and Garaldara Runs.	640 " ...	" 947
210	On Narraburra Creek. Portion of Narraburra Creek Run.	640 " ...	" "
211	On Junee Creek. Portion of North Junee Run ...	320 " ...	" "
212	On Connaughtman's Creek, portion of Nubba Run ...	160 " ...	" "
213	On Connaughtman's or Nubba Creek, on Nubba Run ...	640 " ...	" "
214	On the north bank of the Murrumbidgee River, on the Oura Run.	640 " ...	" "
215	On north bank of Murrumbidgee River, Police Point Run	3,200 " ...	" "
216	At Tom's Point, Murrumbidgee River. Portion of Nardry Run.	3,200 " ...	" "
218	On north bank of Murrumbidgee River. Portion of Nardry Run.	640 " ...	" "
265	At Gardner's Old Yard, on the Murrumbidgee River. Portion of Ulong Run.	1,600 " ... (about)	" "
266	No. 50 extended, on Murrumbidgee River, near junction of Kitticarara or Cooney's Creek. Portion of Wadegalong Run.	830 " ...	" 948
267	Cullingar Waterholes, on the Cullingar Road, Wallenbeen Run.	160 " ...	" "
268	Jungat or Gap Spring, on Wallenbeen Run ...	160 " ...	" "
269	Nubba or Connaughtman's Creek, at the junction of the Sydney, Wagga Wagga, Young, and Bland Roads, Wallenbeen Run.	640 " ...	" "
270	Dooderman Spring, Dooderman Creek, Wallenbeen Run	160 " ...	" "
271	On Yeo Yeo Creek, Wallenbeen Run ...	160 " ...	" "
272	On North bank of Cudgel Creek, Yanco Run ...	3,200 " ... (about)	" "
273	At junction of Cudgel Creek with Murrumbidgee, Yanco Run.	3,200 " ... (about)	" "
LIVERPOOL PLAINS DISTRICT.			
190	On Barraba Run, about 1 mile from Barraba suburban allotments.	640 acres...	10 April, 1867, fol. 948
191	2½ miles west from Township of Barraba, Barraba Run	240 " ...	" "
192	4 miles from Township of Barraba, Barraba Run ...	960 " ...	" "
193	7 miles west from Barraba Township, Barraba Run ...	1,280 " ... (about)	" 949
194	Namoi River, 60 miles south-east from Wee Waa. Portion of Berryabar Run.	320 " ... (about)	" "
195	23 miles east of Narrabri. Portion of Billyeena Run...	40 " ... (about)	" "
196	About 25 miles east of Narrabri. Portion of Billyeena Run.	120 " ... (about)	" "
197	About 50 miles south-west from Wee Waa. Portion of Bucklebone Run.	320 " ... (about)	" "
198	About 55 miles south-west from Wee Waa. Portion of Bucklebone Run.	320 " ... (about)	" "
199	About 45 miles south-west from Wee Waa. Portion of Bucklebone Run.	80 " ... (about)	" "
200	About 4 miles north-west from Gunnedah Township. Portion of Burrell Run.	10 " ...	" "
201	On left bank of Cuerindi Creek. Portion of Cuerindi Run.	1,280 " ... (about)	" "
202	At the new yard, about 14 miles north of Manilla. Portion of Manilla and Glen Riddle Runs.	640 " ... (about)	" "
203	20 miles north-west of Manilla, and 7 miles from river. Portion of Manilla and Glen Riddle Runs.	800 " ... (about)	" "
204	14 miles southerly from Breeza Township, west of Mooki River. Portion of Mooki Run.	640 " ... (about)	" 950
205	At Lower Middle Island Camp. Portion of Mooki Run	320 " ... (about)	" "
206	On the Namoi River, 20 miles south-east from Narrabri. Portion of Theribry Run.	720 " ... (about)	" "
207	At Main Camp Reserve. Portion of Tory Wee Wha Run.	640 " ... (about)	" "
208	90 miles west from Wee Waa. Portion of Tory Wee Wha Run.	320 " ... (about)	" "
209	80 miles west from Wee Waa, on Namoi River. Portion of Tory Wee Waa Run.	100 " ... (about)	" "
210	At What-for-Eugallah Spring. Portion of Vale of Sighs Run.	40 " ...	" "

CROWN LANDS RESERVED FROM SALE.

No.	Locality.	Area.	Date of Government Gazette in which the description is published.
MURRUMBIDGEE DISTRICT.			
454	County of Goulburn, Parish of Germanton. Portion of the Billabong Run.	320 acres...	10 April, 1867, fol. 950
455	At Major's Gully, Tarcutta Creek. Portion of Borambola Run.	640 " ...	" "
456	Parish of Carabobola, on the Billabong and Ten-mile Creeks. Portion of Carabobola Run.	85 " ...	" "
457	County of Mitchell, near Bullock Bullock Mountain.. Portion of Eagan Creek Run.	640 " ...	" 951
458	County of Mitchell, south of main peak of Bullock Bullock Range. Portion of Eagan Creek Run.	640 " ...	" "
459	On Main Southern Road, at Kyeamba Creek. Portion of Kyeamba Run.	640 " ...	" "
460	On Main Southern Road, at Kyeamba Creek. Portion of Kyeamba Run.	320 " ... (about)	" "
461	On Main Southern Road, Kyeamba Creek. Portion of Kyeamba Run.	400 " ...	" "
462	On Main Southern Road, on Kyeamba Creek. Portion of Kyeamba Run.	640 " ...	" "
463	At Little Springs, County of Wynyard. Portion of O'Brien's Creek Run.	640 " ...	" "
464	On south bank of Barker's Creek. Portion of Pullitop Run.	640 " ...	" "
465	On Gilmore Creek, 10 miles from Tumut. Portion of the Rosebank Run.	160 " ...	" "
466	At Bent's Springs, adjoining Town of Wagga Wagga. Portion of Wagga Wagga Run.	640 " ...	" "
467	Adjoining portion 226, Parish of Wagga Wagga (Boulton C.P.). Portion of Wagga Wagga Run.	640 " ... (about)	" "
468	Adjoining portion 229, Parish of Wagga Wagga. Portion of Wagga Wagga Run.	70 " ...	" 952
NEW ENGLAND DISTRICT.			
45	On Hillgrove Creek. Portion of Gara Run	1,920 acres... (about)	10 April, 1867, fol. 952
46	At the Little Lagoon, on the Guyra West Run	640 " ...	" "
47	Parish of Hillgrove, on the Guyra River. Portion of Gyra Run.	160 " ...	" "
48	On Ollera Creek. Portion of Ollera Run	640 " ... (about)	" "
49	On Ollera Creek. Portion of the Ollera Run	640 " ...	" "
50	At Rocky Gully, on Paradise Creek. Portion of Paradise Creek Run.	320 " ...	" "
51	On Ollera Creek. Portion of the Tenterden Run, at the Head Station.	640 " ...	" "
52	On Limestone Creek, 4 miles north-east from Tenterden Head Station. Portion of Tenterden Run.	1,920 " ... (about)	" "
53	At the Black Gully, 2 miles north-west of Homestead. Portion of Ward's Mistake Run.	640 " ...	" "
54	At Backwater Camp, Nowland's Creek. Portion of Ward's Mistake Run.	960 " ...	" "
WARREGO DISTRICT.			
31	At a spring on Bourke and Warrego Road, 7½ miles south-east from Warrego River.	640 acres...	10 April, 1867, fol. 953
32	At Cockellireena Waterhole, Culgoa River. Portion of Block A Run.	2,560 " ...	" "
33	At Cumborah Springs, between the Narran and Barwon Rivers. Portion of Cumborah Springs Run.	640 " ...	" "
34	At Pigrawatha Waterhole, Bogan River. Portion of East Bogan No. 23 Run.	3,200 " ... (about)	" "
35	At Cooleree Waterhole, Bogan River. Portion of East Bogan Run No. 24.	1,280 " ... (about)	" "
36	At Utere Waterhole, Bogan River. Portion of East Bogan No. 25.	640 " ... (about)	" "
37	At Pockle Pedda Waterhole, Bogan River. Portion of East Bogan No. 25.	640 " ... (about)	" "
38	On north bank of Bogan River. Portion of East Bogan No. 26.	640 " ... (about)	" "
39	On north bank of Bogan River. Portion of East Bogan No. 26.	640 " ... (about)	" "
40	On north bank of Bogan River. Portion of East Bogan No. 29.	1,920 " ... (about)	" "
41	At Grawin Waterhole, between Narran and Barwan Rivers.	640 " ...	" "
42	At Pigrawatha Waterhole, Bogan River. Portion of West Bogan No. 23.	3,200 " ... (about)	" 954
43	At Cooleree Waterhole, Bogan River. Portion of West Bogan No. 24.	3,200 " ... (about)	" "
44	At Pockle Pedda Waterhole, on West Bogan No. 25 Run.	1,600 " ... (about)	" "

CROWN LANDS RESERVED FROM SALE.

No.	Locality.	Area.	Date of Government Gazette in which the description is published.
WARREGO DISTRICT— <i>continued.</i>			
45	At Utere Waterhole, West Bogan No. 25 Run ...	1,600 acres ... (about)	10 April, 1867, fol. 954
46	On south bank of Bogan River. Portion of West Bogan No. 26.	1,600 " ... (about)	" "
47	On south bank of Bogan River. Portion of West Bogan No. 26.	1,600 " ... (about)	" "
48	On south bank of Bogan River. Portion of West Bogan No. 28 Run.	3,200 " ... (about)	" "
49	At Kerenie East, Warrego River. Portion of Warrego No. 4 Run.	640 " ... (about)	" "
50	At Boera East, Warrego River. Portion of Warrego No. 6 Run.	3,200 " ... (about)	" "
51	At Gumballie East, Warrego River. Portion of Warrego No. 7 Run.	3,200 " ... (about)	" "
52	At Ford's Bridge East, Warrego River. Portion of Warrego No. 11.	3,200 " ... (about)	" "
53	At Eria Junction, Warrego River. Portion of Warrego No. 12 Run.	3,200 " ... (about)	" 955
54	At Kerenie West, Warrego River. Portion of West Warrego No. 1.	640 " ... (about)	" "
55	At Boera West, Warrego River. Portion of West Warrego No. 3.	800 " ... (about)	" "
56	At Gumballie West, Warrego River. Portion of West Warrego, No. 5 Run.	700 " ... (about)	" "
57	At Ford's Bridge, Warrego River. Portion of West Warrego No. 8.	640 " ... (about)	" "
58	At Irara Junction West. Portion of West Warrego No. 9.	640 " ... (about)	" "
WELLINGTON DISTRICT.			
280	At the junction of Greeal Creek with Mountain Creek. Portion of Burrowang Run.	640 acres ... (about)	10 April, 1867, fol. 955
281	At the Peach-tree Crossing, on left bank of Macquarie River. Portion of Geary Run.	640 " ... (about)	" "
282	At the confluence of the Bora Creek with the Mundaygery Creek.	400 " ... (about)	" "
4	County of Cook, at the lagoon known as the Mountain Lagoon.	165 " ...	14 May, 1867, fol. 1189
501	At Cherry-tree Camp, on Mountain Creek Run, County of Goulburn.	160 " ...	" "
3	County of Wynyard, on Yaven Yaven or Hillas' Creek	648 " ...	" "
59	Counties of Cowper and Clyde, on the Bogan River, at the Waterhole at the Model Hut.	2 sq. m. ...	31 " 1322
6	County of Fitz Roy, at Nymboida, Nimboi River	838 acres ...	" "
—	County of Northumberland, at Kahibah Point, Macquarie Lake.	41 " ...	4 June, 1867, fol. 1350
362	At the Racecourse Lagoon, in the Parish of Wombat, County of Harden.	69 " ...	" "
5	County of Cook, on the Bathurst Road, at the Blue Mountain Inn.	104 " ...	" "
525	County of Townsend, between Deniliquin and Wanganella.	19 sq. m. ...	" "
283	At Canonba, Duck Creek, County of Gregory. Portions of Canonba and Upper Canonba Runs.	1,830 acres ... (about)	18 " 1459
—	County of Monteagle, Parish of Young, at Young	2,630 " ... (about)	" 1460
59	County of Clyde, at Breewarrina, on the Darling River	400 " ... (about)	" 1461
208	Coonabarabran, adjoining western boundary of Coonabarabran Town Reserve.	.....	" "
—	County of Hume, on road from Corowa to Urana, at Coreen.	640 " ... (about)	" "
—	County of Phillip, at Growee Creek	272 " ...	" "
—	County of Buckland, Parish of Telford, at Darling Water.	800 " ...	" "
2	County of Cumberland, Parish of Cornelia, Hawkesbury River.	25 " ...	5 July, 1867, fol. 1557
526	County of Boyd, Parish of Waddi, at Waddi. Portion of Ugoble Run.	5,900 " ... (about)	" "
312	County of Ashburnham, near Keenan's Bridge, on road from Forbes to Orange.	80 " ... (about)	" "
—	County of Ashburnham, at the Lagoon, at the confluence of Mogong and Nyrang Creeks, near Canowindra.	160 " ...	12 " 1633
529	County of Goulburn, on the road from Albury to Sydney, at Four-mile Creek, on the Ten-mile Creek Run.	320 " ...	" "

W. R. DAVIDSON,
Surveyor General.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 15 August, 1867.

ABSTRACT of Crown Lands reserved from Sale until Surveyed, for the preservation of Water Supply or other public purposes, in accordance with the 4th section of the Act 25 Victoria, No. 1, within the period between the 16th July to the 14th August, 1867.

No.	LOCALITY.	AREA.	Government Gazette in which the description is published.
MURRUMBIDGEE DISTRICT.			
527	County of Hume, on the road from Petrie's 160 acres, at Brown's Springs Run, to Albury.	40 acres.	23 July, 1867. Folio 1725.
GWYDIR DISTRICT.			
101	County of Arrawatta, on the M'Intyre River, in the Parish of Yetman.	76 „ (About)	23 „ „ 1725.
MONARO DISTRICT.			
60	County of Wallace, at Back Creek, Dry Plains Run.	107 a. 2 r.	2 Aug., 1867. „ 1813.
LACHLAN DISTRICT.			
367	At Livingstone's Lagoon, near Yuglo Creek, Bena Run.	40 acres.	2 „ „ 1813.
MURRUMBIDGEE DISTRICT.			
528	County of Wynyard, Parish of Calafat, at Adelong Creek.	51 „	9 „ „ 1865.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 12 September, 1867.

ABSTRACT of CROWN LANDS reserved from Sale until Surveyed, for the preservation of Water Supply or other Public purposes, in accordance with the 4th Section of the Act, 25 Victoria, No. 1, during the period from 9th August to 12th September, 1867.

No.	Locality.	Area.	Government Gazette in which the description is published.
61	County of Wellesley, Parish of Thoko ...	360	27th August, 1867. Folio 2,095.
3	County of Durham, Parish of Vane, at Falbrook	48	27th " " " 2,095.
314	County of Ashburnham, on Canomodine Creek, at Davey's Plains ...	160	27th " " " 2,095.
315	County of Ashburnham, on Bowan or Jerribong Creek, at Davey's Plains ...	160	27th " " " 2,095.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 16 October, 1867.

ABSTRACT of CROWN LANDS reserved from sale until surveyed, for the preservation of Water Supply or other public purposes, in accordance with the 4th section of the Act 25 Victoria, No. 1, during the period between 10th September and 10th October, 1867.

No.	Locality.	Area.	Government Gazette in which the description is published.
6	County of Cook, on the Bathurst Road, at the Weatherboard	40 acres	24th September. Folio 2,291.
115	County of Rous, parish of Ballina, near Ballina, on the sea coast	27 "	24th " " 2,291.
7	County of Brisbane, portion $\frac{1}{2}$, on Drynamigan Creek	50 "	2nd October. " 2,447.
367	At the confluence of Irish Jack's and Moppity or Spring Creeks	10 "	2nd " " 2,447.
368	County of Harden, on Limestone Creek, adjoining south boundary of L. Berry's 100 acres c.p., and his 40 acres, in the parish of Bobara	100 "	2nd " " 2,447.
62	At North Head, Tuross River, in the county of Dampier	1a. 3r. 8p.	2nd " " 2,448.
63	At North Head, Tuross River, to include a waterhole situated on portion 39, parish of Congo	1 acre	2nd " " 2,449.
64	At North Head, Tuross River, to include a waterhole situated on portion 39, in the parish of Congo	(about)	2nd " " 2,449.
529	County of Townsend, parish of Warrawool, on Tuppall Creek	1 acre (about) 243 acres	2nd " " 2,449.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 19 November, 1867.

ABSTRACT of Crown Lands reserved from Sale until Surveyed, for the preservation of Water Supply or other public purposes, in accordance with the 4th section of the Act 25 Victoria, No. 1, during the period from 10th October to 8th November, 1867

No.	LOCALITY.	AREA.	Government Gazette in which the description is published.
316	County of Gordon, at the Well at Old John's Station, on the Wambangalong Run, at Dillarderry or Wambangalong Creek.	123 acres.	1 November, 1867. Folio 2923.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER
PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 12 December, 1867.

ABSTRACT of Crown Lands reserved from Sale until Surveyed, for the preservation of Water Supply or other public purposes, in accordance with the 4th section of the Act 25 Victoria, No. 1, during the period between 8th November and 6th December, 1867.

No.	LOCALITY.	AREA.	Government Gazette in which the Description is published.
129	County of Dudley, at Woolomombi and Chandler Rivers, at the crossing of the Armidale and Grafton Roads.	700 acres	19 November. Folio 3067.
369	County of Clarendon, Parish of Oura, on Wheel of Fortune Creek.	40 a. 2 r.	Do. do.
104	County of Pottinger, Namoi Hut Run, Namoi River, at Cubbubindi Rocks.	1,320 acres	26 November. Folio 3141.
...	County of Cook, on the Bathurst Road, from One-tree Hill to the Blue Mountain Inn, at 24-mile Hollow.	44 square miles	Do. do.
370	County of Clarendon, 47 chains and 25 links north-westerly from the junction of Mitta Mitta and Billabong Creeks.	640 acres	3 December. Folio 3213.
371	County of Harden, Parish of Muttama, on Muttama Creek.	282 „	Do. do.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY OR OTHER
PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 9 January, 1868.

ABSTRACT of Crown Lands reserved from Sale until Surveyed, for the preservation of
Water Supply or other public purposes, in accordance with the 4th section of the Act
25 Victoria, No. 1, during the period between 10th December, 1867, and 1st January,
1868.

No.	LOCALITY.	AREA.	<i>Government Gazette</i> in which the Description is published.
60	At the Towrie Springs, in the Warrego District	640 acres	13 December, 1867. Folio 3414.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

RESERVED FROM SALE UNTIL SURVEYED FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Ordered by the Legislative Assembly to be Printed, 9 March, 1868.

ABSTRACT of Crown Lands reserved from Sale until Surveyed, for the preservation of Water Supply or other public purposes, in accordance with the 4th section of the Act 25 Victoria, No. 1, during the period from 1st January to 22nd February, 1868.

No.	LOCALITY.	AREA.	Government Gazette in which the description is published.
4	County of Durham, Parishes of Foy and Liebeg...	768 acres	7 January, 1868. Folio 37.
5	County of Durham, Parish of Foy, on Campbell's Creek	224 "	Do. do.
	County of Sandon, Parish of Harnham, on Kentucky Creek	378 "	10 January, 1868. Folio 73.
291	County of Nandewar, Parish of Narrabri, near Narrabri, on the Narrabri Run	41 "	14 January, 1868. Folio 95.
290	County of Nandewar, Parish of Narrabri, at Killarney, Narrabri Run.....	30 "	Do. do.
61	At Wittagoona	640 "	17 January, 1868. Folio 124.
317	County of Ashburnham, on the Yeugoura Run, near Twaddell's 40 acres.....	40 "	Do. Folio 125.
318	County of Ashburnham, on the Yeugoura Run, near Birmingham's 40 acres C.P.	40 "	Do. do.
530	County of Wynyard, Parishes of Gumly Gumly and Gunningdroo.....	35 "	31 January, 1868. Folio 267.

CROWN LANDS.

No.	Locality.	Area in Acres.	Government Gazette in which the description is published.
113	Carroll Creek, Boolooro Run	160	11 March. Folio 672.
114	The Island, Boonal Run, M'Intyre River	960	" "
115	Weaner's Camp, Boonal Run, M'Intyre River	640	" "
116	Boonangar Waterhole, Barwin River, Boonangar Run	640	" "
117	Boolbidgela Waterhole, Boonangar Run, Barwin River	640	" "
118	Lagoon Camp, M'Intyre River, Buggabilla Run	640	" "
119	Morella Camp, Morella Watercourse, Bugabilla Run	320	" "
120	On right bank of Meehi River, portion of Bullerue Run	640	" "
121	Old Tala Waterhold, Gil Gil Creek, Benarbra North, Block A	640	" "
122	Howe Reserve, Benarbra North, Block B	640	" "
123	Old Tala Waterhole, Gil Gil Creek, Benarbra South A	640	" "
124	Angandaddy, south bank of Gil Gil Creek, Benarbra South B	640	" "
125	Caidmurra Waterhole, Barwin River, Caidmurra Run	640	" "
126	County of Benarba, at Coleyurra, portion of Caidmurry Run	640	11 March. Folio 673.
127	Carouri Boomi Crossing-place, Caidmurry Run	640	" "
128	Millebrumilda, Barwin River, Caidmurry Run	640	" "
129	Carore Reserve, Medgun Creek, Carori Run	640	" "
130	Cross Road Reserve, Medgun Creek, Carore Run	640	" "
131	Bingerang Reserve, Gil Gil Creek, Carraa Run	320	" "
132	Kangaroo Jemmy Sheep Station, Cobbadah Run	640	" "
133	Sandy Camp, Whalan Creek, Coppymurrambil Run	320	" "
134	Head Station Water, Whalan Creek, Coppymurrambil Run	320	" "
135	Bingerang Waterhole, Gil Gil Creek, Coubal Run	320	" "
136	At Ballarang, Gil Gil Creek, Coubal Run	480	" "
137	Ogilvie's Crossing-place, Nogera Creek, Currangandi Run	320	" "
138	The Old Ram Station, Horton River, Currangandi Run	160	" "
139	Rocky Waterhole, on the Currangandi Run	160	" "
140	Tea-tree Gully Waterhole, Boomi Creek, Currangandi Run	160	" "
141	Bomi Station Hut, on the Currangandi Run	160	" "
142	Northumberland Station, Eulowrie Run	160	" "
143	The Rocks, left bank of Horton River, Eulourie Run	160	11 March. Folio 674.
144	Nogera Creek, Eulowrie Run	160	" "
145	Spring Creek, Eulowrie Run, right bank of Horton River	160	" "
146	Thungooma Reserve, Gourable Run	640	" "
147	Woomaggie Hut, Gourable Run	640	" "
148	Gourable Waterhole, Gil Gil Creek	640	" "
149	Arrah-hurry-mi-ali, Portion of Gourable Run	640	" "
150	Tareclaroi, Gil Gil Creek, Gourable Run	640	" "
151	Burradal, Wallon Creek, Gourable Run	640	" "
152	At Tun, Coeey Coeey, Gourable Run	160	" "
153	Burramba, Gil Gil Creek, Gourable Run	320	" "
154	Cox's Road Crossing, Gourable Run	320	" "
155	Frank's Springs, Flatbottom Creek, Gournama Run	640	" "
156	Flatbottom Creek, on the Gournama Run	640	" "
157	Cox's Creek Springs, on the Gournama Run	320	" "
158	Booba, south bank of Mosquito Creek	640	" "
159	Cranky Rock Station, Reedy Creek, Gournama Run	320	" "
160	Hickey's Springs, on Road from Warialda to Oregon	160	" "
161	Reedy Creek, at junction of Black Mountain Gully	1,600	11 March. Folio 675.
162	Reedy Creek, Myall Camp, Gunnee Run	1,920	" "
163	Gurrygedah, old Station, Gurrygedah Run	160	" "
164	Cyan Waterhole, Terry-hie-hie Creek, Gurrygedah Run	160	" "
165	Nonsuch Station, Gurrygedah Run	640	" "
166	Bundoogwithdie, Terry-hie-hie Creek, Gurrygedah Run	640	" "
167	Doyle's Crossing-place, Boomi Creek, Kunopia Run	1,280	" "
168	Lambing Station, Horton River, Lindsay Run	640	" "
169	Single-tree Reserve, Merkin Run	640	" "
170	Long Waterhole Reserve, Merkin Run	640	" "
171	The Turkey Lagoon, Merriwa Run	160	" "
172	At junction of Severn and M'Intyre River, Merriwa Run	640	" "
173	Dirty Lagoon, on the Merriwa Run	160	" "
174	Mayne's Lagoon, on the Merriwa Run	320	" "
175	Greenbar Reserve, Greenbar Creek, Moree Run	640	" "
176	M'Geachie's Springs, portion of Mosquito Creek Run	160	" "
177	Jemmy Wright's Springs, Mosquito Creek Run	320	" "
178	North-east corner of Mungie Bundie Run, on the Big River	320	" "
179	Stony Point Reserve, Big River, Mungie Bundie Run	640	11 March. Folio 676.
180	Herding-yard Reserve, Mungie Bundie Run	320	" "
181	Pond's Reserve, on road from Moree to Bingera	640	" "
182	Kiga Lagoon, at junction of Murgo and Yallaroi Creeks	640	" "
183	Old and New Murgo Waterholes, Murgo Run	640	" "
184	Baroma Waterhole, on Croppa Creek, Murgo Run	640	" "
185	Rocky Creek Junction, Horton River, Pallal Run	320	" "
186	The Plain Gully, Horton River, Pallal Run	320	" "
187	At the Mountain Station, Pallal Run	640	" "
188	The Wash-pen, Horton River, Pallal Run	160	" "
189	The Head Station, Horton River, Pallal Run	160	" "
190	Round Mountain Spring, Upper Bingera Road, Piedmont Run	160	" "
191	Oakey Creek Spring, Oakey Creek, Piedmont Run	160	" "
192	Little Plain Spring, on the Piedmont Run	160	" "
193	Daff's Swamp Spring, Piedmont Run	160	" "
194	Spring Creek Junction, Rocky Creek, Rocky Creek Run	320	" "
195	At the Pole-yards, Rocky Creek Run	320	" "
196	Hell-hole Junction, Rocky Creek Run	320	" "

CROWN LANDS.

3

No.	Locality.	Area in Acres.	Government Gazette in which the description is published.
197	Barnaby's Spring and Camp, Terry-hie-hie Run	160	11 March. Folio 677.
198	Berrygill Camp, Terry-hie-hie Run	640	" "
199	Rocky Waterhole, Terry-hie-hie Run... ..	320	" "
200	The Main Camp, Terry-hie-hie Run	160	" "
201	Cox's Old Yard, Terry-hie-hie Creek	160	" "
202	The Duck-holes, Terry-hie-hie Creek, Terry-hie-hie Run	160	" "
203	Bald Hill, junction Terry-hie-hie Run	320	" "
204	At the source of Wee Waa Creek, Terry-hie-hie Run	1,280	" "
205	County of Arrawatta, Washpool Gully, Trigamon Run	160	" "
206	Toolinba Flat, on the Trigamon Run	320	" "
207	Cunneen Sheep Station, Trigamon Run	240	" "
208	Bunal Creek, Junction Trigamon Run	320	" "
209	The Melon Holes, M'Intyre River, Trigamon Run	640	" "
210	Old Beebo Crossing-place, M'Intyre River, Trigamon Run... ..	320	" "
211	Oakey Creek Junction, on the Trigamon Run	320	" "
212	Trigamon Crossing-place, Trigamon Run	320	" "
213	At the Box Camp, Tukka Tukka Run	640	11 March. Folio 678.
214	At the Main Camp, Tukka Tukka Run	320	" "
215	Polidoroi Lagoon, Whalan Watercourse, Tulloona Run	640	" "
216	Dindeerna Reserve, portion of Dindeerna or Turawa Run	640	" "
217	Carroll Reserve, Meechi River, Tyreel Run	640	" "
218	Whittaker Lagoon Reserve, Tyreel Run	640	" "
219	Box Lagoon Reserve, Tyreel Run	640	" "
220	Old Tyreel Tyreel Run	640	" "
221	The Main Camp, Nogera Creek	640	" "
222	The Second Camp, Nogera Creek, Ullumbarella Run	160	" "
223	The Horton River Crossing-place, Ullumbarella Run	160	" "
224	Bulganunga Reserve, Upper Warrana Run	640	" "
225	Towyana Reserve, Upper Warrana Run	640	" "
226	The lower herding-yard, Weebollabolla Run	160	" "
227	The Road Lagoon, on the Weebollabolla Run	160	" "
228	The Washpool, Welbon Run, on the Gil Gil Creek	160	" "
229	Terola Waterhole, Gil Gil Creek, Welbon Run	160	11 March. Folio 679.
230	Boonal Waterhole, Boomi Creek, Werrinah Run	640	" "
231	Werringa Waterhole, on the Werrina Run	640	" "
232	Whalan Reserve, Whalan Creek, Whalan Run	640	" "
233	Willimill Waterhole, Whalan Creek, Whalan Run	640	" "
234	Mungindie Reserve, Barwin River, Wirrah Run	500	" "
235	Wirrah Washpool, Boomi Creek, Wirrah Run	640	" "
236	Collybidgela Crossing-place, Wirrah Run	640	" "
237	County of Benarba, Cungeana Reserve, Wirrah Run	640	" "
238	The Swamp, Dumaresq River, Wyemo Run	640	" "
239	Head Station Waterhole, Yallaroi Creek, Gunyawarildi Run	320	" "
240	Old Yallaroi Waterhole, Yallaroi Creek, Yallaroi Run	640	" "
241	Tullin Tulla Station, Yallaroi Creek, Yallaroi Run	320	" "
242	Redbank Waterhole, Yallaroi Creek, Yallaroi Run	640	" "
243	Yetman Top Plain, near Yetman Township, Yetman Run	320	" "
244	Five Lagoons, Blue Nobby Plain, Yetman Run	960	" "
245	Wollan Waterhole, Blue Nobby Plain, Yetman Run	40	" "
246	Milkomai Lagoon, Blue Nobby Plain, Yetman Run... ..	246	" "
274	Pine Ridge Point, Lachlan River, Bellingersambil Run	3,200	11 March. Folio 680.
275	Nine-mile Point, Lachlan River, Bellingersambil Run	3,200	" "
374	Jack's Old Hut Station, Ann's Vale or Cungera Run	640	" "
375	On the road between Forbes and Cowra, Bengeralbigong Run	640	" "
376	The Old Stockyard Spring, Bogo Bogolong Run	640	" "
377	The Bogo Bogolong Washpool, Bogo Bogolong and Mandrey Runs.	640	" "
378	Bogandillon Lagoon, Bogandillon Run	640	" "
379	Yellow Licking-hole, Cungegong Creek, Brawlin Run	320	" "
380	Red-waterhole Cullingar Creek, Brawlin Run	320	" "
381	Thompson's Hut, Corcoran's Creek, Burrowa Run	640	" "
382	The Junction Waterhole, Carragabal Run	640	" "
383	Tumut Crossing-place, Childowla Run, Murrumbidgee River	640	" "
384	On the left bank of the Lachlan River, Cota Run	640	" "
385	Murrumbidgee River, on the Eumonyarenya Run	640	" "
386	At the confluence of the Green Gully with the Burrowa River, Goba Creek Run.	100	" "
387	At Five-mile Creek, Gundagai B Run	320	" "
388	Gundibengal Spring, Gundibengal Run	640	11 March. Folio 681.
389	Jugiong Creek, 1 mile below the confluence of Cunningham Creek, Jugiong Run.	640	" "
390	Phil Ward's Old Hut, Jugiong Run	640	" "
391	Cartwright's Spring, Marule Baale Run	640	" "
392	Bray's Spring, Bray's Mt., Marule Baale Run	640	" "
393	Mandry Old Springs, Mandry Run	1,280	" "
394	Top Station, Narra Allen Creek, Narra Allen Run	640	" "
395	The Major's Ford, Paddy's Plains or Cudgelong Run	640	" "
396	The Big Waterhole, Pinnacle Creek, Pinnacle Run	640	" "
292	Mooki River, 3 miles north from Breeza, portion of Breeza East and Breeza West Runs.	640	" "
293	Sandy Creek, 210 chains south-west from M'Carthy's C. P., Bubbogullion Run.	960	" "
294	On Donnelly's Creek or Springs, Bubbogullion Run... ..	640	" "
295	On Mountain and Sandy Creeks, Bubbogullion Run	640	" "
296	Namoi River, 28 miles south-west from Wee Waa, Bul- lerawa Run.	320	" "

CROWN LANDS.

No.	Locality.	Area in Acres.	Government Gazette in which the description is published.
297	Cumoo Cumoo Creek, 4 miles south of Cumoo Cumoo head station.	160	11 March. Folio 680.
298	Cumoo Cumoo Creek, 2 miles south of head station.	320	11 March. Folio 681.
299	Cumoo Cumoo Creek, 1 mile south of head station	320	" "
300	Bald Hill, Cumoo Cumoo Creek, Cumoo Cumoo Run	160	" "
301	On right bank of Dungowan Creek, Dungowan Run	360	" "
302	Left bank of Dungowan Creek, Dungowan Run	320	11 March. Folio 682.
303	Peel River Crossing-place, Dungowan Creek, Dungowan Run	160	" "
304	Right bank of Peel River, Dungowan Run	320	" "
305	Right bank of Dungowan Creek, Dungowan Run	160	" "
306	At Scott's C. P., Dungowan Creek, Dungowan Run	200	" "
307	At Newmans C. P., on the Dungowan Creek, Dungowan Run	200	" "
308	At M'Donald's C. P., Dungowan Creek, Dungowan Run	240	" "
309	At Barton's C. P., Dungowan Creek, Dungowan Run	120	" "
310	Peel River, above the Tinker's Crossing-place, Dungowan Run.	160	" "
311	Washpool Reserve, Namoi River, Keepit Run	1,280	" "
312	Milliwindi, Namoi River, Keepit Run	320	" "
313	Namoi River, 20 miles north from Carroll Township, Keepit Run	960	" "
314	At the Swamp Station, Keepit Run	960	" "
315	Wonga Reserve, Namoi River, Keepit Run	3,200	" "
316	At Spring Station, on the Keepit Run	40	" "
317	Wallah Wallah, Cox's Creek, Melville Plains Run	108	" "
318	Tooley's Gunyah, 14 miles south from Boggabri, on Melville Plains Run.	130	" "
319	Bobomarah, 17 miles south from Bogabri, Melville Plains Run.	210	11 March. Folio 683.
320	Melville Hole, Cox's Creek, Melville Plains Run	140	" "
321	Right bank of Mooki River, 5 miles south-east from Breeza.	960	" "
322	At the crossing of the Wee Waa, Coonabarabran and Wallgett Roads, over Milchomi Creek	320	" "
323	Werie's Creek Gap, Summerhill Run	400	" "
324	Cana Gap, 9 miles east from Breeza, Weia Weia Creek Run	480	" "
325	Werie's Creek Gap, 10 miles easterly from Breeza, Weia Weia Creek Run.	400	" "
326	At the crossing over Werie's Creek of the road from Murrurundi to Tamworth.	320	" "
327	At the Dip Spring, portion of the Weia Weia Creek Run	320	" "
328	At Crywongindin Spring, Yerunan Run	640	" "
531	Corrienbub Creek, lower end of Tarcutta Creek, Borambola Run.	3,200	" "
532	At Pest & Keane's pre. pur., Back Creek, Cocardinia Run	640	" "
533	West bank of Back Creek, Cocardinia Run	480	" "
534	Buckaginga Creek, Dudal Comer Run	640	" "
535	Buckaginga Creek and Dudal Comer Swamp, Dudal Comer Run.	640	" "
536	Cooma Creek, Dudal Comer Run	640	" "
537	M'Guire's Spring, North-east Mongoplath Run	640	11 March. Folio 684.
538	Head of Brun's Creek, O'Brien's Creek Run	480	" "
539	2 miles from Cox's and Kaine's pre. pur., at Pullitop Pullitop Run.	640	" "
540	On Pullitop Creek, Pullitop Run	500	" "
541	Murray River, on the Savernake Run	640	" "
542	At a tree marked R over 177, on the Savernake Run	640	" "
543	At a tree marked R over 178, on the Savernake and Mulwhelly Runs.	640	" "
544	Thule Lagoons, Thule and Tantowran Runs	640	" "
545	At junction of Wyam Creek with the Wakool River	3,200	" "
546	On the Wakool River, portion of the Wangarady Run	3,500	" "
547	Wakool River, Wangarady Run	3,000	" "
548	Wakool River, Wangarady Run	3,200	" "
549	Junction of Jimaringle Creek, Weimur River, Wangarady Run.	1,600	" "
550	South bank of Weimur River, Wangarady Run	1,300	" "
551	South bank of Weimur River, Wangarady Run	1,280	" "
552	15 miles north from River Murray, Warmalla Run	640	" "
131	At Upper Boggy, on the Abington Run	640	11 March. Folio 685.
132	At the Junction Camp, on the Abington Run	640	" "
133	Old Swamp Station, on the Abington Run	640	" "
134	At the Basin Creek, on the Abington Run	640	" "
135	At the Little Creek Waterhole, Abington Run	640	" "
136	Cunningham's Swamp, at crossing of Balala and Armidale Roads, Balala Run.	640	" "
137	At South Molong, on the Balala Run	640	" "
138	At Bell's Swamp, on the Balala Run	640	" "
139	At the Honeysuckle Swamp, Balala Run	640	" "
140	Old Washpool, Aberfoyle Creek, Balblain Run	640	" "
141	M'Rae's Reserve, Falconer's Creek, Balblain Run	320	" "
142	Bendemeer River, on the Bendemeer Run	640	" "
143	Moonboy Creek, on the Bendemeer Run	640	" "
144	Perry's Ponds Creek, on the Bendemeer Run	640	" "
145	Old Racecourse, Bergen-op-Zoom Run	640	" "
146	Black Swamp Creek, Bergen-op-Zoom Run	640	" "
147	Dora Vale or Spring Creek, Bergen-op-Zoom Run	640	" "
148	Lagoon at the head of Dora Vale, Bergen-op-Zoom Run	160	" "

CROWN LANDS.

5

No.	Locality.	Area in Acres.	Government Gazette in which the description is published.
149	Old Station, Bergen-op-Zoom Run	640	11 March. Folio 685.
150	Reedy Creek Flat, on the Boorolong Run	40	" "
151	At W. Williams' C.P., on Back Creek, Boorolong Run	320	" "
152	At Leicester's Hut, on the Clerkness Run	640	" "
153	At junction of Dry and George's Creeks, Clerkness Run	640	" "
154	Clerk's Creek, 2 miles above junction with Bundara River	640	" "
155	Rocky Gully, Emu Creek Run	640	11 March. Folio 686.
156	On Grose's Creek, portion of the Enmore Run	160	" "
157	Long Flat, Rocky Camp, Enmore Run	160	" "
158	Spring Camp Creek, Enmore Run	640	" "
159	Boundary Creek, on the Europambela Run	640	" "
160	Mayney's Creek, opposite the Horse Gully, Europambela Run.	640	" "
161	At the junction of Boundary and Emu Creeks, Europambela Run.	640	" "
162	The Burnt Hut, Saumarez Run Creek, Eversleigh Run	200	" "
163	Lagoon station, Saumarez Creek, Eversleigh Run	160	" "
164	Mother of Ducks Lagoon, Falconer Run	320	" "
165	Old Four-mile Station, Falconer Creek, Falconer Run	640	" "
166	On Cooney's Creek, portion of Gara Run	640	" "
167	At the Rocky Waterhole, Pint-pot Creek, Gara Run	640	" "
168	Armidale Gully Reserve, Gyra River, Gyra Run	320	" "
169	Boundary Reserve, Gyra River, Gyra Run	640	" "
170	Pint-pot Creek Reserve, Gyra Run	640	" "
171	Burying-ground Creek, on the Gyra Run	640	" "
172	Three-mile Station, on the Kentucky Run	640	" "
173	Sandy Corner, Laura Creek, portion of the Laura Run	640	" "
174	At the Plain Camp, George's Creek, Laura Run	640	" "
175	At Lindsay Point, Lindsay Point Creek, portion of the Lindsay Run.	640	" "
176	Murray's Flat, on the M'Donald River, portion of the Longford Run.	800	" "
177	Spring Creek, at crossing of Bundara and Bendemeer Roads, Longford Run.	640	" "
178	Rocky Gully, M'Donald River, Longford Run	640	" "
179	Donnelly's Hut, Carlyle Gully Creek, Lounga Run	640	" "
180	Spring Creek, 2 miles above its junction with Carlyle Gully	640	" "
181	Wright's Reserve, Mihi Creek, portion of Mihi Creek North Run.	320	" "
182	Middle Station, Mihi Creek, portion of Mihi Creek South Run.	500	" "
183	At the Big Lagoon, on the Mihi South Run	160	11 March. Folio 687.
184	At the Frenchman's Hole, Mihi Creek, South Run	250	" "
185	Boughyan Creek, Mihi South Run	480	" "
186	Five-mile Creek Reserve, on Nuandle Run	640	" "
187	Bora Mountain, Nuandle Run	640	" "
188	Basin Creek, Nuandle Run	640	" "
189	At junction of Cack's and Haylock's Mistake Creek, Nuandle Run.	640	" "
190	At the head of Spring Creek, Nuandle Run	160	" "
191	At the crossing of Bundarra and Armidale Roads, over Spring Gully.	160	" "
192	East side of Baker's Creek, Orraba Run	640	" "
193	At the head of Rocky Gully, Retreat Run	640	" "
194	On Roumalla or Round Mountain Creek, Retreat Run	1,280	" "
195	River Reserve, Maluerindi River, Retreat Run	1,280	" "
196	Donnelly's Hut Reserve, Rimbanda Run	640	11 March. Folio 688.
197	Corie's Camp Creek, Corie's Camp, Rimbanda Run	320	" "
198	On the Main Northern Road, at the head of Carlyle's Gully	640	" "
199	Main Northern Road, Carlyle's Gully, Rimbanda Run	147	" "
200	Boundary Reserve, Wollumumbi River, Rockvale Run	320	" "
201	Lamb's Valley Creek, Rockvale Run	640	" "
202	Black-nob Creek, Salisbury Run	640	" "
203	Sheep Station Creek, Stony Batter Run	640	" "
204	Trespass Camp Gully, Stony Batter Run	1,000	" "
205	Clear Swamp Creek, on Stony Batter Run	640	" "
206	Haning Rock, Wollumumbi River, Sugarloaf Run	640	" "
207	Sugarloaf, Wollumumbi River	320	" "
208	Emu Flat Camp, Texas Run	1,280	" "
209	Waddy Mandoe Crossing-place, Severn River, Texas Run	640	" "
210	Brown's Stockyard, Dumaresq River, Texas Run	1,280	" "
211	Bogie's Station, Rumalla or Round Mountain Creek, Toryburn.	640	" "
212	Road Station Creek, Toryburn Run	640	" "
213	Flaggy Waterhole, Toryburn Run	640	11 March. Folio 689.
214	Balala Road, Bundarra River, Toryburn Run	640	" "
215	Lambing Flat Creek, at Jack Smith's Old Station, Winterbourne Run.	640	" "
216	At Knob's Gully, at a waterhole near Martin's Hut, Winterbourne Run.	160	" "
62	Gorraway Run, surrounding the Gorraway Waterholes	640	" "
63	At Mooroonower, Cuttaburra Creek, Eurah, Back Block No. 2	640	" "
64	Barwin River, 1 mile above a tree marked R with broad-arrow over and III under, Tounday Run.	640	" "
65	A triangular portion situated between Back Yeranbah, Whygarie Back Block, and Muggarie Block B.	5,000	" "

CROWN LANDS.

No.	Locality.	Area in Acres.	Government Gazette in which the description is published.
319	Near the Murga Pound, on the Mendagery Creek, Goimbla Run.	120	11 March. Folio 689.
320	Near Tobacco Shed, on the Mendagery Creek, Goimbla Run	120	" "
321	On left bank of Macquarie River, Mount Foster Run ...	640	" "
322	On right bank of the Lachlan River, Nanima Run ...	800	" "
323	On the right bank of the Lachlan River, Nanima Run ...	960	" "
324	40 chains from the junction of the Terara and Mendagery Creeks, Willandra Run.	360	" "
325	Gowambun Sheep Station, Billabong Road, Willandra Run	240	" "
...	County of Phillip, on Wollar Creek, at Wollar ...	75	20 March. Folio 803.
3	County of Bligh, Parish of Mandoura, at Kelly's Springs ...	42	7 April. Folio 1017.

Sydney : Thomas Richards, Government Printer.—1868.

[Price, 6d.]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BENJAMIN COOK.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 15 August, 1867.

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

The humble Petition of Benjamin Cook, of Corungula, Macleay River, in the said Colony, farmer and fencer,—

SH EWETH :—

That, on the 15th September, 1864, your Petitioner conditionally selected fifty acres of land at Corungula aforesaid, about twenty miles above Kempsey, which were measured to him by the Government surveyor in the following November; and that ever since such selection he and his family have resided on such land, and he has made improvements thereon to a much larger extent than required by law to enable him to purchase the same.

That, on the 14th December, 1865, he purchased of one Thomas Barraby Owens, an adjoining free selection of forty acres, which had been conditionally purchased by him on the 22nd September, 1864, and also measured to him.

That at the time of such selections there was no map, in the District Land Office, shewing the land so selected to form part of a reserve, and he was therefore much surprised at receiving, in the month of September, 1866, notices in writing from the Surveyor General, dated 21st August, 1866, stating that such selections being in a reserve, the applications for the same could not be entertained, and the deposits would be returned on his returning a receipt with a penny stamp annexed.

That your Petitioner, on the 22nd September, 1866, wrote and sent to the Surveyor General a letter refusing to give up the land, unless he was paid for his improvements, which he estimated at two hundred and fifty pounds, but the value of which he had no objection to leave to arbitration.

That other parties who had conditionally selected on the same reserve, also making claims, the Government thought it expedient to cancel such reserve, and it was verbally intimated to your Petitioner by the District Land Agent, that he could retain the land if he re-selected it.

That as such re-selection would entail on your Petitioner a three years' further residence on the land, he objected; and being an illiterate man, an old master of his (Mr. John Warne) kindly took his case in hand, and the 7th January last wrote to the Minister for Lands, pointing out the hardship and injustice of a three years' further residence, and requesting the original selections might hold good.

That to this letter no answer was returned till 27th June last, when Mr. Warne received a letter from the Under Secretary, dated 12th, to the effect that the Petitioner must re-select, and in the interim his land was open to conditional purchase by anybody. That Mr. Warne immediately answered this letter, pointing out that your Petitioner had not received his money deposit back, and therefore there was no law against the original selection standing; and, at Mr. Warne's request, the Member for the District waited on the Minister for Lands, who still perseveres in his refusal to allow the original selections to stand.

That your Petitioner has been growing corn on such selections, but finding they are too far from a shipping place to be grown at such a price as would maintain himself and wife and nine young children, who are dependent on him for support, and also too far from Kempsey, where fencers are most required, for him to follow his trade as a fencer, had partially agreed to sell the same at the end of his three years, to a party who could not reside on it; but now, in consequence of the Minister refusing to allow his and Owen's original selections to stand, and declaring the land to be open to selection by anybody

else, he has been obliged to, and did, on the 25th July instant, re-select such two parcels of land, amounting together to 90 acres, and paid thereon a deposit of twenty-two pounds ten shillings, without, however, receiving back the original deposits, amounting to the same sum, as he conceived by so doing he would abandon his claim to his and Owen's original selections, which he respectfully suggests ought to stand good, and his deposit on his last selection be returned to him.

That although your Petitioner may probably have a legal remedy against the Government, yet he is too poor to go to law, and is indebted to the kindness of his late master in being able to pay down the amount of his second deposit.

That the injustice of compelling your Petitioner, at the end of nearly three years, to make a fresh selection, in consequence of the error of the Government in having no map, in the Land Office, shewing his and Owen's selections to be included in a reserve, and after they had been for about twenty-two months measured by a Government surveyor, before he received any notification of the error of the Government, is too evident to need any comment. The hardship, too, of compelling him to reside for a further term of three years on land on which he cannot at the present price of corn find food for his family, or to be eighteen miles away from home, except on Sundays, working as a fencer, leaving his wife and children in the bush unprotected, is also too apparent to require explanation.

Your Petitioner, therefore, humbly prays that such relief in the premises as to your Honorable House may appear consistent with justice may be afforded to your Petitioner.

And your Petitioner shall ever pray, &c.

27 July, 1867.

The mark of
×
BENJAMIN COOK.

Witness—J. WARNE,
Warneton,
Commissioner for Affidavits,
Supreme Court.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(CORRESPONDENCE, ETC., RESPECTING RESERVES OF—IN CASE OF BENJAMIN COOK, MACLEAY RIVER.)

Ordered by the Legislative Assembly to be Printed, 24 September, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 3 September, 1867, That there be laid upon the Table of this House,—

“ Copies of all Correspondence between the Government and
 “ any person or persons, of all Ministerial or Executive
 “ Minutes, and of all orders, proclamations, or notifications
 “ of Reserves, or of rescissions of Reserves, having reference
 “ to or in any way affecting the case of Benjamin Cook, of
 “ Corrungala, Macleay River, as set forth in the Petition of the
 “ said Benjamin Cook, ordered by the Legislative Assembly
 “ to be printed on 15 August, 1867.”

(Mr. Forster.)

SCHEDULE.

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CROWN LANDS.

No. 1.

THE CROWN LANDS AGENT, MACLEAY RIVER, to THE SURVEYOR GENERAL.

Land Agent's Office,
Macleay River, 21 September, 1864.

SIR,

Herewith,
Copy of applica-
tion attached.

I have the honor to transmit the protest of Mr. F. W. Chapman, as agent for Mrs. Ann Chapman, against the conditional purchase of Benjamin Cook on the 15th instant.

I was particular in warning Cook that, if the land he applied for was improved above the value of £40, his application would not be approved. He positively asserted that it was not. With the view of preventing difficulty and troublesome correspondence, I respectfully recommend that the question at issue be decided by appraisal at the earliest possible date.

I have, &c.,
J. B. CASEY.

[Enclosure in No. 1.]

Mr. F. W. Chapman to the Crown Lands Agent, Macleay River.

Frederickton, Macleay River,
17 September, 1864.

Sir,

On behalf of Mrs. Ann Chapman, I hereby protest against the conditional purchase made by Benjamin Cook within the boundaries of the run called "Corrungal," in the Macleay District, on account of the purchase in question embracing improved lands.

I have, &c.,
F. W. CHAPMAN,
(Agent for MRS. ANN CHAPMAN.)

[Alienation Act, Section 13.]

C. P., No.—64, 1772.

Land Agent's No.—243 of 1864.

APPLICATION for the conditional purchase, without competition, of 50 acres unimproved Crown Land, under section 13 of the Lands Alienation Act of 1861,—

RECEIVED by me, with a deposit of £12 10s., this 15th day of September, 1864, at 10 o'clock.

J. B. CASEY,
Agent for the Sale of Crown Lands at Macleay River.

15 September, 1864.

Sir,

I am desirous of purchasing without competition, under the 13th Section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing _____ acres; and I herewith tender the sum of £ _____, being a deposit at the rate of five shillings (5s.) per acre on the area for which I apply, and on which it is my intention to reside.

I am, &c.,

To the Agent for the Sale of
Crown Lands at Macleay River.his
BENJAMIN x COOK.
mark

Description:—

County of Dudley, parish of _____, 50 acres unimproved land, fronting the Macleay River, on the Corrungal Run, and about 1¼ mile from the head station at Corrungal.

No. 2.

THE SURVEYOR GENERAL to MR. B. COOK.

Surveyor General's Office,
Sydney, 31 October, 1864.

SIR,

Referring to your application for the purchase, conditionally, of 50 acres of land in the parish of Yarravell, made on the 15th ultimo, at Kempsey, I have to inform you that it has been represented that the land contains improvements, and that, should they prove to be of the value of £40, your application will not be entertained.

I have, &c.,
P. F. ADAMS,
(For Surveyor General.)

No. 3.

CROWN LANDS.

3

No. 3.

THE SURVEYOR GENERAL'S B.C. to MR. DISTRICT SURVEYOR HENDERSON.

Indorsement on No. 1.

FORWARDED to Mr. District Surveyor Henderson, who will be good enough to have the land measured in accordance with the description, should no objection appear to exist.

(For the Surveyor General),

B.C.—12 December, 1864.

HENRY HALLORAN.

No. 4.

MR. LICENSED SURVEYOR HERBORN to THE SURVEYOR GENERAL.

Macleay River,
17 September, 1865.

SIR,

I have the honor to transmit hereby plan of portion of land containing 50 acres, numbered , in the parish of Burragong, in the county of Dudley, applied for by Benjamin Cook, as conditional purchase, under the 13th clause of the Crown Lands Alienation Act of 1861, and surveyed on the November, 1864, in accordance with the instructions of 12th December, 64/2575.

Tracing not
necessary.
Application No.
243, of the 15th
Sept., 1864.

At the time of the survey, the applicant had effected improvements by clearing brush and erecting a hut valued together at £30, and was residing on the above land.

I have, &c.,

E. HERBORN.

The above land contains no improvements made by the holder of the Corrungala Run, except the remains of about 10 rods of fencing, now destroyed.

No. 5.

MR. DISTRICT SURVEYOR HENDERSON'S REPORT.

Indorsement on No. 4.

I HAVE seen the land in question, and find that there are no sufficient grounds for Mrs. Chapman's objection to the conditional purchase on the score of improvements owned by her.

P. H. HENDERSON,
District Surveyor.

Grafton, 17 April, 1866.

No. 6.

THE SURVEYOR GENERAL to MRS. CHAPMAN.

Surveyor General's Office,
Sydney, 31 May, 1866.

MADAM,

With reference to the protest entered by you, under date the 17th September, 1864, against the conditional purchase of Benjamin Cook on the Corrungala Run, in consequence of improvements thereon belonging to you, I have to inform you that the District Surveyor reports, that the land in question contains no improvements, except the remains of about 10 rods of fencing, now destroyed. It is, however, open to you, on payment of the usual fee, £2 10s., to have the same appraised; and if such be your desire, you will be good enough to communicate with this Office as early as possible, otherwise Cook's purchase will be dealt with.

O. SMITH,
(For Surveyor General.)

No. 7.

CROWN LANDS.

No. 7.

THE SURVEYOR GENERAL to THE CROWN LANDS AGENT, MACLEAY RIVER.

Surveyor General's Office,
Sydney, 21 August, 1866.

SIR,

Benjamin Cook
15 September,
1864, county
Dudley, 64/1772,
66/7426.

I have to inform you that the several Conditional purchases specified in the Schedule hereto annexed have been cancelled, as being included in a Village Reserve, and the applicants requested to sign authorities for the refund of the amounts of their respective deposits, the nature of which authorities you will be so good as to explain to them, should they inquire; and also that they will be protected in their improvements, and that it will be recommended to the Honorable the Minister for Lands that the Village Reserve be revoked, so as to enable them to re-select. You will also be good enough to explain to me why you allowed those selections to be made within a Village Reserve.

I have, &c.,

E. O. SMITH,

(For the Surveyor General.)

No. 8.

THE SURVEYOR GENERAL to MR. LICENSED SURVEYOR HERBORN.

Surveyor General's Office,
Sydney, 21 August, 1866.

SIR,

7556
7426 Cook's
7429
7427
3522
3521
3520
Schedule

With reference to your several letters transmitting plans of the conditional purchases specified in the Schedule hereto annexed, I have to request you will be good enough to inform me why you made these measurements within a Village Reserve.

I have, &c.,

E. O. SMITH,

(For the Surveyor General.)

No. 9.

THE SURVEYOR GENERAL to MR. B. COOK.

Department of Lands,
Sydney, 21 August, 1866.

SIR,

I am directed to inform you that the application, made by you at Kempsey, Macleay River, on the 15th September, 1864, for the conditional purchase of 50 acres of land, has been cancelled for the following reason,—being within a Village Reserve, and therefore not open to conditional purchase.

2. Enclosed is a form which, on being filled up, and forwarded to the Treasury with the authority signed by you, together with your deposit receipt and a penny duty stamp, will enable you at once to obtain the refund of the deposit paid on account of the above.

I have, &c.,

E. O. SMITH,

(For the Surveyor General.)

[Enclosure in No. 9.]

THE CONSOLIDATED REVENUE FUND,

Dr. to Benjamin Cook,—

For a refund of the deposit paid by Benjamin Cook, on a conditional purchase of 50 acres of land selected at Kempsey, on the 15th September, 1864, and now cancelled, being found objectionable.

	Amount to be Refunded.
Amount of Deposit paid on 50 acres	£12 10 0.

W. R. DAVIDSON,
Surveyor General.

I HEREBY authorize and direct the above-mentioned amount to be paid, on my behalf, to the Bank of
to the credit of

Witness—

Purchaser.

£ Stg.
RECEIVED on the day of 186 , from
of pounds shillings and pence sterling, on behalf of

Bank of

Teller.

No. 10.

No. 10.

THE CROWN LANDS AGENT, MACLEAY RIVER, to THE SURVEYOR GENERAL.

Lands Office, Macleay River,
13 September, 1866.

SIR,

I have the honor to acknowledge receipt of your letter, dated 21st August, intimating that the conditional purchases made by the persons named in the margin were cancelled.

In explanation of my allowing them to select where they did, I beg to state that at the time I was ignorant of their being any Village Reserve in the locality described in the applications of these persons. I did not receive, until a considerable time after, a map shewing the reserve in question, and there was no means of obtaining information here, for no person whose opinion could be relied on had any knowledge of it.

Had I known that a Village Reserve was marked out where these selections were applied for, I would have rejected the applications of these persons.

These persons inform me that they have made considerable improvements on the land they selected. They will at once re-select when this reserve is revoked, and I hope the revocation will be sanctioned at an early date, as these conditional purchases were applied for in complete ignorance of any obstacle existing to the land being so taken up, and to lose them would be a great injury to all the parties.

I have, &c.,
J. B. CASEY.

Benjamin Cook.
T. B. Owen.
James Shaffer.
John Sydenham.
Chas. Sutherland.
George Kesby.
John Kesby.

No. 11.

MR. B. COOK to THE SURVEYOR GENERAL.

Warneton Post Office,
22 September, 1866.

SIR,

I have the honor to acknowledge the receipt of your letter of 21st August last, informing me that my selection of 50 acres, county of Dudley, on the 15th September, 1864, could not be entertained, being within a Village Reserve. In answer, I have to inform you that the land in question was measured to me in November, 1864, and that I have during the two years I have been in possession fallen 45 acres of scrub on this and the adjoining piece of 40 acres selected by Thomas Barraby Owens, and purchased by me—stumped a considerable quantity and burnt off the timber—that I have fenced in 35 acres, erected a house thereon, and have now 19 acres under maize and wheat cultivation; altogether I value my improvements at £250. As I have been two years in possession, I cannot either legally or fairly be compelled to give up my land, unless I receive the above sum for my improvements, or compensation to be settled by arbitration.

I have, &c.,
his
BENJAMIN x COOK.
mark

No. 12.

MINUTE OF THE SURVEYOR GENERAL.

REVOCATION of Temporary Reserve on the Macleay River, at Bococo and Warrel Creeks:—Submitted for the consideration of the Honorable the Minister for Lands, that the Village Reserve on the Macleay River, at Bococo and Warrel Creeks, county of Dudley, be revoked, under the provisions of the 6th section of the Crown Lands Alienation Act, the reserve not being required for a Village, a more suitable site existing at the crossing of the Kempsey and Armidale Road over Bococo Creek.

The Under Secretary for Lands.
W. R. DAVIDSON,
28th September, 1866.

No. 13.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 4 October, 1866.

It is recommended to His Excellency the Governor and the Executive Council, for the reason shewn in the enclosed Report of the Surveyor General, that authority be given for the revocation, under the 6th section of the Crown Lands Alienation Act of 1861, of the temporary reservation from sale of the Village Reserve at Bococo and Warrel Creeks within described, reserved from conditional purchase by notification dated 23rd December, 1861. Herewith.

Clerk of the Council.—B.C., 4 October, 1866.—M.F.

J. BOWIE WILSON.

Minute

Minute 66-36, 12 October, 1866.—Confirmed, 24 October, 1866.

UNDER the Report of the Surveyor General, the Executive Council advise that the temporary reservation from sale of the Village Reserve at Bococo and Warrel Creeks, be now revoked, in terms of the 6th clause of the Crown Lands Alienation Act of 1861.

Approved—24 October, 1866—J.Y. ALEX. C. BUDGE,
Clerk of the Council.

[Enclosure in No. 13.]

Department of Lands,
Sydney, 23 December, 1861.

HIS Excellency the Governor, with the advice of the Executive Council, directs it to be notified for general information, that, after the 31st instant, the unimproved Crown Lands defined in the annexed Schedule, whether surveyed or unsurveyed, will be open to Conditional Purchase, under the provisions of the Crown Lands Alienation Act of 1861, with the following exceptions, and such other exceptions as are provided by the Act :—

2. Lands which have been laid out by Government as Towns or Villages.

3. Lands within the 1st and 2nd class Settled Districts, which have previously to the passing of the Act been marked on the maps of the Surveyor General's Office as Town Reserves, or with the letters V. R. or G. R., indicating Village Reserve or Government Reserve, or which have been marked as Reserves (temporary or otherwise) for Commonage, Water Supply, or other public purpose, or with the letter R., indicating Reservation from Sale.

JOHN ROBERTSON.

No. 14.

NOTIFICATION OF REVOCATION OF RESERVE.

Department of Lands,
Sydney, 30 October, 1866.

It is hereby notified for general information, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to revoke, under the 6th section of the Crown Lands Alienation Act of 1861, the temporary reservation from sale of the proposed Village in the county of Dudley, parish of Burragong, within the following boundaries :—Commencing at the confluence of Bococo Creek with the Macleay River ; and bounded thence on the east by that Creek upwards, 64 chains in a direct line ; on the north by a line bearing west 2 miles and 12 chains ; on the west by a line bearing south to the Macleay River ; and on the south by that river downwards to the confluence of Bococo Creek aforesaid—reserved from conditional purchase by notification dated 23rd December, 1861.

2. It is further notified that the intention of forming a Village in this locality has been abandoned.

J. BOWIE WILSON.

No. 15.

MR. J. WARNE to THE SECRETARY FOR LANDS.

Warneton, 7 January, 1867.

SIR,

Two illiterate neighbours of mine, Benjamin Cook and James Shaffer, above two years since, free selected land at Corrungala, which afterwards proved to be a Reserve, but as they had resided thereon, and made considerable improvements, you ordered the Reserve to be cancelled.

The Agent for Crown Lands now requests they will re-select the land—to which they naturally object, because it would compel them to reside on it for three years, from the date of re-selection, and, according to the original selection, they are not compelled to reside more than a few months longer ; they have therefore requested me to bring this injustice under your notice, in order that it may be remedied.

I have, &c.,
J. WARNE.

No. 16.

THE UNDER SECRETARY FOR LANDS to MR. J. WARNE.

Department of Lands,
Sydney, 12 June, 1867.

SIR,

With reference to your letter of 7th January, on behalf of two conditional purchasers named B. Cook and J. Shaffer, who selected on a Reserve, which however was subsequently revoked, and who should consequently have made fresh selections of the land, the deposits for which were returned to them, I am directed to inform you, that no other method than re-selecting the portions respectively can be allowed, meantime the land is open to be selected by anybody.

I have, &c.,
MICHAEL FITZPATRICK.

No. 17.

CROWN LANDS.

7

No. 17.

MR. J. WARNE to THE SECRETARY FOR LANDS.

Warneton, Macleay River,
29 June, 1867.

SIR,

I am to day in receipt of your letter of the 12th instant, in answer to mine dated so long since as the 7th January last, relative to the claims of the conditional purchasers B. Cook and J. Shaffer, to let their original selections, made nearly three years ago, stand at the dates when made, in lieu of their being compelled to free select again, which would entail the gross injustice of a *six* years' compulsory residence in lieu of *three*.

Your letter intimates that their deposits have been returned to them, which is not the case, as the unsigned receipts, forwarded from Surveyor General's Office, are now before me; and also that, until re-selected, the land is open to be selected by anybody—this also is not the case, as the land has been highly improved.

As from the above mis-statements, and the fact that your decision would throw upon these poor men, without any fault of their own (there being no map in the Land Office shewing the Land to be in a Reserve), the hardship of so long a further residence without any benefit to the Government, and with the possibility, in the event of their deaths, of their deposits and improvements being lost to their families,—I cannot conceive the facts to have been correctly laid before you or the Under Secretary, and I have therefore sent copies of all the papers to our Representative, Mr. Forster, in order that redress for their wrongs may be obtained.

I have, &c.,
J. WARNE.

No. 18.

THE UNDER SECRETARY FOR LANDS to MR. J. WARNE.

Department of Lands,
Sydney, 8 August, 1867.

SIR,

I am directed to acknowledge the receipt of your letter of the 29th June last, in the matter of the conditional purchases of B. Cook, and J. Shaffer.

I have, &c.,
MICHAEL FITZPATRICK.

[Price, 6d.]

Sydney: Thomas Richards, Government Printer.—1867.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RETURN OF LANDS MEASURED UNDER CONDITIONAL PURCHASE.)

Ordered by the Legislative Assembly to be Printed, 1 October, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 16 July, 1867, That there be laid upon the Table of this House,—

“ A Return shewing the Number of Acres measured in
 “ satisfaction of Conditional Purchases made under the Act
 “ 25 Vict., No. 1, from the 1st January, 1862, to 31st
 “ December, 1866, inclusive, the number and average area
 “ of such purchases, and the estimated cost per acre of the
 “ measurement of the same.”

(Mr. Nowlan.)

Number of Acres measured in satisfaction of Conditional Purchases.			The Number and Average Area of such Purchases.		Estimated Cost of Measurement per Acre.	Remarks.
			Number.	Average.		
a.	r.	p.			£ s. d.	
1,111,197	1	34	13,856	80	0 1 3½	Some of the purchases taken up during 1866 have not yet been surveyed, and are not therefore included.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(STATISTICS RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 2 October, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 3 September, 1867, That there be laid upon the Table of this House,—

A Return shewing,—

- “ (1.) The amount raised each year from the sale of Crown
“ Lands, since the year 1856, to the year 1866, inclusive,
“ irrespective of that from Conditional Purchases.
- “ (2.) The amount received each year since the passing of
“ the Crown Lands Alienation Act of 1861, to the year 1866,
“ inclusive, for the sale of conditionally purchased Crown
“ Lands, distinguishing the amount received as Interest on
“ Balances of such Purchases.
- “ (3.) The total amount due at the end of 1866, on con-
“ ditionally purchased Crown Lands.
- “ (4.) The amount raised each year by rent and assessment
“ from Crown Lands, since the year 1855, to the year 1866,
“ inclusive.”

(Mr. Robertson.)

CROWN LANDS.

No. 1.

RETURN shewing the Amount raised each year from the sale of Crown Lands, since the year 1856, to the year 1866, inclusive, irrespective of that from Conditional Purchases.

YEAR.	AMOUNT.	YEAR.	AMOUNT.
	£ s. d.		£ s. d.
1856	245,555 2 5	1862	128,100 4 11
1857	210,333 17 3	1863	128,210 19 4
1858	240,633 8 10	1864	71,039 19 11
1859	252,627 18 2	1865	134,436 5 6
1860	155,316 14 8	1866	136,475 18 10
1861	222,594 2 2		£1,925,324 12 0

The Treasury, New South Wales,
17 September, 1867.

JAMES THOMSON,
Accountant.

No. 2.

RETURN shewing the Amount received each year, since the passing of the Crown Lands Alienation Act of 1861, to the year 1866, inclusive, for the sale of conditionally purchased Crown Lands, distinguishing the amount received as Interest on Balances of such Purchases.

YEAR.	Amount received for Conditional Purchases.	Amount received for Balances of Conditional Purchases.	Amount received for Interest on Balances of Conditional Purchases.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1862	88,888 4 5	.....	.....	88,888 4 5
1863	63,902 11 4	.....	.....	63,902 11 4
1864	41,679 4 10	.....	.....	41,679 4 10
1865	37,862 10 1	34,393 17 1	6,548 11 7	78,804 18 9
1866	89,663 6 2	22,994 6 6	12,456 10 9	125,114 3 5
	321,995 16 10	57,388 3 7	19,005 2 4	398,389 2 9

The Treasury, New South Wales,
25 September, 1867.

JAMES THOMSON,
Accountant.

No. 3.

RETURN shewing the Total Amount due at the end of 1866, on conditionally purchased Crown Lands.

PARTICULARS.	AMOUNT.
	£ s. d.
Balances due on Conditional Purchases made during 1862.....	157,759 1 0
Do. do. 1863.....	113,623 16 0
TOTAL	£271,382 17 0

NOTE.—In preparing the above Return, I have deducted "Cancelled and Forfeited" Purchases, and also those upon which "Balances" were paid previous to 31st December, 1866.

The Treasury, New South Wales,
1 October, 1867.

W. NEWCOMBE,
Chief Clerk, Revenue Branch.

CROWN LANDS.

3

No. 4.

RETURN shewing the Amount raised each year by Rent and Assessment from Crown Lands, since the year 1855, to the year 1866, inclusive.

YEAR.	AMOUNT.	YEAR.	AMOUNT.
	£ s. d.		£ s. d.
1855	48,158 14 1	1861	159,040 2 7
1856	82,753 5 5	1862	194,522 16 2
1857	93,944 7 9	1863	170,840 16 8
1858	160,113 7 8	1864	180,351 8 3
1859	221,186 11 5	1865	304,776 8 10
1860	154,994 16 7	1866	272,844 0 0
			£2,043,526 15 5

The Treasury, New South Wales,
26 September, 1867.

JAMES THOMSON,
Accountant.

Sydney: Thomas Richards, Government Printer.—1867.

[Price, 3d.]

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.
(RETURN RESPECTING RESERVES OF.)

Ordered by the Legislative Assembly to be Printed, 24 October, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 11 September, 1867, That there be laid upon the Table of this House,—

“ A Tabular Return of all Reserves of Public Lands made
“ or rescinded by the present Government.”

(Mr. Garrett.)

CROWN LANDS.

RESERVES made by the present Government.

No.	Locality.	Area.	For what purpose reserved.
217	County of Nicholson, on Lachlan River, at Redbank, Bellingenambil.	1,100 acres ... (about)	Site for a future village.
63	County of Clarendon, at the confluence of Cooba and Billabong Creeks.	320 acres ...	Water supply.
4	County of Northumberland, Parish of Mulbring ...	1,176 ,, ...	Public purposes. (Contains limestone.)
3	County of Murray, Parish of Tuggeranong ...	2,560 ,, ...	Water supply.
4	County of Murray, Parish of Ginninderra, on Hall's Creek.	4 a. 2 r. 25 p.	do.
5	County of Murray, near Molonglo Plain ...	7 a. 3 r. 14 p.	do.
50	County of Wallace, Parish of Cootalantra ...	216 acres ...	do.
3	County of Cook, Parish of Hartley ...	85 a. 1 r. ...	do.
4	On the River Darling, at Pampalaya ...	11 sq. m. ...	Site for future village.
5	On the River Darling, at Mulgenary ...	9 ,, ...	do.
6	On the River Darling, at Culpaulin ...	8½ ,, ...	do.
17	On the River Darling, at Sturt's, Billabong ...	4 ,, ...	do.
18	On the River Darling, at Nanga ...	5 ,, ...	do.
19	On the River Darling, at Burrie ...	4 ,, ...	do.
20	On the River Darling, at Polio ...	5½ ,, ...	do.
21	On the River Darling, at Yartla ...	4½ ,, ...	do.
22	On the River Darling, at Murleycooley ...	4½ ,, ...	do.
23	On the River Darling, at Nalowa ...	4 ,, ...	do.
	County of Arrawatta, Parish of Bonshaw, on the Dumaresq River.	160 acres ...	Site for Village of Bonshaw.
	County of Arrawatta, Parish of Bonshaw, on the Dumaresq River.	816 ,, ...	Suburban lands at Bonshaw.
	County of Sandon, Parish of Kentucky, at Maester's Swamp, New England District.	61 a. 2 r. 16 p.	Site for Village of Kentucky.
	County of Sandon, Parishes of Kentucky and Sandon, at Kentucky.	578 a. 1 r. 24 p.	Suburban lands, Village of Kentucky.
	County of Buller, Parish of Maryland, on Maryland Creek, New England.	150 a. 2 r. 27 p.	Site for Village of Maryland.
	County of Buller, Parish of Maryland, on Maryland Creek, New England.	438 acres ...	Suburban lands, Village of Maryland.
	County of Gowen, Parish of Terrabile, on the Castle-reagh River.	148 ,, ...	Site for Village of Terrabile.
	County of Gowen, Parish of Terrabile, on the Castle-reagh River.	400 ,, ...	Suburban lands, Village of Terrabile.
	County of Georgiana, Parish of Carawa, on Grove Creek, at the Long Swamp.	88 ,, ...	Site for Village of Carawa.
	County of Wakool, Parish of Tooleybuc, on the Murray River, at Lake Coomaroop.	467 ,, ...	Site for Town of Tooleybuc.
	County of Wakool, Parish of Tooleybuc, on the Murray River, at Lake Coomaroop.	322 ,, ...	Suburban lands, Town of Tooleybuc.
	County of Rous, Parish of Tintenbar, on Emigrant Creek.	47 a. 2 r. ...	Site for Village of Tintenbar.
	County of Rous, Parish of Tintenbar, on Emigrant Creek.	176 acres ...	Suburban lands, Village of Tintenbar.
	County of Buccleuch, Parish of West Goodradigbee, on Goodradigbee River	137 a. 32 p. ...	Site for Village of Goodradigbee.
	County of Buccleuch, Parish of West Goodradigbee, on Goodradigbee River.	707 acres ...	Suburban lands, Goodradigbee.
470	County of Goulburn, Parish of Gerogery ...	720 ,, ...	Site for a town or village.
	County of Gowen, Parish of Breelong, on the Castle-reagh River.	133 ,, ...	Site for Village of Breelong.
	County of Gowen, Parish of Breelong, on the Castle-reagh River.	184 ,, ...	Suburban lands, Breelong.
19	County unnamed, on the Mooni River, at Gundablorie, at the crossing of the road from the Barwin to the Narran.	1,920 ,, ...	Site for future village.
20	At Yerambah, on the Narran River, 20 miles south from Queensland boundary.	1,440 ,, ...	do.
21	County unnamed, on the Bokhara River, at the intersection of the Queensland boundary.	640 ,, ...	do.
	County of Wentworth, Parish of Gol Gol, on the Murray River, at the confluence of Gol Gol Creek.	384 ,, ...	Site for Town of Gol Gol.
	County of Wentworth, Parish of Gol Gol, on the Murray River, at the confluence of Gol Gol Creek.	1,020 ,, ...	Suburban lands, Gol Gol.
	County of Richmond, Parish of West Coraki, on the Richmond River.	450 ,, ...	Site for Village of Coraki.
	County of Richmond, Parish of West Coraki, on the Richmond River.	1,250 ,, ...	Suburban lands, Coraki.
	Parish of Wilcannia, on the Darling River, near Mount Murchison.	90 ,, ...	Site for Town of Wilcannia.
	Parish of Wilcannia, on the Darling River, near Mount Murchison.	2,230 ,, ...	Suburban lands, Wilcannia.
51	County of Auckland, at Jella Jellat Swamp, on the road from Bega to Merimbula.	37 a. 2 r. 16 p.	Water supply and camping ground.

CROWN LANDS.

3

No.	Locality.	Area.	For what purpose reserved.
52	County of Auckland, Parish of Bega, on Jella Jellat Creek, at the crossing of the Bega and Tathra Road.	9 a. 2 r. 16 p.	Water supply and camping ground.
7	(Extension easterly) on the Murrumbidgee River, at Bealiba.	140 acres ... (about)	Site for a village.
60	County of Sandon, on the Main North Road, at the Barley Field Lagoon.	40 acres ... (about)	Preservation of water supply.
2	County of Durham, Parish of Savoy, at the Stone-quarry used by the contractor for Great Northern Railway.	160 acres ...	Reserved from sale until surveyed, as including a quarry in use by the Government contractors.
219	County of Sturt, Parish of Cagaldura, on the Cagaldura Run.	16½ „ ...	Water supply and camping ground.
1	County of Rous, Parish unnamed, near Lismore. Portion of Lismore Run.	163 a. 3 r. ...	Reserved from lease for purpose of sale
2	County of Rous, on Dungarubba Creek, on the Lismore Run.	171 acres ...	do.
3	County of Rous, at the confluence of Dungarubba Creek with the Richmond River.	197 „ ...	do.
4	County of Rous, on Dungarubba Creek. Portion of Lismore Run.	205 „ ...	do.
5	County of Rous, on North Richmond River, near Lismore.	207 „ ...	do.
6	County of Rous, near Village of Lismore. Portion of Lismore Run.	288 „ ...	do.
7	County of Rous, on Wilson's Creek. Portion of Lismore Run.	295 „ ...	do.
8	County of Rous, on Wilson's Creek. Portion of Lismore Run.	316 „ ...	do.
9	County of Rous, on Tuckie Tuckie Creek. Portion of Lismore Run.	374 „ ...	do.
10	County of Rous, North Richmond River. Portion of Lismore Run.	402 „ ...	do.
11	County of Rous, North Richmond River. Portion of Lismore Run.	469 „ ...	do.
12	County of Rous, near Village of Lismore. Portion of Lismore Run.	560 „ ...	do.
13	County of Rous, on Tuckie Tuckie Creek. Portion of Lismore Run.	676 „ ...	do.
14	County of Rous, near the Village of Lismore. Portion of Lismore Run.	750 „ ...	do.
15	County of Benarba, on Goonal Branch of Gwydir River. Portion of Merve Run.	320 „ ...	do.
16	County of Forbes, Parish of Gooloogong, on Lachlan River. Portion of the Bengeralbigong Run.	160 „ ...	do.
17	County of Forbes, Parish of Gooloogong, on Lachlan River. Forms portion of the Bengeralbigong Run.	160 „ ...	do.
18	County of Wallace, Parish of Wilson, at Papwang, near the head of Beloca Creek. Portion of Papwang Run.	160 „ ...	do.
19	County of Auckland, Parish of Mumbulla, on Brogo River. Portion of Double Creek Run.	160 „ ...	do.
20	County of Auckland, Parish of Mumbulla, near the confluence of Double Creek. Portion of Double Creek Run.	160 „ ...	do.
21	County of Beresford, on the Umaralla River, near confluence of Kybeyan River. Portion of Umaralla Run.	160 „ ...	do.
22	County of Wallace, at confluence of Arable and Walwe Creeks. Portion of Cottage Creek Run.	160 „ ...	do.
23	County of Wallace, 1¼ mile southerly from confluence of Cottage and Ingram Creeks.	160 „ ...	do.
24	County of Wallace, Parish of Arable, at Roden's Springs. Portion of Cottage Creek Run.	160 „ ...	do.
25	County of Wallace, about 1¼ mile southerly from junction of Ingram Creek and Cottage Creek.	162 „ ...	do.
26	County of Wallace, Parish of Arable. Portion of Cottage Creek Run.	163 „ ...	do.
27	County of Sandon, Parish of Elton. Portion of Saumarez Run.	160 „ ...	do.
28	County of Ashburnham, on Boree Creek, opposite the confluence of Mouse-hole Creek. Portion of Boree Cabonne Run.	320 „ ...	do.
29	County of Forbes, on Bundaburra Creek. Portion of Woowongeragong Run.	320 „ ...	do.
7	At the Three-mile Point, on right bank of River Darling. Portion of the Culpanlin Run.	4 s. miles... (about)	Preservation of water supply.
8	At the Woolshed, on the Culpanlin Run ...	4 s. miles... (about)	do.
9	At Ten-mile Point, River Darling, Bonley Run ...	4½ s. miles... (about)	do.
10	At the Old Tailing Yard, Netallie Run ...	4 s. miles... (about)	do.
11	At Twenty-mile Hut, Woytchugga East Run ...	4½ s. miles... (about)	do.
12	At Fifteen-mile Hut, Woytchugga, East Run ...	4 s. miles... (about)	do.

CROWN LANDS.

No.	Locality.	Area.	For what purpose reserved.
13	At Ten-mile Creek, Culpanlin East Run	4 s. miles... (about)	Preservation of water supply.
14	Left bank of Darling River, adjoining 640 acres applied for by N. Chadwick.	4 $\frac{1}{4}$ s. miles.. (about)	do.
15	At Ballilla. Portion of Currangall Run	1 $\frac{1}{2}$ " ...	do.
16	At Rankin's Hut. Portion of Currangall Run	3 $\frac{3}{4}$ " ...	do.
17	Pamamaroo Creek, County of Menindie. Portion of the Pamamaroo Run.	4 $\frac{1}{2}$ " ...	do.
18	County of Menindie, on right bank of River Darling. Portion of Pamamaroo Run.	4 $\frac{1}{4}$ " ...	do.
244	On the Murrumbidgee Run, Macquarie River	636 acres ...	do.
245	On the Rocky Station Run, Macquarie River	192 " ...	do.
246	On the Dubbo Run, Ulomogo Creek	40 " ...	do.
247	On the Troy Run, at the confluence of Talbragar and Macquarie Rivers.	250 " ...	do.
248	On the Barbijal Run, on Jones Creek	40 " ...	do.
249	On the Barbijal Run, at the confluence of Beni, or Deep Creek, with the Talbragar River.	216 " ...	do.
250	On the Euromedah Run, Macquarie River, containing Reserve C. Springs, County of Burnett, on Mosquito Creek.	247 " ... 400 " ...	do. do.
221	County of Clarendon, on the Merybandinah Spring ...	160 " ...	do.
222	County of Clarendon, at the Telegraph Crossing-place, at the crossing of the Wagga Wagga Road and Billabong Creek.	640 " ...	do.
223	Marengo Run, County of Clarendon, on road between Marengo and Breakfast Creek.	160 " ...	do.
224	At the Woolshed, County of Monteagle, on the Top Creek, 4 miles from Marengo, on the Breakfast Creek Road.	640 " ...	do.
225	Yellow Rock Sheep Station, on the Marengo Run ...	320 " ...	do.
226	Broken Dam, County of Monteagle, on Spring Creek, Marengo Run.	320 " ...	do.
227	Reedy Creek Sheep Station, Marengo Run	640 " ...	do.
228	County of Harden, on Bangalal Creek, 4 miles northerly from Binalong. Portion of Bangalal Run.	160 " ...	do.
229	County of Harden, on Kuriong Creek. Portion of Kuriong Run.	640 " ...	do.
230	County of Harden, on Jugiong Creek. Portion of Illalong Run.	640 " ...	do.
231	County of Harden, on Emu Flat. On Emu Flat Creek. Portion of Illalong Run.	640 " ...	do.
232	Oakey Springs, County of Harden, Bogolong Run ...	160 " ...	do.
233	At the Camp Spring, County of Harden, near Barren Jack Mountains. Portion of Bogolong Run.	320 " ...	do.
234	Rocky Waterhole, on a flat known as Carroll's Flat. Portion of Bogolong Run.	160 " ...	do.
235	Camp Gully, County of Clarendon, on the eastern side of Oura Run.	160 " ...	do.
236	At Black Spring, County of Clarendon, 5 miles north of Oura Head Station.	320 " ...	do.
237	The Horse Camp, County of Clarendon. Portion of the Oura Run.	320 " ...	do.
238	The Licking Holes, County of Clarendon. Portion of Oura Run.	160 " ...	do.
239	At Camp Gully, County of Clarendon. Portion of Oura Run.	640 " ...	do.
240	Rock Spring, County of Harden, on Kalangan Creek. Portion of Kalangan Run.	320 " ...	do.
241	County of Harden, on the Burrowa Flat Creek. Por- tion of the Kalangan Run.	640 " ...	do.
242	County of Harden, on the Burrowa River. Portion of Sawyer's Flat Run.	320 " ...	do.
243	County of Harden, on the Burrowa River. Portion of Sawyer's Flat Run.	320 " ...	do.
244	County of Harden, on Hassell's Creek. Sawyer's Flat Run.	320 " ...	do.
245	County of Harden, on Sawyer's Creek, near the road from Bowning to Bogolong. Portion of Sawyer's Creek Run.	160 " ...	do.
246	County of Harden, on Bowning Creek. Portion of Bowning Run.	320 " ...	do.
247	County of Harden, Sheep Station Creek, on road from Bowning to Bogolong.	480 " ...	do.
248	County of Harden, Marble Ground, head of Lime- stone Creek. Portion of Gallong Run.	320 " ...	do.
249	At the Lagoon, on the road from Gallong to Burrowa. Portion of Gallong Run.	640 " ...	do.
250	Bobora Reserve, on Bobara Creek. Portion of Gallong Run.	640 " ...	do.
251	County of Harden, on Gallong Creek. Portion of Gallong Run.	640 " ...	do.
252	On the Six-mile Creek, County of Harden. Portion of Gallong Run.	640 " ...	do.

CROWN LANDS.

No.	Locality.	Area.	For what purpose reserved.
253	At Four-mile Station, County of Clarendon, on Junee Creek. Portion of Junee Run.	4½ sq. m. ...	Preservation of water supply.
254	Woolshed Reserve, County of Clarendon, on Junee Creek. Portion of Junee Run.	640 acres ...	do.
255	Nine-mile Dam, County of Clarendon, Junee Creek. Portion of Junee Run.	640 " ...	do.
256	Racecourse Reserve, County of Clarendon, near the Racecourse, on Junee Run.	640 " ...	do.
257	Nine-mile Dam, County of Clarendon, on North Junee Run.	640 " ...	do.
258	County of Clarendon, on Junee Creek. Portion of North Junee Run.	640 " ...	do.
259	County of Harden, on Hassell's Creek, on crossing-place on road between Burrowa and Yass. Portion of the Bindenine Run.	640 " ...	do.
111	On the right bank of the Namoi River. Portion of the Carroll Run.	380 " ...	do.
112	On the left bank of the Namoi River, on the Carroll Run.	640 " ...	do.
113	On the north bank of the Namoi River, on the Kiba Run.	1,080 " (about) ...	do.
114	Kiba Run, Namoi River, marked WR with broad-arrow over and 2 under.	590 acres ...	do.
115	Kiba Run, marked broad-arrow with WR over and 3 under.	60 " ...	do.
116	Kiba Run, Namoi River, marked broad-arrow with WR over and 4 under	520 " ...	do.
117	Kiba Run, Namoi River, marked broad-arrow with WR over and 5 under.	360 " ...	do.
118	On Merrigala, on Turrabeile Creek, at Merrigala Waterhole.	320 " ...	do.
119	At the Spring, Nombi Gap, on road from Bomera to Girrawillie.	640 " ...	do.
120	At Mac's Spring, on main road from Bomera to Girrawillie.	640 " ...	do.
121	On South Mendelrie Run, Peel River...	183 " ...	do.
122	On South Mendelrie Run, Peel River, nearly opposite the Old Seven-mile Station.	630 " ...	do.
123	On North Mendelrie Run	160 " ...	do.
124	On North Mendelrie Run, Peel River...	320 " ...	do.
125	On North Mendelrie Run, Peel River...	380 " ...	do.
126	On Bundabolla Run, at Dableaa Lambing Station, 3 miles below Burburgate.	640 " ...	do.
127	On Bundabolla Run, on the left bank of the Namoi River.	640 " ...	do.
128	On Gundermaine Run, at the confluence of Galathera and Tarlee Creeks.	210 " ...	do.
129	On Cowmore Run, on the left bank of the Namoi River, at a point where the road from Gunnedah to Wee Waa touches it.	485 " ...	do.
130	On Dripping Rock Run, Bollol Creek...	480 " ...	do.
131	On Dripping Rock Run, Bollol, or Dripping Rock Creek.	320 " ...	do.
132	On Dripping Rock Run, Goombri Waterholes	320 " ...	do.
133	On Bogibri Run, at Driggle Draggie Waterhole	320 " ...	do.
134	On Bogobri Run, Namoi River, 7 chains above Bogobri Head Station.	960 " ...	do.
135	On Bogobri Run, Namoi River, about ½ a mile above the Rock Inn.	1,380 " ...	do.
136	On Bogobri Run, Namoi River, about 1 mile below junction of Cox's Creek.	960 " ...	do.
137	On Turrawan Creek, on the River Namoi, at the Broad Waterhole.	950 " ...	do.
138	On Turrawan Run, on the Namoi River, at the north corner of R. H. Milner's 425 acres at Broadwater.	960 " ...	do.
139	On Cooma Run, Namoi River	965 " ...	do.
140	On Cooma Run, Namoi River, at the upper end of Tupper Plain.	200 " ...	do.
141	On Trinkey Run, at Oldman Waterhole	480 " ...	do.
142	On Trinkey Run, at Terela Spring	400 " ...	do.
143	On Woolloomol Run, at Jenkins Spring	40 " ...	do.
144	Woolloomol Run, on a Bridle Track from Tamworth to Moore Creek.	40 " ...	do.
145	On Henriendi Run, 1 mile above Henriendi Head Station.	320 " ...	do.
146	On Henriendi Run, Namoi River, 2½ miles below Head Station.	240 " ...	do.
147	On Henriendi Run, on western side of Baan Baa Lagoon.	300 " ...	do.
148	On Baan Baa South Run, Old Baan Baa Station Hut.	480 " ...	do.
149	On Baan Baa, South Run, at Oaky Point, Namoi River.	480 " ...	do.
150	On Baan Baa Run, Namoi River, just below Paddock at Baan Baa Head Station.	1,670 " ...	do.

CROWN LANDS.

No.	Locality.	Area.	For what purpose reserved.
151	On Baan Baa Run, $\frac{3}{4}$ of a mile below the junction of Kihl or Maules Creek with the Namoi River.	1,440 acres ...	Preservation of water supply.
152	At Burrell Run, on the Namoi River ...	250 ,, ...	do.
153	On Burrell Run, Namoi River... ..	160 ,, ...	do.
154	Burrell Run, 79 chains from south-east corner of a measured portion of 320 acres at Gunnibal Lagoon.	14 a. 1 r. 24 p.	do.
155	Burrell Run, Namoi River, $\frac{1}{2}$ a mile above the boundary of Burrell and Burburgate Runs.	500 acres ...	do.
156	On Burburgate Run, Namoi River, about 4 miles below Head Station.	1,500 ,, ...	do.
157	On Burburgate Run, on Mihi Creek, known as Mihi Sheep Station.	640 ,, ...	do.
158	On Burburgate and Burrell Runs, $\frac{1}{2}$ a mile above boundary between Burburgate and Burrell Runs.	220 ,, ...	do.
159	County of Darling, on Cuerindi Creek, 9 miles northerly from Manilla.	320 ,, ...	do.
160	Cuerindi Run, 9 miles north of Namoi River, and 14 miles north-east from Manilla.	160 ,, ...	do.
161	County of Darling, 10 miles from Cuerindi Head Station.	640 ,, ...	do.
162	On the Mundowey Run, 19 miles north-east from Town of Manilla.	640 ,, ...	do.
163	Mundowey Run, 27 miles north-east from Town of Manilla.	320 ,, ...	do.
164	Mundowey Run, 35 miles easterly from Manilla Township.	640 ,, ...	do.
165	Mundowey Run, 18 miles easterly from Manilla Township.	640 ,, ...	do.
166	Burindi Run, 18 miles south-west from Barraba ...	320 ,, ...	do.
167	Burindi Run, 23 miles south-east from Barraba Township.	640 ,, ...	do.
168	Birerry Run, on right bank of Kahi or Maules Creek...	360 ,, ...	do.
169	Billyeena Run, about 25 miles east of Narrabri, on right bank of Horse Arm Creek.	40 ,, ...	do.
170	Vale of Sighs Run, on left bank of Black Mountain Creek.	240 ,, ...	do.
171	Therribry Run, on left bank of Kay Aye or Maules Creek.	640 ,, ...	do.
172	Manilla and Glenriddle Run, 2 miles north of Manilla Township.	640 ,, ...	do.
173	Manilla and Glenriddle Run, 5 miles north of Manilla Township.	320 ,, ...	do.
174	Manilla and Glenriddle Run, 20 miles north of Manilla, at Hittai.	960 ,, ...	do.
175	Burrell Run, 5 miles easterly from Gunnedah Township.	120 ,, ...	do.
176	Burrell Run, 3 miles easterly from Gunnedah Township.	520 ,, ...	do.
177	6 miles north-west from Gunnedah Township. Portion of Burrell Run.	320 ,, ...	do.
178	Mooki Run, Little Plantation Camp	320 ,, ...	do.
179	Mooki Run, Big Plantation Camp	480 ,, ...	do.
180	Mooki Run, Warrah Ridge Reserve	800 ,, ...	do.
181	Carroll Run, 8 miles south from Carroll Township ...	480 ,, ...	do.
182	Pullemeing Run, The Battery Reserve, 8 miles south from Carroll Township.	3 sq. m. ...	do.
183	Pullemeing Run, 8 miles south from Carroll Township, on the left bank of the Mooki River.	320 acres ...	do.
184	Gunnedah West Run, 5 miles south-east from Gunnedah Township, adjoining Johnston's conditional purchase.	320 ,, ...	do.
185	Gunnedah East Run, 5 miles south-east of Gunnedah Township.	480 ,, ...	do.
186	Gunnedah East Run, 4 miles east of Gunnedah Township.	640 ,, ...	do.
187	Tulcumbah and Keepit Runs, at the Ironbarks ...	160 ,, ...	do.
188	Keepit Run, 24 miles north-west of Carroll Township	160 ,, ...	do.
472	Wagera Main Camp Kangaroo Ground, Wagerababilly Run.	640 ,, ...	do.
473	Bumbowlee Run. Portions 35, 36, 37, 38, and 40, Parish of Wyungle.	2 sq. m. ...	do.
474	Wagerababilly Run, 20 miles below Tumut, on Tumut River, Wagerababilly Run.	960 acres ...	do.
475	Table Top, 8 miles north-west from Tumut. Portion of Goooup Run.	640 ,, ...	do.
476	Long Waterhole Gully, County of Wynyard, portion of Adelong Run.	640 ,, ...	do.
477	County of Mitchell, West of Bullock Bullock Ranges. Portion of the Grubbin Run.	640 ,, ...	do.
478	On Wattle Creek, west of Bullock Bullock Ranges, Grubbin Run.	640 ,, ...	do.
479	At Yerong or Hanging Rock Mountain, Hanging Rock Run.	640 ,, ...	do.
480	At Yerong or Hanging Rock Mountain. Portion of Hanging Rock Run.	640 ,, ...	do.

CROWN LANDS.

7

No.	Locality.	Area.	For what purpose reserved.
481	Dam, Bullenbong Run, at the outflow of Burke's Creek on to Plains on Bullenbong Creek.	640 acres ...	Preservation of water supply.
482	Bullenbong Run, at outflow of Burke's Creek on to Plains on Coonong Waterhole.	640 ,, ...	do.
483	Bullenbong Run, at the outflow of Burke's Creek to Plains on Long Waterhole.	640 ,, ...	do.
484	Burke's Creek Dam, at the outflow of Burke's Creek on the Bullenbong Run.	640 ,, ...	do.
485	Gregadoo Run, 18 miles south-east of Wagga Wagga	160 ,, ...	do.
486	Gregadoo Run, 18 miles south-east of Wagga Wagga, on west bank of O'Brien's Creek.	640 ,, ...	do.
487	Gregadoo Run, 18 miles south-east of Wagga Wagga, on O'Brien's Creek.	160 ,, ...	do.
488	Toole's Creek Run, on east bank of Kyamba Creek ...	2 sq. m. ...	do.
489	Book Book Run, on west bank of Kyamba Creek ...	160 acres ...	do.
490	Book Book Run, on east bank of Kyamba Creek ...	160 ,, ...	do.
491	Book Book Run, on east bank of Kyamba Creek ...	160 ,, ...	do.
492	Book Book Run, on east bank of Kyamba Creek ...	160 ,, ...	do.
493	Hill-side Run (subdivision of Kyamba), Little Billabong, near Main Melbourne Road.	640 ,, ...	do.
494	Little Billabong, near Main Melbourne Road. Portion of Hill-side and Kyamba Run.	640 ,, ...	do.
495	Tootool Run, county of Mitchell, on left bank of Tootool Creek.	1 sq. m. ...	do.
496	On the road from Albury to Bullenbong, <i>via</i> Tootool Run.	1 ,, ...	do.
497	Bomboleee Run, on Bomboleee Creek, 9 miles from Tumut.	160 acres ...	do.
498	Bomboleee Run, Bomboleee Creek, 9 miles from Tumut.	160 ,, ...	do.
499	On Brungle Creek, 5 miles above its junction with Tumut River, on Brungle Run.	320 ,, ...	do.
500	Ellerslie Run, near junction of Yaven Creek with Machie Machie.	2 sq. m. ...	do.
65	Kirby's Plain, on western bank of M'Intyre River, Bukkulla Run.	640 acres ...	do.
66	Fryingpan Creek, on eastern bank of M'Intyre River, Bukkulla Run.	640 ,, ...	do.
67	Main Camp on M'Intyre River, Bukkulla Run ...	640 ,, ...	do.
68	Redbank Run, on western bank of Wyndham's Creek, $\frac{1}{4}$ of a mile below the crossing of Gramon and Bannockburn Road.	640 ,, ...	do.
69	Sandy Camp Creek, M'Intyre River. Portion of Redbank Run.	640 ,, ...	do.
70	Apple Swamp. Portion of Redbank Run ...	640 ,, ...	do.
71	Nullamana Reserve, on western bank of Frazer's Creek, Nullamana Run.	640 ,, ...	do.
72	Saltlick Reserve, Wellingrove. Portion of Strathbogie Run.	640 ,, ...	do.
73	Junction Reserve, at the junction of 3-mile Station Creek with Vegetable Creek.	640 ,, ...	do.
74	Eight-mile Holes, Wellingrove. Portion of Strathbogie Run.	640 ,, ...	do.
75	No. 1 Station Wellingrove, 60 yards below Sheep Station Hut. Portion of Strathbogie Run.	320 ,, ...	do.
76	Springs Reserve, Wellingrove, Dry Creek. Portion of Rocky Creek Run.	640 ,, ...	do.
77	Crooked Creek Reserve No. 2 Wellingrove. Portion of Rocky Creek Run.	160 ,, ...	do.
78	Spring Creek, Wellingrove, $\frac{1}{4}$ of a mile north of crossing of Ashford and Strathbogie Road. Portion of Rocky Creek Run.	640 ,, ...	do.
79	Junction Reserve at Ashford, on west bank of Frazer's Creek. Portion of Frazer's Creek Run.	640 ,, ...	do.
80	Leslie's Flat Reserve, at Ashford. Portion of Frazer's Creek Run.	640 ,, ...	do.
81	Crossing-place Reserve, at Ashford. Portion of Frazer's Creek Run.	640 ,, ...	do.
82	Old Sheep Station Waterhole Reserve, Inverell. Portion of Bannockburn Run.	640 ,, ...	do.
83	Corner Camp Reserve, Inverell. Portion of Bannockburn Run.	320 ,, ...	do.
84	Paddock Reserve, western side of Bannockburn Creek. Portion of Bannockburn Run.	640 ,, ...	do.
85	Main Camp Reserve, Bannockburn Run ...	320 ,, ...	do.
86	No. 6 Reserve, a square portion on eastern branch of King's Plains Creek. Portion of King's Plains Run.	640 ,, ...	do.
87	Washpool Reserve, King's Plains Run, on King's Plains Creek.	640 ,, ...	do.
88	At the Spring in Buckley's Gully. Portion of King's Plains Run.	640 ,, ...	do.
89	Springs Reserve, on road from Wellingrove to Inverell, $4\frac{1}{2}$ miles from King's Plains Head Station.	640 ,, ...	do.
90	At the junction of Oakey and Waterloo Creeks. Portion of Waterloo Run.	640 ,, ...	do.

CROWN LANDS.

No.	Locality.	Area.	For what purpose reserved.
91	Sugarloaf Reserve, Waterloo Creek. Portion of Waterloo Run.	640 acres	Preservation of water supply.
92	Maid's Valley Reserve, at the Spring in Maid's Valley. Portion of Waterloo Run.	160 "	do.
93	Green Place Springs, Waterloo Creek, 4 miles below Head Station.	960 "	do.
94	Near junction of Deep Gully, Swanbrook Creek, Newstead Run.	640 "	do.
95	On Swanbrook Creek, 60 yards below Sugarloaf Sheep Station Hut, Newstead Run.	640 "	do.
96	Glenallan Gully Reserve, on King's Creek, Newstead Run.	640 "	do.
97	Washpool Reserve, on King's Creek, Newstead Run.	320 "	do.
98	Black Springs Reserve, on road from Newstead to Inverell, 4 miles from crossing-place of King's Creek, Newstead Run.	640 "	do.
99	Cattle Camp Springs Reserve, at Auburn Vale, 4 miles westerly from Auburn Vale Head Station.	640 "	do.
100	Bingle Reserve, at Cope's Creek. Portion of Auburn Vale Run.	640 "	do.
101	Gilgoy Creek, near Inverell, on road from Inverell to Bundarra. Portion of Auburn Vale Run.	640 "	do.
102	Stonehenge Creek, 1½ mile above the crossing of Northern Road. Portion of Stonehenge Run.	640 "	do.
103	On the eastern bank of western branch of Beardy River, immediately above its bifurcation on Graham's Valley. Portion of Graham's Valley Run.	640 "	do.
104	At the Springs, on the Gilgoy Creek. Portion of Elmsmore Run.	640 "	do.
105	Opposite Elmsmore Stockyard, on the M'Intyre River. Portion of Elmsmore Run.	640 "	do.
106	Broady Plains, on north bank of M'Intyre River, Elmsmore Run.	640 "	do.
107	Red Camp Gully, Inverell. Portion of Inverell Run.	640 "	do.
108	Long Plain Gully, at Inverell. Portion of Inverell Run.	640 "	do.
109	Battery Reserve, on Swanbrook Creek. Portion of Inverell Run.	320 "	do.
110	Marowan Creek Reserve, on north bank of Marowan Creek, and west side of North Road, on Marowan Run.	160 "	do.
111	North bank of Bluff River, and west side of North Road. Portion of Tenterfield Run.	640 "	do.
112	Old Glenlyon Reserve, at crossing of Old Ballendean and Tenterfield Road. Portion of Tenterfield Run.	640 "	do.
112	Mole Station Reserve. Portion of Clifton Run	160 "	do.
113	Seven-mile Creek, on the southern bank of Tenterfield Creek.	640 "	do.
114	Long Flat, Tenterfield Creek, 1½ mile above Clifton Head Station.	640 "	do.
115	At a waterhole immediately below Maid's Valley Sheep Station. Portion of Mole River.	160 "	do.
116	Silent Grove Reserve, Mole River Run	160 "	do.
117	Glencoe Reserve, immediately below Glencoe Sheep Station. Portion of Mole River Run.	160 "	do.
118	Saw-pit Hut Reserve, No. 1, on west bank of Robertson's Creek. Portion Wellington Vale Run.	640 "	do.
119	Y Water Reserve, near the head of Y water, on the range dividing the Wellington Vale and Ranger's Valley Run. Portion of Tenterfield Run.	640 "	do.
120	Fladbury Reserve, on southern bank of Severn River. Portion of Ranger's Valley Run.	640 "	do.
256	On the Little River and Weatherwaugh Run, Little River.	160 "	do.
257	On Wambangalong Creek, on the Wambangalong Run	187 "	do.
258	On the Hyandra Creek. Portion of Whylandra Run	160 "	do.
259	On Cunbooglecumbang, on the Macquarie River	160 "	do.
260	Dundullimal Run, Bugle Guble Creek	160 "	do.
261	At junction of Sandy Creek with the Macquarie River, on Bungle Gumbie Run.	200 "	do.
262	At junction of Woolandra Creek with Macquarie River, Bungle Gumbie Run.	120 "	do.
263	On the Macquarie River, adjoining G. C. Tuting's 640 acres pre-emptive purchase on Minore Run.	161 "	do.
264	Molong Rivulet, near Town of Molong, adjoining H. G. Blunden's 21 acres 1 rood 20 perches.	246 "	do.
265	On Bob's Creek, near Town of Molong, on Molong Run.	80 "	do.
266	At confluence of Gap and Oakey Creeks, on Boree Cabonne Run.	40 "	do.
267	At Limestone Spring, on Oakey Creek, Boree Cabonne Run.	40 "	do.
268	On Boree Nore Run, at Battye Brown's Spring	40 "	do.
269	Mousehole Creek Springs, on Boree Cabonne Run	80 "	do.
270	Toogong Run, Athong's Corner, on Mandagerry Creek	200 "	do.

CROWN LANDS.

9

No.	Locality.	Area.	For what purpose reserved.
271	Toogong Run, at Greengrove Springs, on Mandagerry Creek.	80 acres ...	Preservation of water supply.
272	On Brymedura Run, at the confluence of Mandagerry and Gumble Creeks.	640 ,, ...	do.
273	At Burgoon Station, on the Burgoon Creek. Portion of Burrawang Run.	80 ,, ...	do.
274	At the confluence of Doughboy and Burrawang Creeks, on the Burrawang Run.	200 ,, ...	do.
275	Googodoree Creek, Cadumble Station, Burrawang and Loombah Runs.	80 ,, ...	do.
276	At the Gap Bridge, Eurimbla Run	80 ,, ...	do.
277	On Cardington Run, where the road from Wellington crosses Two-mile Creek.	80 ,, ...	do.
278	On Cardington Run, 20 chains below where the Wellington Road crosses Stable Creek.	160 ,, ...	do.
220	At Four-mile Range, Ganmain Run, Murrumbidgee River.	138 ,, ...	Water supply and camping.
471	County of Hume, at Bulgandry, adjoining 80 acres applied for in virtue of improvements by T. J. Gibson, on right bank of Billabong Creek.	18 ,, ...	Crossing and camping purposes.
80	Runnymede Run, Richmond River, adjoining Atkinson's and M'Kellar's 676 acres, at Runnymede Station.	128 ,, ...	Preservation of water supply.
81	Runnymede Run, on Richmond River, in the Parish of Kyogle, 128 north of Runnymede head station	64 ,, ...	do.
82	Runnymede Run, Richmond River, at a waterhole on the road from Casino to Richmond, 4½ miles northerly from Runnymede.	50 ,, ...	do.
83	At Fawcett's Plains, on Fairy Mount Run, on Fawcett's Creek.	80 ,, ...	do.
	County of Rous, Parish of North and South Casino, at Casino, on Richmond River.	635 ,, ...	Town of Casino.
	Counties of Rous and Richmond, at Casino	1,175 ,, ...	Suburban lands, Casino.
	County of Rous, at Lismore, opposite confluence of Leicester's Creek with Richmond River.	247 ,, ...	Town of Lismore.
	County of Rous, at Lismore	1,930 ,, ...	Suburban land, Town of Lismore.
74	County of Richmond, at Myrtle Creek, on road from Grafton to Casino.	640 ,, ...	Sites for villages.
75	On Myall Creek, on the road from Grafton to Casino	640 ,, ...	do.
79	County of Gresham, at the Boyd or Little River, on each side of the river for ½ a mile from its confluence with Nimboi River.	20 sq. m. ...	Reserved from sale, pending selection of line of road from Glen Innes to Grafton.
	County of Arrawatta, Parish of Byron, on the M'Intyre River.	622 acres ...	Town of Byron.
	County of Arrawatta, Parish of Byron, on the M'Intyre River.	710 ,, ...	Suburban lands at Byron.
76	Counties of Clarence and Fitz Roy, on the Orara River, at the crossing of new road from Grafton to Glen Innes.	1,440 ,, ...	Future site for village.
77	County of Gresham, at Broadmeadows, on the Boyd River, on road from Glen Innes to Grafton.	1,440 ,, ...	do.
78	County of Gresham, at Buccarumba Station, on road from Glen Innes to Grafton.	9 sq. m. ...	do.
61	At confluence of Deehan Creek with Mitchell River, on road from Glen Innes to Grafton.	1,440 acres ...	do.
62	County of Gough, at the swamp at the Big Hill, 4 miles north-west from confluence of Ditchard Creek with Mitchell River.	1,440 ,, ...	do.
63	County of Gough, at Newton Boyd, on the Henry River, at crossing of road from Grafton to Glen Innes.	1,440 ,, ...	do.
	County of Bathurst, Parishes of Clarendon and Waldegrave, at Cadia, on Cadiangullong Rivulet.	6,200 ,, ...	Temporary commonage, Cadia.
5	(Extended) On Darling River, near Town of Bourke	1,180 ,, ...	Site for a village.
84	County of Rous, Parish of Tuckurimba, North Richmond River.	750 ,, ...	do.
121	County of Hardinge, on Limestone Creek	410 ,, ...	Site for future village.
4	County of Brisbane, Parish of Castle Sempill, on the Hunter River, opposite the confluence of Bell's Creek.	450 ,, ...	do.
9	County of Westmoreland, at the Fish River Caves	6¼ sq. m. ...	Preservation of Fish River Caves.
	County of Buckland, at Coeypolly or Quirindi Creek, at Nicholas Ridge Lagoon.	180 acres ...	Preservation of water supply.
3	County of Cook, Parish of Hartley	85 a. 1 r. ...	do.
106	County of Harden, at Cootamundry	2,000 acres ...	Reserved from lease, purpose not stated.
	County of Ashburnham, near Forbes	288 ,, ...	Suburban lands, Forbes.
	County of Rous, Parish of Tuntrombil, at the head of navigation, Duck Creek.	100 ,, ...	Village of Uralba.
	County of Rous, Parish of Tuntrombil, at the head of navigation, Duck Creek.	380 ,, ...	Suburban lands, Uralba.
	County of Napier, at Coolah, on the Coolaburragundy River.	270 ,, ...	Temporary commonage, Coolah.
	County of Wynyard, Parish of South Gundagai, on the Murrumbidgee River.	1,850 ,, ...	do. Gundagai.
	County of Sandon, Parishes of Armidale and Gyra	1,600 ,, ...	do. Armidale.
	County of Dudley, Parish of Yarravel, on the Macleay River.	533 ,, ...	do. West Kempsey.

No.	Locality.	Area.	For what purpose reserved.
	County of Napier, at Coolah, on the Coolaburragundy River.	270 acres	Reserved from lease for temporary commonage.
	County of Durham, Parish of Darlington, on the Hunter River.	1,400 "	Temporary commonage, Singleton.
	County of Camden, at Wollongong, between Tom Thumb's Lagoon and the sea.	180 "	do. Wollongong.
53	County of Bathurst, near Bathurst	543 "	do. Bathurst.
	County of Wellesley, Parish of Wangellie, on right bank of Cambalong Creek.	428 "	Preservation of water supply.
54	County of Wellesley, Parish of Gunningrach, on Brugolong Creek.	160 "	do.
55	County of Wellesley, Parish of Gunningrach, Brugolong Creek.	160 "	do.
189	On Great North Road, about 9 miles north from Wallabadah.	40 "	Public watering-place.
12	(Westerly extension) County of Sandon, Parish of Gostwyck, Salisbury Waters.	.....	Site for a village.
9	County of Camden, Parish of Burrawang, at Joe Wild's Meadow.	18 a. 2 r.	Preservation of water supply.
5	County of Brisbane, Parish of Castle Sempill. Portion 71.	64 acres	do.
	County of Dampier, Parish of Wagonga, at Wagonga	47 "	do.
260	County of Forbes, at Eualdrie Bogo, Bogalong Run...	346 "	do.
261	County of Forbes, at the Springs, at a sheep-fold, 1½ mile westerly from section-1, Town of Grenfell	60 "	do.
262	Town of Grenfell, Emu Diggings, 2 miles and 28 chains from Woods' Dam.	3,130 "	Site for town and suburban lands.
1	Eunonyarunya Run, Parish of Gwynne, on Houlighan's Creek.	160 "	Withdrawn from lease for the purpose of sale.
2	Eunonyarunya Run, on Houlighan's Creek	175 "	do.
3	Eunonyarunya Run, on the Murrumbidgee River	320 "	do.
4	Eunonyarunya Run, on the Murrumbidgee River	320 "	do.
5	County of Wallace, Parish of Arable, on Ingram's Creek. Portion of Cottage Creek Run.	168 "	do.
6	County of Wallace, Parish of Myalla, on Ingram's Creek. Portion of Cottage Creek Run.	160 "	do.
122	Extension at Forbes, County of Ashburnham	50 sq. m.	Withdrawn from sale until surveyed.
4	County of Northumberland, Parish of Kahibah, at Redhead Lagoon.	620 acres	Preservation of water supply, &c.
7	County of Argyle, Parish of Bredalbane, 2nd Bredalbane Plain.	627 "	do.
502	County of Goulburn, on road from Woomargama to Yarara, at an apple-tree marked Q, over broad-arrow.	420 "	Site for future village.
	County of Camden, Parish of Budgong, at Manarego, at Kangaroo Ground.	10 "	Preservation of water supply, &c.
	County of Camden, Parish of Jellore, at Nattai Creek	209 "	Site for Village of Fitz Roy.
	County of Camden, Parish of Jellore, at Fitz Roy	997 "	Suburban lands, Fitz Roy.
	County of Roxburgh, Parishes of Rylstone and Wells	5,300 "	Temporary commonage, Rylstone.
	County of Brisbane, Parish of Park, near Scone	1,197 "	do. Scone.
	County of Cadell, at Moama, Parishes of Moama and Tattaila.	4,900 "	do. Moama.
	County of Courallie, Parish of Paramellowa, Gwydir River.	300 "	Site for Village of Paramellowa.
	County of Courallie, Parish of Paramellowa, Gwydir River.	900 "	Suburban lands, Paramellowa.
	County of St. Vincent, Parish of Boyle, on Jembai-cumbene Swamp.	200 "	Site for Village of Jembaicumbene.
	County of St. Vincent, Parish of Boyle, on Jembai-cumbene Swamp.	436 "	do.
11	County of Camden, Parish of Couridjah, at the Big or Couridjah Lagoon on Great Southern Railway.	840 "	Preservation of water supply, &c.
	County of Wellesley, Parish of Maharatta, at Tom Tipp's Flat.	142 a. 3 r. 27 p.	do.
10	County of Westmoreland, Parishes of Swatchfield and Irene, at the Swallows' Nest.	4,000 acres	Protection of gold mining interests.
	County of Goulburn, Parish of Bowna, at the confluence of Bowna and Mullangandra Creeks.	188 "	Site for Village of Bowna.
	County of Goulburn, Parish of Bowna, at the confluence of Bowna and Mullangandra Creeks.	300 "	Suburban lands, Bowna.
	County of Bathurst, Parish of Orange, near Orange	1,640 "	Temporary Common, Orange.
	County of Lincoln, Parish of Dubbo, at Dubbo	226 "	Temporary Common, Dubbo.
19	At Warracocarie, on Warracocarie Lake, Basin Bank Run.	2,240 "	Preservation of water, and other public purposes.
20	Mulgenery, Darling River. Portion of Bonley Run...	2,400 "	Preservation of water supply.
21	At Naroolpilly, on Naroolpilly Lake. Portion of Booborowie Run.	640 "	do.
22	Mulyeo, near Mulyeo Springs. Portion of Far West Run.	640 "	do.
23	Weewattah, near Weewattah Spring. Portion of Far West Run.	640 "	do.
24	At Tinegenma, left bank of the Darling River. Portion of Mount M'Pherson East Run.	2,560 "	do.
25	At Neliambo, on left bank of Darling River, Mount M'Pherson East Run.	2,560 "	do.

CROWN LANDS.

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No.	Locality.	Area.	For what purpose reserved.
26	Dairy Station, Darling River, Netallie Run ...	2,560 acres	Preservation of water supply.
27	At Batunarra, on the Darling River. Portion of New-foundland Run.	1,920 "	do.
28	At Tilpally, on Tilpally Lake. Portion of Outer Mount M'Pherson East Run.	640 "	do.
29	At Tankarook, on left bank of the Darling River. Portion of the Tankarook Run.	1,120 "	do.
251	A square portion surrounding the Sandy Creek Dam, 2½ miles north-west from Biambil Station.	640 "	do.
252	At the Biambil Home Station ...	3,800 "	do.
88	Peacock's Creek, Tabulam. Portion of Binalbo Run.	640 "	do.
89	Sandy Creek, Tabulam. Portion of Binalbo Run ...	640 "	do.
90	Lambing Flat Reserve, Grafton. Portion of Dome Mountain Run.	640 "	do.
91	At Dryaaba, Casino. Portion of the Dryaaba Run...	640 "	do.
92	At Bingebeeba, Casino. Portion of Dryaaba Run ...	640 "	do.
93	At Geneva, Casino. Portion of Ettrick Forest Run...	640 "	do.
94	Doubtful Creek, Casino. Portion of Ettrick Forest Run.	640 "	do.
95	At Dumbudgera, Grafton. Portion of Gordon Brook Run.	640 "	do.
96	At Deep Creek, Grafton. Portion of Gordon Brook Run.	640 "	do.
97	At Gilmours, Grafton. Portion of Gordon Brook Run.	640 "	do.
98	Burying Ground, Lismore. Portion of Rose Hill Run.	320 "	do.
99	Rose Hill, Lismore. Portion of Rose Hill Run ...	320 "	do.
100	Washpool, Tabulam. Portion of the Sandilands Run	320 "	do.
101	Black's Camp Creek, Tabulam. Portion of Sandiland's Run.	640 "	do.
102	Cow Paddock Reserve, Casino. Portion of Stratheden Run.	640 "	do.
103	Horse Station, Casino. Portion of Stratheden Run.	640 "	do.
104	Blacksmith's Shop, Casino. Portion of Stratheden, Wooroowoolgen, and Ettrick Forest Runs.	640 "	do.
105	Bindle Bindle, Tabulam. Portion of Tabulam East Run.	640 "	do.
106	Coonbin, Tabulam. Portion of Tabulam East Run...	300 "	do.
107	Plain Station, Tabulam. Portion of Tabulam East Run.	320 "	do.
108	Warwick or Apple Flat, Tabulam. Portion of Tabulam East Run.	640 "	do.
109	M'Lean's Crossing-place, Tabulam. Portion of Tabulam West Run.	800 "	do.
110	Plumbago Creek, Tabulam. Portion of Tabulam West Run.	320 "	do.
111	Smoker's Flat, Tabulam. Portion of Tabulam West Run.	480 "	do.
112	Fine Flour Creek, Grafton. Portion of Tempe Run.	640 "	do.
113	Tunstall, Lismore. Portion of Tunstall Run ...	160 "	do.
114	Scrub Lagoon, Lismore. Portion of Tunstall Run ...	160 "	do.
81	At the junction of Horton and Gwydir Rivers. Portion of Bangheet Run.	320 "	do.
82	Blue Nobby Station, near Yallaroi. Portion of Blue Nobby Run.	640 "	do.
83	Kelly's Gully Springs, near Warialda. Portion of Burgaria Run.	340 "	do.
84	Toolinbar Spring, 5 or 6 miles from Warialda. Portion of Burgaria Run.	80 "	do.
85	Coolatai or Mandoe Creek. Portion of Coolatai or Mandoe Run.	800 "	do.
86	M'Intyre River, near Wallangra. Portion of Eena and Wallangra Runs.	1,280 "	do.
87	Boggabri, Goonal Branch, near Bumble. Portion of Goonal Run.	640 "	do.
88	Coogoomin, on Goonal Branch, near Bumble. Portion of Goonal Run.	320 "	do.
89	Nippinippi, Coogoomin Creek, Meai, near Carbeenbri. Portion of Goonal Run.	40 "	do.
90	On the north bank of the Gwydir River, 2½ miles below Bingera.	1,600 "	do.
91	North bank of Gwydir River. Portion of Molroy Run.	960 "	do.
92	On Gwydir River, near Ginerai. Portion of Singapora Run.	1,500 "	do.
93	On the Gwydir River, between Singapora and Gravesend. Portion of Singapora Run.	1,280 "	do.
94	On Redbank Creek, on the Wallangra Run ...	640 "	do.
160	On Balabla Creek, at crossing of road from Young to Morangoral. Portion of Lower Balabla Run.	640 "	do.
161	At the Duck Holes. Portion of Upper Balabla and head of Bribim Creek Runs.	640 "	do.
162	Burreebogie Bend, Murrumbidgee River. Portion of Beabula Run.	3,200 "	do.

CROWN LANDS.

No.	Locality.	Area.	For what purpose reserved.
163	Old Beabula, Murrumbidgee River. Portion of Beabula Run.	3,200 acres	Preservation of water supply.
164	Near Benduck Murrill, on Crowther Creek. Portion of Benduck Murrill Run.	640 "	do.
165	Old Berambah, Murrumbidgee River. Portion of Berambah Run.	3,200 "	do.
166	On North bank of Murrumbidgee River. Portion of Berambah Run.	3,200 "	do.
167	On Black Range Creek. Portion of Black Range Run.	320 "	do.
168	Italians' Waterhole, Black Range Creek, Black Range Run.	160 "	do.
169	Port Phillip Road, near Bogolong. Portion of Bogolong (Julian's).	640 "	do.
170	Healey's Old Station, Bogolong Creek. Portion of Bogolong (Julian's).	160 "	do.
171	Bogolong Creek. Portion of Bogolong Run (Julian's).	160 "	do.
172	At head of Bringergee Creek. Portion of Bringergee Run.	3,200 "	do.
173	Sand Hill Hut, on north bank of Murrumbidgee River. Portion of Bundidgerry Run.	640 "	Refuge from floods.
174	At the Washpen, on Washpen Creek, Bundidgerry Run.	320 "	Preservation of water supply.
175	Burthong Creek, 50 chains below Burthong Stockyard. Portion of Burthong Run.	320 "	do.
176	Burthong Spring, Burthong Creek. Portion of Burthong Run.	738 "	do.
177	Tumbleton Spring, Tumbleton Creek. Portion of Burthong Run.	240 "	do.
178	Black's Springs. Portion of Burthong Run	320 "	do.
179	Burrowa River. Portion of the Burrowa Run	500 "	do.
180	Yellow Licking Holes, Salt Clay Creek. Portion of Cootamundra Run.	640 "	do.
181	Reedy Creek, near junction of Coppabella Creek. Portion of Coppabella Run.	160 "	do.
182	At the head of Coppabella Creek, Coppabella Run	320 "	do.
183	Old Washpen, on Coppabella Creek. Portion of Coppabella Run.	160 "	do.
184	At Gardner's Old Hut, on north bank of the Murrumbidgee River. Portion of Cuba Run.	2,400 "	do.
185	On north bank of Murrumbidgee River	2,400 "	do.
186	The Skilling Hut, on the roadside between Cootamundra and Stockenbingal. Portion of Cucumla Run.	640 "	do.
187	Green Camp, Stockenbingal Creek. Portion of Cucumla Run.	320 "	do.
188	Old Congo Dam, Congo Creek. Portion of Cucumla Run.	640 "	do.
189	Junction of Spring and Dwyer's Creeks. Portion of Curianga Run.	640 "	do.
190	Dunderalligo Creek, near Binalong Road. Portion of Dunderalligo Run.	320 "	do.
191	On Two-mile Creek, 1 chain and 33 links from the bridge on Binalong Road. Portion of Dunderalligo, Bowning, and Sheep Station Creek Runs.	640 "	do.
192	On the Main Road between Bookham and Jugiong. Portion of Five-mile Creek Run.	640 "	do.
193	Coonococabil, on the north bank of the Murrumbidgee River. Portion of Gogeldrie Run.	3,200 "	do.
194	Ewarderry Lagoon, on the Murrumbidgee River. Portion of Gogeldrie Run.	3,200 "	do.
195	Old Dairy Station, Yeo Yeo Creek. Portion of Grogan Creek Run.	640 "	do.
196	Old Saw Pit, on the road from Yeo Yeo to Junee. Portion of Grogan Creek and Wallenbeen Runs.	640 "	do.
197	Nine-mile Lagoon. Portion of Grungle Run	3,200 "	do.
198	The Brick Kiln, on the west side of Houlahan's Creek. Portion of Houlahan's Creek Run.	640 "	do.
199	Yannaway Lagoon, north bank of Murrumbidgee River. Portion of Hulong Run.	3,200 "	do.
200	Matanga Lagoon, Murrumbidgee River. Portion of Hulong Run.	1,600 "	do.
201	Licking Hole, Cudgel Creek. Forms portion of Memagong Run.	320 "	do.
202	Little Memagong, on north boundary of the run. Portion of Memagong River.	160 "	do.
203	At the crossing-place of the Old Junee Road with the Billabong Creek. Portion of the Merybundinah Run.	640 "	do.
204	Currajong, Currajong Creek. Portion of Milong Run.	320 "	do.
205	At the Five Waterholes, on Five Waterhole Creek. Portion of Moppity Run.	160 "	do.
206	On the east side of Currawang Creek, on southern boundary of Moppity Run.	160 "	do.
207	At the junction of Mylora and Stony Creeks. Portion of Mylora Run.	320 "	do.

CROWN LANDS.

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No.	Locality.	Area.	For what purpose reserved.
208	On Illalong Creek. Portion of Mylora Run...	400 acres	Preservation of water supply.
209	Geraldera Waterhole, Yeo Yeo Creek. Portion of Narrabarra and Garaldra Runs.	640 "	do.
210	On Narrabarra Creek. Portion of Narrabarra Creek Run.	640 "	do.
211	Junee Creek. Portion of North Junee Run...	320 "	do.
212	Connaughtman's Creek. Portion of Nubba Run...	160 "	do.
213	Connaughtman's Creek. Portion of Nubba Run...	640 "	do.
214	On the Oura Run, on the Murrumbidgee. Portion of the Oura Run.	640 "	do.
215	On north bank of Murrumbidgee. Portion of Police Point Run.	3,200 "	do.
216	Tom's Point, on north bank of the Murrumbidgee River. Portion of Police Point Run.	3,200 "	do.
218	On north bank of Murrumbidgee River, adjoining Ray's pre-emptive purchase. Portion of Uardry Run.	610 "	do.
265	At Gardner's Old Yard, on the north bank of Murrumbidgee River. Portion of Ulong Run.	1,600 "	do.
266	(No. 50 extended), County of Harden, on Murrumbidgee River. Portion of Wadgegalong Run.	830 "	do.
267	Cullingar Waterholes, Cullingar Road. Portion of Wallendbeen Run.	160 "	do.
268	Jungat or Gap Spring, on west boundary of Wallendbeen Run.	160 "	do.
269	At the four roads leading from Sydney, Wagga Wagga, Young, and Bland.	640 "	do.
270	Dooderman Spring. Portion of Wallendbeen Run...	160 "	do.
271	Yeo Yeo Creek, near Stockenbingal Yards, Wallendbeen Run.	160 "	do.
272	On the north bank of Cudgel Creek, Yanco Run...	3,200 "	do.
273	At the Junction Reserve, on the Yanco Run...	3,200 "	do.
190	On Manilla River, 1 mile from western boundary of Barraba suburban allotments, Barraba Run.	640 "	do.
191	2½ miles west of Barraba Township, on Manilla River, Barraba Run.	240 "	do.
192	About 4 miles from Township of Barraba, north of Manilla River. Portion of Barraba Run.	960 "	do.
193	7 miles west from Barraba, south side of Manilla River, Barraba Run.	1,280 "	do.
194	Namoi River, 60 miles south-west of Wee Waa, on Berryabar Run.	320 "	do.
195	23 miles east of Narrabri, on north bank of Namoi River, Billyeena Run.	40 "	do.
196	About 25 miles east of Narrabri, on north bank of Manilla River. Portion of Billyeena Run.	120 "	do.
197	50 miles south-west from Wee Waa, on the Namoi River, Bucklebone Run.	320 "	do.
198	50 miles south-west from Wee Waa, on the boundary line between the Bucklebone and Berryabar Runs.	320 "	do.
199	On Namoi River, 45 miles south-west from Wee Waa. Portion of the Bucklebone Run.	80 "	do.
200	4 miles north-west from Gunnedah Township. Portion of Burrell Run.	10 "	do.
201	Cuerindi Creek, 10 miles northerly from Manilla, Cuerindi Run.	1,280 "	do.
202	At the New Yard, about 14 miles north of Manilla. Portion of Manilla and Glenriddle Runs.	640 "	do.
203	20 miles north-west from Manilla, and 7 miles west from Manilla River, on Manilla and Glenriddle Runs.	800 "	do.
204	About 14 miles southerly from Breeza Township. Portion of Mooki Run.	640 "	do.
205	Lower Middle Island Camp. Portion of Mooki Run	320 "	do.
206	20 miles south-east from Narabri, on north side of Namoi River, Therribry Run.	720 "	do.
207	Main Camp Reserve, 85 miles west from Wee Wha. Portion of Tory Wee Wha Run.	640 "	do.
208	90 miles west from Wee Wha. Portion of Tory Wee Wha Run.	320 "	do.
209	About 80 miles west from Wee Waa. Portion of Tory Wee Wha Run.	160 "	do.
210	At What-for-Eugallah. Portion of Vale of Sighs Run	40 "	do.
454	Near the 40-mile Hill, on the road from Albury to Sydney. Portion of Billabong Run.	320 "	do.
455	At Major's Gully, Tarcutta Creek. Portion of Borambola Run.	640 "	do.
456	On the Billabong and Ten-mile Creeks. Portion of Carabobala Run.	85 "	do.
457	South of Main Peak of Bullock Bullock Mountain. Portion of Egan Creek Run.	640 "	do.
458	South of Bullock Bullock Mountain, at crossing of road from Grubben to Wagga Wagga, over Egan Creek. Portion of Egan Creek Run.	1 s. mile	do.
459	Main Southern Road, Kyamba Creek, Kyamba Run.	640 acres	do.
460	Main Southern Road, Kyamba Creek, Kyamba Run.	320 "	do.

No.	Locality.	Area.	For what purpose reserved.
461	Main Southern Road, adjoining Kyamba Reserve, Kyamba Run.	400 acres ...	Preservation of water supply.
462	60 chains south from south-west corner of Kyamba Old Reserve, on Main Southern Road.	640 ,, ...	do.
463	At Little Springs, on north bank of O'Brien's Creek, O'Brien's Creek Run.	640 ,, ...	do.
464	At the corner of Cox and Keane's 320 acres pre. pur., Pullitop Run.	640 ,, ...	do.
465	Gilmore Creek, 10 miles above Town of Tumut, Rosebank Run.	160 ,, ...	do.
466	At Bent's Springs, adjoining Town of Wagga Wagga. Portion of Wagga Wagga Run.	640 ,, ...	do.
467	Adjoining A. T. Boulton's c. p., on the Wagga Wagga Run.	640 ,, ...	do.
468	Adjoining Carroll's 40 acres c. p., on the Wagga Wagga Run.	70 ,, ...	do.
45	On Hillgrove Creek, at the crossing of the road to Gara. Portion of Gara Run.	1,920 ,, ...	do.
46	The Little Lagoon, $\frac{1}{2}$ mile south of Millis Head Station, Guyra West. Portion of Guyra West Run.	640 ,, ...	do.
47	Parish of Hillgrove, on the Gyra River. Portion of Gyra Run.	160 ,, ...	do.
48	Ollera Creek, opposite Everett's 320 acres, 2 miles below Ollera Head Station.	640 ,, ...	do.
49	Ollera Creek, $\frac{1}{2}$ a mile above Cattle Station Hut. Portion of Ollera Run.	640 ,, ...	do.
50	Rocky Gully, Paradise Creek, Inverell. Portion of Paradise Creek Run.	320 ,, ...	do.
51	Ollera Creek, near Tinterden Head Station. Portion of Tinterden Run.	640 ,, ...	do.
52	Limestone Creek, 4 miles north-east from Head Station. Portion of Tinterden Run.	1,920 ,, ...	do.
53	At Black Gully, 2 miles north-west of homestead. Portion of Ward's Mistake Run.	640 ,, ...	do.
54	Backwater Camp, Nowland's Creek, opposite the junction of Noxs Nick. Portion of Ward's Mistake Run.	960 ,, ...	do.
31	At a spring on the road from Bourke to Warrego, $7\frac{1}{2}$ miles from Warrego River.	640 ,, ...	do.
32	At Cockellireena Waterhole, Culgoa River. Portion of Block A Run.	2,560 ,, ...	do.
33	At Cumborah Springs, between Narran and Barwin Rivers. Portion of Cumborah Springs Run.	640 ,, ...	do.
34	Pigrawatha Waterhole, Bogan River. Portion of East Bogan No. 33 Run.	3,200 ,, ...	do.
35	Cooleeree Waterhole, Bogan River, East Bogan No. 24 Run.	1,280 ,, ...	do.
36	At Utere Waterhole, East Bogan No. 25. Portion of East Bogan No. 25.	640 ,, ...	do.
37	East Bogan No. 25, at Pockle Pedda Waterhole ...	640 ,, ...	do.
38	At the south-west corner of East Bogan No. 26 Run ...	640 ,, ...	do.
39	At the southern corner of East Bogan No. 26 Run ...	640 ,, ...	do.
40	At the south-west corner of East Bogan No. 29, at a tree marked R with broad-arrow over and XVI under.	1,920 ,, ...	do.
41	Grawin Waterhole, between Narran and Barwin Rivers. Portion of Grawin Run.	640 ,, ...	do.
42	Pigrawatha Waterhole, Bogan River. Portion of West Bogan No. 23 Run.	3,200 ,, ...	do.
43	Cooleeree Waterhole, Bogan River. Portion of West Bogan No. 24 Run.	3,200 ,, ...	do.
44	At Pockle Pedda Waterhole. Portion of West Bogan No. 25.	1,600 ,, ...	do.
45	At Utere Waterhole, on the Bogan River. Portion of West Bogan, No. 25.	1,600 ,, ...	do.
46	At north-east corner of West Bogan No. 26, at a tree marked WR with broad-arrow over and XIII under, West Bogan No. 26.	1,600 ,, ...	do.
47	North-west corner of West Bogan No. 26, at a tree marked WR with broad-arrow over and XV under.	1,600 ,, ...	do.
48	At north-east corner of West Bogan No. 28, at a tree marked R with broad-arrow over and XVIII under.	3,200 ,, ...	do.
49	At Kerenie East, Warrego River, at Kerenie Dam. Portion of Warrego No. 4 Run.	640 ,, ...	do.
50	At Boera East, Warrego River. Portion of Warrego No. 6 Run.	3,200 ,, ...	do.
51	Gumballie East, Warrego River, at Gumballie Dam. Portion of Warrego No. 7 Run.	3,200 ,, ...	do.
52	Ford's Bridge East, Warrego River, at Ford's Bridge Dam. Portion of Warrego No. 11 Run.	3,200 ,, ...	do.
53	Erira Junction, Warrego River. Portion of Warrego No. 12.	3,200 ,, ...	do.
54	Kerenie West, Warrego River. Portion of West Warrego No. 1 Run.	640 ,, ...	do.
55	At Boera West, Warrego River. Portion of West Warrego No. 3.	800 ,, ...	do.
56	At Gumballie West, Warrego River, at Gumballie Dam. Portion of West Warrego No. 5 Run.	700 ,, ...	do.

CROWN LANDS.

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No.	Locality.	Area.	For what purpose reserved.
57	Ford's Bridge, Warrego River. Portion of West Warrego No. 8 Run.	640 acres ...	Preservation of water supply.
58	Irara Junction West, Warrego River, at a tree marked R with broad-arrow over and XIII under. Portion of West Warrego No. 9.	640 ,, ...	do.
280	At the junction of Gresal Creek with Mountain Creek. Portion of Burrawong Run.	640 ,, ...	do.
281	At the Peach-tree Crossing-place, Macquarie River. Portion of the Geary Run.	640 ,, ...	do.
282	At the confluence of Boree Creek with the Mandagery Creek. Portion of Toogong Run.	400 ,, ...	do.
57	County of Wallace, Parish of Bobundara, at Buckley's Crossing, Snowy River.	238 ,, ...	Depasturing of impounded stock.
263	County of Forbes, at the Melyra Springs, 2½ miles northerly from section 3 of the Town of Grenfell.	60 ,, ...	Water supply, &c.
6	(Extended) At Ledknappa, on the road from the Culgoa River to the Warrego.	4 sq. m. ...	Preservation of water supply.
22	At the Mud Spring, near Nelly's Camp, 15 miles north-west from Ledknappa.	1 ,, ...	do.
23	At the lake on the road from Bourke to the Warrego River.	2 ,, ...	do.
24	At the Clay-pan Hollow, on the road from Bourke to the Warrego River.	1 ,, ...	do.
25	At Harley's Springs, on the road from Bourke ...	4 ,, ...	do.
26	At Kullyna Spring, on the road from Bourke to the Warrego River.	1 ,, ...	do.
27	At Yannanaguy, on the Warrego River, where the road from Bourke to the Warrego touches that river.	½ ,, ...	do.
28	At Gongogan, on the Bogan River ...	5 ,, ...	Site for a future village.
29	At Eringunia, on the Warrego River ...	4 ,, ...	do.
30	At Bullamunta Point, Darling River, 3 miles above Bourke.	11 ,, ...	do.
6	County of Brisbane, at Isaac's Creek, on the River Isis.	40 ,, ...	Preservation of water supply.
85	Newton Boyd Run, County of Gresham, on Oakley Creek, at the foot of Barney's Hill.	1 ,, ...	Site for future village.
86	Newton Boyd, at the junction of Yellow Jacket Creek with the River Mann or Mitchell.	1 ,, ...	do.
87	Newton Boyd Run, at the confluence of Four-mile Creek with the River Mann or Mitchell.	1 ,, ...	do.
37	(Extension westerly) At Mackay's Creek, Boorowa River.	600 acres ...	do.
264	Parish of Cootamundry, County of Harden ...	160 ,, ...	Reserved from sale until surveyed, for Racecourse.
	County of Nandewar, Parish of Narrabri, at Narrabri. Portion of Narrabri and Tibereenah Runs.	1,280 ,, ...	Reserved from lease.
	County of Monteagle, at Young, containing about ...	6,436 ,, ...	do.
	County of Richmond, Parish of West Coraki, on the Richmond River, opposite the confluence of the North Arm.	450 ,, ...	Site for Village of Coraki.
	County of Richmond, Parish of West Coraki, on the Richmond River, opposite the confluence of the North Arm.	1,250 ,, ...	Suburban lands, Coraki.
	County of Gough, on Ditchard Creek, on road from Grafton to Glen Innes.	120 ,, ...	Reserved for purposes in connection with road from Grafton to Glen Innes.
	County of Dampier, Parish of Wagonga, at Wagonga River. The Crown lands within 2 miles of the river from the Yanko Creek, to a point 1¼ mile below Hervey and Alleyne's 160 acres at Bringergee.	47 ,, ...	Site for Village of Wagonga.
264	Counties of Cooper and Sturt, on the Murrumbidgee River. The Crown lands within 2 miles of the river from the Yanko Creek, to a point 1¼ mile below Hervey and Alleyne's 160 acres at Bringergee.	95 sq. m. ...	For approach of railway, and site for future town.
	County of Gregory, Parish of Canonbar, at Duck Creek.	165 acres ...	Site for Village of Canonbar.
	County of Gregory, Parish of Canonbar, at Duck Creek.	187 ,, ...	Suburban lands, Canonbar.
121	County of Hardinge, on Limestone Creek, containing	148 ,, ...	Site for Village of Ollera.
	County of Hardinge, on Limestone Creek, containing	262 ,, ...	do.
4	County of Cook, at the lagoon known as the Mountain Lagoon.	165 ,, ...	Preservation of water supply.
	County of Raleigh, Parish of South Bellingen, on North Arm of Bellingen River.	130 ,, ...	Site for Village of Raleigh.
	County of Raleigh, Parish of South Bellingen, on North Arm of Bellingen River.	911 ,, ...	Suburban lands, Raleigh.
501	Mountain Creek Run, Cherry-tree Camp, Parish of Woomargama.	160 ,, ...	Water supply, &c.
1	On the Darling River, 318 chains south-west from the hut at Culpaulin. Portion of Cunangle Run.	640 ,, ...	Reserved from lease for purposes of sale.
2	On the Darling River, 514 chains north-east from the hut at Culpaulin. Portion of Culpaulin East Run.	624 ,, ...	do.
3	On the western margin of Waldaira Lake. Portion of Coocale Run.	627 ,, ...	do.
4	County of Forbes, at Waterfall Station. Portion of Bong Bong Run.	160 ,, ...	do.
5	On Morongla Creek. Portion of Cowra Rocks Run.	320 ,, ...	do.
6	County of Forbes, on right bank of Neila Creek. Portion of Paddy's Plains, or Cudgelong Run.	160 ,, ...	do.

CROWN LANDS.

No.	Locality.	Area.	For what purpose reserved.
7	County of Forbes, on the left bank of the Lachlan River.	320 acres	Reserved from lease for purposes of sale.
8	County of Inglis, on Attunga Creek. Portion of Moore Creek Run.	160 "	do.
9	County of Inglis, on Moore Creek. Portion of Moore Creek Run.	400 "	do.
10	County of Hardinge, on Barlow's Creek. Portion of Abington Run.	325 "	do.
11	County of Sandon, Parish of Salisbury. Portion of the Salisbury Run.	160 "	do.
12	On Wollomumbi Creek, 9 miles north-east from Gyra Head Station.	160 "	do.
59	County of Auckland, Parish of Wallagoot, at Jella Jellat Swamp.	220 "	Preservation of water supply.
	Coonabaralba Run, Stephen's Creek, Barrier Range.	85 a. 3 r. 19 p.	Reserved from lease.
	County of Raleigh, Parish of South Bellingen, on North Arm of Bellingen River.	130 acres	Site for Village of Raleigh.
	County of Raleigh, Parish of South Bellingen, on North Arm of Bellingen River.	911 "	Suburban lands, Raleigh.
	County of Northumberland, at Kahibah Point, Lake Macquarie.	41 "	For access from the coal-field at Lake Macquarie to Deepwater.
208	Adjoining western boundary of Coonabarabran Town Reserve.		Town pasturage.
59	On the Bogan River, at the waterhole at the Model Hut.	2 sq. m.	Preservation of water supply.
6	County of Fitz Roy, at Nymboya, Nymboi River.	838 acres	Site for future village.
3	County of Wynyard, on Yaven Yaven or Hillas's Creek.	648 "	do.
362	County of Harden, Parish of Wambat, at the Race-course Lagoon.	69 "	Preservation of water supply.
525	County of Townsend, between Deniliquin and Wanganella.	19 sq. m.	Railway purposes.
5	County of Cook, on the Bathurst Road, at the Blue Mountain Inn.	104 acres	Preservation of water supply for railway purposes.
	County of Hume, on road from Corowa to Urana, at Coreek.	640 "	Site for future village.
	County of Phillip, at Growee Creek	272 "	Site for a village and other public purposes.
	County of Buckland, Parish of Telford, at Darling Water.	800 "	Preservation of water supply.
59	County of Clyde, on the Darling River, at Brewarrina	400 "	Police paddock, &c.
283	At Canonba, Duck Creek, County of Gregory, Village of Canonba.	1,830 "	Future extension to village, and pasturage.
526	County of Boyd, Parish of Waddi, at Waddi	5,900 "	Site for future town and approach for railway.
2	County of Cumberland, Parish of Cornelia, Hawkesbury River.	25 "	Preservation of water supply.
312	County of Ashburnham, near Keenan's Bridge	80 "	do.
	County of Ashburnham, at the Lagoon, at the confluence of Mogong and Myrang Creeks.	160 "	do.
	County of Macquarie, Parish of Arakoon, at Trial Bay.	225 "	Site for Town of Arakoon.
	County of Macquarie, Parish of Arakoon, at Trial Bay.	2,420 "	Suburban lands at Arakoon.
	County of St. Vincent, Parish of Araluen, at Araluen West.	90 "	Site for Village of Araluen West.
	County of St. Vincent, Parish of Araluen, at Araluen West.	320 "	Suburban lands, Araluen West.
	County of St. Vincent, Parish of Araluen, at Araluen.	60 "	Site for Village of Araluen.
	County of St. Vincent, Parish of Araluen, at Araluen.	430 "	Suburban lands, Araluen.
	County of Wellesley, parish of Heyden, at the confluence of Boggy Creek with Little Plain River.	466 "	Site for Village of Wellesley.
	County of Wellesley, parish of Heyden, at the confluence of Boggy Creek with Little Plain River.	124 "	Suburban lands, Wellesley.
	County of Caira, parish of Benongal, at the confluence of Tualka Creek with the Murrumbidgee River.	457 "	Site for Town of Weimby.
	County of Caira, Parish of Benongal, at the confluence of Tualka Creek with the Murrumbidgee River.	413 "	Suburban lands, Weimby.
	County of Urana, Parish of Thurrowa, at Thurrowa, on Yanko Creek.	420 "	Site for Village of Thurrowa.
	County of Urana, Parish of Thurrowa, at Thurrowa, on Yanko Creek.	552 a. 2 r.	Suburban lands, Thurrowa.
	County of Murray, Parish of Goorooyarroo, at the confluence of M'Laughlan's Creek with Yass River.	217 acres	Site for Village of Sutton.
	County of Murray, Parish of Goorooyarroo, at the confluence of M'Laughlan's Creek with Yass River.	195 "	Suburban lands, Sutton.
	County of Finch, at the Rocky Ford, Collarindabri, on the Barwin River.	264 "	Site for Town of Collarindabri.
	County of Finch, at the Rocky Ford, Collarindabri, on the Barwin River.	1,645 "	Suburban lands, Collarindabri.
101	County of Arawatta, on the M'Intyre River, in the Parish of Yetman.	76 "	Water supply and other public purposes.
527	County of Hume, on a road from K. Petrie's 160 acres, Brown's Springs Run to Albury.	40 "	Preservation of water supply.
60	County of Wallace, at Back Creek, Dry Plains Run	107 a. 2 r.	do.

CROWN LANDS.

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No.	Locality.	Area.	For what purpose reserved.
367	At Livingstone's Lagoon, near Yuglo Creek, Bina Run, 11 miles north-east of Morris's Lagoon, in the County of Gipps.	40 acres ...	Preservation of water supply.
528	County of Wynyard, Parish of Calafat, Adelong Creek.	51 " ...	do.
3	County of Durham, Parish of Vane, at Falbrook ...	48 " ...	do.
61	County of Wellesley, Parish of Thoko ...	360 " ...	Preservation of limestone quarries.
314	Davey's Plains Run, County of Ashburnham, on Canomodine Creek.	160 " ...	Preservation of water supply.
315	County of Ashburnham, on Davey's Plains, on Bowan or Jerribong Creek.	160 " ...	do.
	County of Arrawatta, Parish of Bonshaw, Dumaresq River.	160 " ...	Site for Village of Bonshaw.
	County of Arrawatta, Parish of Bonshaw, Dumaresq River.	816 " ...	Suburban lands, Bonshaw.
	County of Hunter, Parishes of Wambo, Pinbil, and Lemington.	4,250 " ...	Temporary Commonage at Jerry's Plains.
	County of Roxburgh, Parishes of Rylstone and Wells.	5,300 " ...	Temporary Common, Rylstone.
	County of Brisbane, Parish of Park, near Scone ...	1,197 " ...	do. Scone.
	County of Cadell, at Moama, Parishes of Moama and Yatailla.	4,900 " ...	do. Moama.
	County of Bathurst, Parish of Orange, near Orange...	1,640 " ...	do. Orange.
	County of Lincoln, Parish of Dubbo, at Dubbo ...	1,160 " ...	do. Dubbo.
	County of Monteagle, Parish of Marrengal, Boorowa River.	960 " ...	do. Boorowa.
	County of Monteagle, Parish of Young, at Young ...	12½ sq. m. ...	do. Young.
	County of Durham, Parish of Russell, at Aberdeen ...	1,508 acres ...	do. Aberdeen.
	County of Inglis, Liverpool Plains, at Tamworth ...	7,020 " ...	Temporary Commonage, Tamworth.
30	Buttock Creek, Narrawa Run, Albert District.	1,280 " ...	Preservation of water supply.
31	At Natiola, on Natiola Creek. Portion of Ullolie Run.	1,280 " ...	do.
32	At Pangara, on Natiola Creek. Portion of Ullolie Run.	1,280 " ...	do.
253	County of Gowen, including Belar Waterhole, on the Belar Run.	640 " ...	do.
254	County of Gowen, including Timor Waterhole, Coonamon Run.	320 " ...	do.
255	County of Leichhardt, including the Oak Camp and portion of Square Mountain Creek on Curianawa Run.	640 " ...	do.
256	County of Leichhardt, surrounding Cox's Springs, near head of Keenby Creek, Curianawa Run.	640 " ...	do.
257	County of Leichhardt, ½ a mile south-west from a tree marked X R, near Curianawa Gap, portion of Curianawa Gap.	640 " ...	do.
258	County of Leichhardt, including Sam's Waterhole, Curianawa Run.	640 " ...	do.
259	County of Leichhardt, 3¼ miles south-west from Dam at Curianawa portion of Curianawa Run.	640 " ...	do.
260	At the Cooroolambille Waterhole, on left bank of Barwin River, portion of Euroka Run.	2,560 " ...	do.
261	At the Yowen Waterhole, at north-east corner of Yowendah Run, on the Barwin River.	2,560 " ...	do.
262	On right bank of Coolah Creek, 7¼ miles above the homestead portion of Large Oakey Creek Run.	1,000 " ...	do.
263	On right bank of Macquarie River, commencing at south-west corner of Williwa Run. Forms portions of Quambone and Guabotho No. 2.	3,200 " ...	do.
24	Wilpatara, counties of Tarah and Wentworth, on Ana-branch of the Darling. Portions of Westbrook and Tapio Runs.	2,560 " ...	do.
25	Boolpunga, on the Ana-branch of the Darling River. Portion of Westbrook North Ana-branch and Ana-branch East Runs.	2,560 " ...	do.
26	Wood's Camp No. 22, on Ana-branch of Darling River. Portion of Watragill North Ana-branch, Moorpa and Tooran Runs.	2,560 " ...	do.
27	Yarlalla, Ana-branch of Darling River. Portion of Eurilla, Yarlalla, and Palinoa Runs.	2,560 " ...	do.
28	Urutah, on Ana-branch of Darling River. Portion of Urutah, Urutah West, Yarlalla, and Palinoa Runs.	2,560 " ...	do.
29	Kilow, on Ana-branch of Darling River. Portions of Urutah and Urutah West Runs.	2,560 " ...	do.
95	On the Horton River, 4 miles above Bangheet, on the Bangheet Run.	1,280 " ...	do.
96	About 250 yards below junction of Cunningham's and Mandoe Creeks, on Coolatai or Mandoe Run.	1,600 " ...	do.
97	On east bank of Mandoe Creek, ½ a mile below Coolatai Springs. Portion of Coolatai Run.	1,600 " ...	do.
98	At Warrawilli, on Meai River, at Derra. Portion of Derra Run.	1,280 " ...	do.
99	At the junction of Cucumber Creek with the M'Intyre, on Wallangra Run.	960 " ...	do.
100	On Plain Station Creek, Little Plain Spring. Portion of Wallangra Run.	160 " ...	do.

CROWN LANDS.

No.	Locality.	Area.	For what purpose reserved.
274	At Pine Ridge Point, on Lachlan River. Portion of Bellingrambil Run.	3,200 acres	Preservation of water supply.
275	At Nine-mile Point, Lachlan River. Portion of Bellingrambil Run.	3,200 "	do.
276	At north-west corner of paddock fence, at Bellingrambil Homestead.	3,200 "	do.
277	At south-east corner of Bellingrambil Run ...	3,200 "	do.
278	At south-west corner of Bellingrambil Run...	1,600 "	do.
279	On Benduck Run, 17 links east from south-west corner of Run.	3,200 "	do.
280	Murrumbidgee River, on north bank. Portion of Benduck Run.	3,200 "	do.
281	At south-west corner of Berembled Run, on right bank of Murrumbidgee River.	3,200 "	do.
282	At Bimbalingal Waterhole, on the Lachlan River, on Bimbalingal Run.	3,200 "	do.
283	On Ulambong Lagoon, north bank of Lachlan River, Boberoy Run.	3,200 "	do.
284	On north bank of Lachlan River, at south-west corner of Booberry Run.	3,200 "	do.
285	At junction of Bogolong and Cart Road Creeks. Portion of Bogolong Run.	157½ "	do.
286	County of Harden, at the Washpen, Bogolong Creek. Portion of Bogolong Run.	400 "	do.
287	At Wateringhole Point, on left bank of Lachlan River, on Bolamble Run.	3,200 "	do.
288	On north bank of Lachlan River, 1 mile above OVL Point, on the Booligal Run.	3,200 "	do.
289	At Clowery Waterhole, Lachlan River. Portion of Booloora Run.	3,200 "	do.
290	On south bank of Lachlan River, at north-west corner of Mr. Jones' 320 acre purchase. Portion of Cadow Run.	1,280 "	do.
291	At the Wellandra Cutting, on the Cain or Uranaway Run.	3,200 "	do.
292	At Willawong, at the junction of Willawong and Five-mile Creeks, Calabash Run.	640 "	do.
293	At the Needles, on south bank of Lachlan River, Cargelligo Run.	3,200 "	do.
294	At the north-east corner of Cargelligo Run ...	3,200 "	do.
295	On the Condoblin Lagoon, on the Condoblin Run ...	640 "	do.
296	On south bank of Lachlan River, opposite south-east corner of Street's paddock fence. Portion of Condoblin Run.	3,200 "	do.
297	At Miller's Point, on the Murrumbidgee River. Portion of Coonon Point Run.	3,200 "	do.
298	On the Coonon Point Run, on the Murrumbidgee River, 63 links north from south-west boundary of run.	3,200 "	do.
299	At the Washpen Hole, on Washpen Creek. Portion of Dananbilla Run.	640 "	do.
300	On the Lachlan River, at south-east corner of Enebelong Run.	3,200 "	do.
301	On Lachlan River, at south-west corner of Eribonderry Run.	1,280 "	do.
302	On north bank of Houlahan's Creek. Portion of Eunonyareenya Run.	640 "	do.
303	At Dirty Swamp Plain, in the Ganmain Run ...	640 "	do.
304	On right bank of Murrumbidgee River. Portion of the Ganmain Run.	3,200 "	do.
305	On right bank of Murrumbidgee River, in the parish of Cagaldara, on the Grungle Run.	3,200 "	do.
306	At Neaw, on north bank of the Lachlan River, portion of Guagong Run.	3,200 "	do.
307	On Lachlan River, near the Stockyard, on Guagong Run.	3,200 "	do.
308	At the Graveyards, on south bank of Lachlan River. Portion of the Gulgo Run.	3,200 "	do.
309	At the Camp Plain, on south bank of the Lachlan River, on Gummell Run.	3,200 "	do.
310	On right bank of Murrumbidgee River, adjoining Grong Grong paddock. Portion of Grong Grong Run.	3,200 "	do.
311	On west boundary of Hyandra East Run. Portion of Hyandra East and West Runs.	3,200 "	do.
312	At south-west corner of Hyandra West Run. Portion of Hyandra West Run.	3,200 "	do.
313	On south bank of Lachlan River, at north-east corner of the Island Run.	2,560 "	do.
314	On south bank of Lachlan River, 53 links east of south-west corner of Jerralong grass paddock. Portion Jerralong Run.	2,240 "	do.
315	On south bank of Lachlan River, 43 links from north-west corner of Jollinyong Run.	3,200 "	do.
316	Back Station Creek, north-west side of Kimo Run, on Kimo Run.	640 "	do.

CROWN LANDS.

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No.	Locality.	Area.	For what purpose reserved.
317	County of Clarendon, on right bank of Murrumbidgee River. Portion of Kimo Run.	640 acres	Preservation of water supply.
318	On right bank of Murrumbidgee River. Portion of Kolkitaberto Run.	1,750 "	do.
319	On north bank of a lagoon 74 chains south-west from Kolkitaberto House. Portion of Kolkitaberto Run.	1,500 "	do.
320	On north bank of Lachlan River, between Upper Bellingerambil and Bellingerambil Runs. Portion of Lower Belingerambil Run.	1,600 "	do.
321	Kuba Point, Lachlan River, Lower North Thononga Run.	3,200 "	do.
322	On north bank of Lachlan River, adjoining Home paddock fence, Lower North Thononga Run.	3,200 "	do.
323	Wheabah Crossing-place, on the Mea Mia Run	3,200 "	do.
324	At the Yellow Waterhole, Mea Mia Run	3,200 "	do.
325	At Warringerry Point, on the Lachlan River. Portion of Mickabill Run.	3,200 "	do.
326	At Mickabill, commencing 13 chains north-east from Mickabill Old Hut. Portion of Mickabill and Gulgo Runs.	3,200 "	do.
327	At Gingerbeer Shop, on Gingerbeer Flat, on Mingay Run.	640 "	do.
328	Sheep Station Spring, on south-west side of Mooney Mooney Range, Mingay Run.	640 "	do.
329	On Jones's Creek, adjoining Marshall's 100 acres, Mingay Run.	320 "	do.
330	At the south-east corner of Moon Moon Curra Run. Portion of Moon Moon Curra and Craigengullen Runs.	640 "	do.
331	At a spring on north-west side of Mooney Mooney Range, about 1½ mile south-east from Mooney Mooney House. Portion of Mooney Mooney Run.	321 "	do.
332	At south-east corner of Narandara Run	640 "	do.
333	At Durragan Point, Murrumbidgee River. Portion of Pimpampa Run.	3,200 "	do.
334	At the Dam Plain, on the Thellangerin East Run	3,200 "	do.
335	Multana Plain. Portion of the Thellangering East and Ulonga Runs.	3,200 "	do.
336	On south bank of Lachlan River. Portion of Thellangering West Run.	3,200 "	do.
337	At Imbarong. Portion of Thellangering West Run...	3,200 "	do.
338	On south bank of Lachlan River. Portion of Thellangering West Run.	3,200 "	do.
339	At Chadwick's Old Hut. Portion of Toopruck Run	3,200 "	do.
340	At the Double Yards, on the Toopruck Run	3,200 "	do.
341	At a point known as Firstcorner, on the Lachlan River. Portion of Towyel Run.	3,200 "	do.
342	At the Red Hole. Portion of the Euabalong Run	3,200 "	do.
343	On south bank of Lachlan River, about 60 chains south of Ualba Head Station.	3,200 "	do.
344	On Uah Creek, 317 links south-east from south-east corner of Uar stockyard, on Uar Run.	150 "	do.
345	On south bank of Lachlan River. Portion of Ulonga Run.	3,200 "	do.
346	On north bank of Lachlan River. Portion of Wallandra North Run.	3,200 "	do.
347	At Old Wallamundry, on the Wallamundry Run	1,920 "	do.
348	At Three-mile Point, Willandra South Run	3,200 "	do.
349	At Redbank Corner, on Wallandra South Run	3,200 "	do.
350	At the Parsonage, on the Walla Walla and Caringatel Runs.	640 "	do.
351	On the Bundaburra Lagoon. Portion of Walla Walla and Caringatel Runs.	160 "	do.
352	The old Wardry Falls. Portion of Wardry Run	3,200 "	do.
353	At the Warroo Falls. Portion of the Warroo Run...	3,200 "	do.
354	On north bank of Lachlan River. Portion of Whooye Run.	3,200 "	do.
355	Wantaole Spring No. 1, Wantabadgery Run...	640 "	do.
356	At Wantaole Spring No. 2, Wantabadgery Run	640 "	do.
357	At the Horse Plain. Portion of the Woolondool Run	3,200 "	do.
358	On south bank of Lachlan River, near Bimbalingel old Stockyard, on Wooyeo Run.	3,200 "	do.
359	On north bank of Lachlan River, 11 chains and 72 links from pound yards. Portion of Woowingeragong Run.	640 "	do.
360	On Bundaburra Creek, 10 chains south-east from north-east corner of Strickland's paddock, on Woowingeragong Run.	160 "	do.
361	At Old Yadra, on the Lachlan River. Portion of the Yadra Run.	3,200 "	do.
211	County of Darling, 4 miles southerly from Barraba. Portion of Barraba Run.	640 "	do.
212	At Bulyeroi Water-hole, Thalaba Creek. Portion of Bulyeroi Run.	240 "	do.
213	New Bulyeroi Water-hole, Thalaba Creek. Portion of Bulyeroi Run.	56 "	do.

No.	Locality.	Area.	For what purpose reserved.
214	Banna Banna Waterhole, Thalaba Creek. Portion of Bulyeroi Run.	160 acres	Preservation of water supply.
215	Bullerawa Creek, 25 miles south-west from Wee Waa. Portion of the Bulgarie Run.	160 "	do.
216	On right bank of Bullerawa Creek, 27 miles south-west from Wee Waa. Portion of Bullerawa Run.	160 "	do.
217	On Namoi River, at junction of Merah and Cubbaroo Runs. Portion of Cubbaroo Run.	160 "	do.
218	On Namoi River, 30 miles south-west from Wee Waa, on the Cubbaroo Run.	320 "	do.
219	Near west end of Myall Lagoon. Portion of Cubbaroo Run.	320 "	do.
220	On Pine Creek, 30 miles north-west from Wee Waa. Portion of Cubbaroo Run.	640 "	do.
221	On Namoi River, 10 miles north-east from Manilla. Portion of Cuerindi Run.	640 "	do.
222	At Crowey Plain, 33 miles south-west from Wee Waa. Portion of Drildool Run.	640 "	do.
223	At Warran Lagoon, 38 miles south-west from Wee Waa. Portion of Drildool Run.	160 "	do.
224	On the Pokateroo and Namoi Road, 31 miles westerly from Wee Waa. Portion of Drildool Run.	320 "	do.
225	On left bank of Namoi River, about 80 miles westerly from Wee Waa. Portion of Goangra Run.	640 "	do.
226	County of Darling, about 4 miles north-east from Ironbark Creek. Portion of Ironbark Creek Run.	480 "	do.
227	Opposite the Ironbark Creek Head Station, 4 miles northerly from Wood's Reef, Ironbark Creek Run.	320 "	do.
228	At Gehan Waterhole, 40 miles west from Narrabri. Portion of Malaraway Run.	160 "	do.
229	At Dixie's Waterhole, on the Malaraway Run	160 "	do.
230	At Bumble Waterhole. Portion of Malaraway Run	80 "	do.
231	At Malaraway Waterhole, Malaraway Run	320 "	do.
232	At Reedy Waterhole, on the Malaraway Run	320 "	do.
233	On left bank of Manilla River, 9 miles north of Manilla Township. Portion of Manilla and Glenriddle Runs.	320 "	do.
234	Namoi River, 15 miles south-west from Wee Waa. Portion of Merah Run.	160 "	do.
235	Namoi River, $\frac{1}{2}$ a mile from junction of Deep Creek, on Merah Run.	160 "	do.
236	On right bank of Namoi River, 25 miles south-west from Wee Waa. Portion of Merah Run.	160 "	do.
237	At Merrywynebone Waterhole, on the Merrywynebone Run.	320 "	do.
238	At Merrywynebone Waterhole, on the Thalaba Creek. Portion of Merrywynebone Run.	320 "	do.
239	At Nine-mile Waterhole, on the Thalaba Creek. Portion of Merrywynebone Run.	85 "	do.
240	On left bank of Milchomi Creek, about 65 miles south-west from Wee Waa. Portion of Milchomi Run.	160 "	do.
241	On left bank of Namoi River, 20 miles north-west from Gunnedah Township. Portion of Milchengourie Run.	640 "	do.
242	On left bank of Mooki River, 18 miles south-east from Breeza Township. Portion of Mooki Run.	640 "	do.
243	On left bank of Mooki River, about 25 miles south from Breeza Station. Portion of Mooki Springs Run.	320 "	do.
244	On left bank of Mooki River, 25 miles south from Breeza Township. Portion of Mooki Springs Run.	320 "	do.
245	On left bank of Namoi River, about 80 miles westerly from Wee Waa. Portion of Myall, Lawry, and Bungle Gully Runs.	640 "	do.
246	At the Long Waterhole, north bank of Thalaba Creek, North Oreel Run.	800 "	do.
247	At Nine-mile Waterhole, north bank of Thalaba Creek. Portion of North Oreel Run.	160 "	do.
248	At Colletoodilla, on Thalaba Creek. Portion of North Oreel Run.	720 "	do.
249	On left bank of Pilliga Creek, opposite lowest marked tree of J. B. Rundle's purchased land. Portion of Pilliga Run.	320 "	do.
250	At the Yellow Waterhole, on the Pilliga Run	40 "	do.
251	At Sledge Hole, on the Pilliga Run	320 "	do.
252	At New Oreel Waterhole, on Thalaba Creek, South Oreel Run.	160 "	do.
253	At Nine-mile Waterhole, on Thalaba Creek. Portion of South Oreel Run.	160 "	do.
254	At the Long Waterhole, on Thalaba Creek. Portion of South Oreel Run.	780 "	do.
255	On left bank of Namoi River, $\frac{1}{4}$ of a mile easterly from Drildool Head Station. Portion of the Talluba Run.	360 "	do.

CROWN LANDS.

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No.	Locality.	Area.	For what purpose reserved.
256	On left bank of Dubbo Creek, at its junction with Terrigila Creek. Portion of Talluba Run.	480 acres ...	Preservation of water supply.
257	On left bank of Pilliga Creek, near junction of Coona-barabran, Wee Waa, and Walgett Roads. Portion of Talluba Run.	480 " ...	do.
258	On the left bank of Dubbo Creek. Portion of Talluba Run.	160 " ...	do.
259	On right bank of Namoi River, at the bridge over the river. Portion of Terriaro Run.	80 " ...	do.
260	At the junction of the Namoi and Peel Rivers. Portion of Tulcumbah Run.	120 " ...	do.
261	On east bank of Namoi River, 9 miles north of Carroll Township, on Tulcumbah Run.	180 " ...	do.
262	At Seven-mile Station, 10 miles north-east from Carroll Township. Portion of Tulcumbah Run.	320 " ...	do.
263	Hungry Hill, 8 miles northerly from Carroll Township. Portion of Tulcumbah Run.	120 " ...	do.
264	At Gunnembene, 6 miles north of Carroll Township. Portion of Tulcumbah Run.	320 " ...	do.
265	At Hobden's Waterhole. Portion of Tulcumbah Run.	320 " ...	do.
266	On left bank of Borah Creek, at the Rocky Waterhole. Portion of the Tulcumbah Run.	554 " ...	do.
267	On right bank of Borah Creek, at the Rocky Waterhole. Portion of the Tulcumbah Run.	88 " ...	do.
268	Left bank of Borah Creek, at Borah Hut, Tulcumbah Run.	260 " ...	do.
269	On right bank of Borah Creek, at Borah Hut, Tulcumbah Run.	500 " ...	do.
270	At Rangari, on Rangari Creek, on the Tulcumbah Run	200 " ...	do.
271	At the Basin, on Barney's or Basin Creek, on the Tulcumbah Run.	160 " ...	do.
272	On left bank of Gwabegar Creek, 2 miles north of Wangen Head Station.	160 " ...	do.
273	On the boundary between Weeta Waa and Merah Runs, on the Weeta Waa Run.	160 " ...	do.
274	200 yards from junction of Sheep Station Lagoon with Namoi River, Weeta Waa Run.	160 " ...	do.
275	On Namoi River, about 5 miles west from Wee Waa. Portion of Weeta Waa Run.	320 " ...	do.
276	On left bank of Peel River, about 8 miles south of Nundle, on Wombromurra Run.	1,920 " ...	do.
277	On right bank of Peel River, 11 miles south of Nundle. Portion of Wombromurra Run.	2,560 " ...	do.
278	About 6 miles northerly from Bowling Alley Point Township. Portion of Woolomon Run.	160 " ...	do.
279	About 6 miles north of Bowling Alley Point Township. Portion of Woolomon Township.	160 " ...	do.
280	About 5 miles north of Bowling Alley Point Township. Portion of Woolomon Run.	320 " ...	do.
281	About 3 miles north of Bowling Alley Point Township. Portion of Woolomon Run.	640 " ...	do.
282	On left bank of Boggy Creek. Portion of Woolalra Run.	80 " ...	do.
283	On north bank of Boggy Creek, about 31 miles westerly from Narrabri. Portion of Woolalra Run.	80 " ...	do.
284	On south-west side of Boggy Creek, about 33 miles north-west from Narrabri. Portion of Woolalra Run.	80 " ...	do.
285	On right bank of Boggy Creek, about 38 miles north-west from Narrabri. Portion of Woolalra Run.	80 " ...	do.
286	At the Three-mile Waterhole, about 30 miles southerly from Breeza. Portion of Yarraman Run.	640 " ...	do.
287	On Yarraman Creek, about 25 miles south from Breeza. Portion of Yarraman Run.	640 " ...	do.
288	At Yokeobawly, on the Yeariman Run	640 " ...	do.
58	County of Wellesley, Parish of Gecar, on Bombala River. Portion of Bombala Run.	420 " ...	do.
501A	County of Goulburn, on the Jerra Jerra and Buckaginga Creeks. Portion of Buckaginga Run.	620 " ...	do.
503	On Jerra Jerra and Buckaginga Creeks. Portion of Buckaginga Run.	640 " ...	do.
504	On Buckaginga Creek. Portion of Buckaginga Run	640 " ...	do.
505	On north bank of Buckaginga Creek. Portion of Buckaginga Run.	640 " ...	do.
506	On Buckaginga Creek. Portion of the Buckaginga Run.	640 " ...	do.
507	On Murrumbidgee River, about 70 miles below Wagga Wagga, above Gillenbah Ferry. Portion of Buckinbong and Gillenbah Runs.	1,600 " ...	do.
508	Murrumbidgee River, 2 miles above Gillenbah Ferry. Portion of Gillenbah and Buckinbong Runs.	320 " ...	do.
509	Murrumbidgee River, 70 miles below Wagga Wagga. Portion of Buckinbong and Gillenbah Runs.	1,120 " ...	do.
510	Murrumbidgee River, 70 miles below Wagga Wagga. Portion of Buckinbong and Gillenbah Runs.	640 " ...	do.

No.	Locality.	Area.	For what purpose reserved.
511	Parish of Woomargama, on Yambla Creek. Portion of the Mullingandra Run.	90 acres ...	Preservation of water supply.
512	At Brooke's Flat, Tarcutta Creek. Portion of Oberne Run.	640 " ...	do.
513	Horninghole Flat, Tarcutta Creek. Portion of Oberne Run.	480 " ...	do.
514	Waterhole Camp, Tarcutta Creek. Portion of Oberne Run.	640 " ...	do.
515	Little Plain, Tarcutta Creek. Portion of Oberne Run.	640 " ...	do.
516	At the Main Southern Road, Tarcutta Creek. Portion of Oberne Run.	640 " ...	do.
517	At the Big Springs, head of O'Brien's Creek. Portion of O'Brien's Creek Run.	640 " ...	do.
518	At the Big Springs, head of O'Brien's Creek. Portion of O'Brien's Creek Run.	640 " ...	do.
519	At the Big Springs, head of O'Brien's Creek. Portion of O'Brien's Creek Run.	640 " ...	do.
520	Parish of Oberne, on Tarcutta Creek. Portion of Umutbee and Toonga Runs.	70 a. 37 p....	do.
521	At Spring Creek, south of Woomargama Village. Portion of Woomargama Run.	320 acres ...	do.
522	At efflux of Yanko Creek from Murrumbidgee River. Portion of Yanko Run.	640 " ...	do.
523	At the efflux of Yanko Creek from Murrumbidgee River.	1,280 " ...	do.
524	Parish of Moorwatha, on road from Howlong to Gerogery.	20 " ...	do.
123	County of Gough, on west bank of M'Intyre River. Portion of Byron Run.	960 " ...	do.
124	Spencer's Gully, near Inverell. Portion of Byron Run.	640 " ...	do.
125	Apple-tree Flat. Portion of Byron Run ...	640 " ...	do.
126	At Waterford's Gully, on the Byron Run ...	640 " ...	do.
127	The Boundary Reserve, on the Byron Run ...	640 " ...	do.
128	At Vivers Gully, on the Byron Run ...	640 " ...	do.
279	On left bank of Mandagery Creek, opposite Old Bald Hill Station Hut. Portion of Bald Hills Run.	640 " ...	do.
283	At junction of Lachlan and Belubula Rivers. Portion of Bangaroo Run.	.....	do.
284	On right bank of Lachlan River, commencing at south-east corner of Condobolin. Portion of Condobolin and Borambil Runs.	3,200 acres ...	do.
285	At the south-east corner of Condobolin Run, including Gulgo Waterhole. Portion of Condobolin and Gulgo Runs.	3,200 " ...	do.
286	On right bank of Boree Creek. Portion of Boree Nyrang Run.	500 " ...	do.
287	On left bank of Boree Creek. Forms portion of Boree Nyrang Run.	240 " ...	do.
288	At Tuckerally Spring, near Borimbla Creek. Portion of Boree Nyrang Run.	10 " ...	do.
289	At Rocky Pond Creek. Portion of Bulderudgera Run.	640 " ...	do.
290	On right bank of Barcebagebong Creek. Portions of Berewombeina and Mulgathary Runs.	3,200 " ...	do.
291	To include the Booga Waterhole, Carrawobbity Run.	960 " ...	do.
292	At the south-east corner of Carrawobbity Run.	1,500 " ...	do.
293	At Cullenburrawang Spring, at crossing of old Wambangabry Road, Hyandra Creek. Portion of Cullenburrawang Run.	40 " ...	do.
294	At Mudgingan Spring. Portion of Cullenburrawang Run.	40 " ...	do.
295	On the Bogan River. Portion of Darouble East Run.	640 " ...	do.
296	$\frac{1}{2}$ a mile from Darouble Station Hut, Darouble West Run.	640 " ...	do.
297	On right bank of Bogan River, 17 chains from Draggy Water Hole. Portion of Draggy Run.	1,000 " ...	do.
298	On right bank of Lachlan River. Portion of Grudgery Run.	3,800 " ...	do.
299	9 miles from Reserve at Burrawang, on road from Burrawang to the Bogan. Portion of Gunningbland Run.	640 " ...	do.
300	At south-west corner of and forming part of Hermitage East Run.	3,200 " ...	do.
301	At Sheep Station Hut, Bob's Creek. Portion of Molong Swamp Run.	320 " ...	do.
302	On right bank of Coobong or Billabong Creek. Portion of Mountain Run.	4,500 " ...	do.
303	On left bank of Bell River. Portion of Narrigal Run.	2,560 " ...	do.
304	Right bank of Bogan River, 60 chains south from Oak's Station Hut. Portion of the Oaks Run.	800 " ...	do.
305	On Wambangalong Creek, 40 chains above old John's Station. Portion of Wambangalong Run.	320 " ...	do.
306	On the east bank of a lagoon (unnamed), distant 2 miles west of Bogan River. Portion of West Bogan No. 2 Run.	640 " ...	do.

CROWN LANDS.

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No.	Locality.	Area.	For what purpose reserved.
307	On left bank of Bogan River. Portion of West Bogan No. 2 Run.	9,600 acres	Preservation of water supply.
308	On the boundary line between West Bogan Runs Nos. 2 and 3. Portion of West Bogan No. 3 Run.	7,200 "	do.
309	At the south-east corner of Yama Run, 5 miles east of confluence of Mandagery Creek with Lachlan River. Portion of Yama and Yengoura Runs.	3,200 "	do.
6	County of Cook, on the Bathurst Road, at the Weather-board.	40 "	Railway purposes.
115	County of Rous, parish of Ballina, near Ballina, on the Sea Coast.	27 "	Preservation of water supply.
7	County of Brisbane, on Drynamigan Creek. Portion $\frac{7}{8}$.	50 "	do.
367	At the confluence of Irish Jack's Creek, on the Mopity or Spring Creek.	10 "	do.
368	At Limestone Creek, county of Harden, adjoining south boundary of L. Berry's 100 acres c.p. and 40 acres, parish of Bobara.	140 "	do., and limestone quarry.
62	At North Head, Tuross River, in the county of Dampier	1 a. 3 r. 8 p...	Preservation of water supply.
63	At North Head, Tuross River, to include a waterhole situated on portion 29, parish of Congo.	1 a. (about) ...	do.
64	At North Head, Tuross River, to include a waterhole situated on portion 29, parish of Congo.	1 a. "	do.
529	County of Townsend, parish of Warrawool, on Tuppal Creek.	243 acres	Extension of Village Reserve, and suburban lands and pasturage.
3	County of Gundubooka, at Bullamunta Point, Darling River.	1,180 "	Reserved from lease as site for Village of West Bourke.
8	County of Camden, at Good Dog.	104 a. 1 r. 0 p.	Temporary commonage.
	County of Harden, parish of Cungegong, on Cungegong Creek.	160 acres	Site for Village of Cungegong.
	County of Harden, parish of Cungegong, on Cungegong Creek.	332 "	Suburban lands, Cungegong.
	County of Arrawatta, parish of Yetman, M'Intyre River.	1,030 "	Temporary commonage, Yetman.
	County of Bathurst, parish of Graham, adjoining G. Goode's 50 acres additional conditional purchase.	10 a. 1 r. 21 p.	Preservation of water supply.
	County of Bathurst, parish of Graham, adjoining Whitton's 40 acres.	9 acres	do.
	County of Camden, parish of Wollongong, at the Five Islands.	60 "	Site for a public ferry.
	County of Clarence, parish of Southampton ...	675 "	Temporary common, Grafton.
	County of Courallie, at Bogree Ponds ...	265 "	Site for Village of Bogree.
	County of Courallie, at Bogree Ponds ...	375 "	Suburban lands, Bogree.
	County of Monteagle, parish of Young, at Young ...	2,630 "	Suburban lands, Young.
364	At Wallanthery and Willandra, Billabong, Lachlan River.	20 $\frac{1}{4}$ sq. m.	Preservation of water supply.
365	At Mossgeil Station, Willandra, Billabong ...	2 "	
367	At Munaro Spring, Munaro Hill, on the boundary dividing the Lachlan and Darling Districts.	1 "	

RESERVES rescinded by the present Government.

No.	Locality.	Area.	Date of Notification of Reserve.
19	At Dubbo, on Ulomogo Creek ...	2 sq. ms.	22 December, 1865.
20	At the confluence of the Talbragar and Macquarie Rivers, Troy Run.	400 acres	"
21	At the junction of the Mogriguy or Bickanbene Creek with the Macquarie River, Troy Run.	340 "	"
22	On the Macquarie River, on the Terramungamine Run ...	1 sq. m.	"
23	On the Talbragar River, Troy and Bickanbene Runs ...	2 sq. ms.	"
24	On the Talbragar River, Dubbo Run ...	2 "	"
25	On the Talbragar River, at the confluence of Beni or Deep Creek, Barbijal Run.	85 acres	"
26	On the Talbragar River, near Jones' Creek, Barbijal Run ...	1 sq. m.	"
27	On Jones' Creek, at the Springs, Barbijal Run ...	160 acres	"
28	On the Talbragar River, $\frac{1}{2}$ a mile above Mitchell's Creek, Barbijal Run.	$\frac{2}{3}$ of a sq. m.	"
29	On the Talbragar River, $\frac{1}{2}$ a mile below Barbijal House ...	2 $\frac{1}{2}$ sq. ms.	"
30	On the Macquarie River, 1 $\frac{1}{2}$ mile northerly from old Burabidine Station, Terramungamine Run.	5 sq. ms.	"
31	On the Macquarie River, at the Rocky Station ...	300 acres	"
57	On Macquarie River, at Rocky Station Run ...	.....	"
61	On the Macquarie River, near the crossing of the road from Dubbo to Warren, at Minore Fall, on the Euromedah Run.	5 sq. ms.	"
64	On the Macquarie River, at the Old Belarbijal Hut, Belarbijal Run	5 "	"
127	On the Geary Run, commencing on the Macquarie River, where the boundary of the 10-mile circle round Wellington crosses that river.	5 "	"

No.	Locality.	Area.	Date of Notification of Reserve.
130	On the Murrumbidgee Run, on the Macquarie River ...	296 acres	27 December, 1865.
131	Murrumbidgee Run, on the Macquarie River ...	1,000 "	"
132	On the Murrumbidgee Run, Macquarie River ...	2 $\frac{1}{4}$ sq. ms.	"
133	On the Woorooboomi Run, on the Macquarie River ...	5 "	"
140	At Bickanbene Waterhole, on Bickanbene Creek ...	640 acres	"
141	At Bickanbene, at Goree Waterhole, on Bickanbene Creek ...	160 "	"
142	At Bickanbene, at Goree Station, on Bickanbene Creek ...	40 chains sq.	"
143	Bickanbene, at Upper Station, on Bickanbene Creek ...	640 acres	"
144	Bickanbene, at Middle Waterhole, on Bickanbene Creek ...	160 "	"
145	Moonul, at Emungerie Old Station, on Coalbaggie Creek ...	4 sq. ms.	"
146	Moonul, on Coalbaggie Creek, $\frac{1}{2}$ a mile above the Moonul Hut ...	8 "	"
147	Moonul, at Buggabear Station, on Coalbaggie Creek ...	4 "	"
148	Moonul, at Tommy Taylor's Camp, on Coalbaggie Creek ...	2 "	"
149	At Murrumbidgee, Macquarie River, District of Bligh ...	130 acres	"
219	At the lower boundary of the Murrumbidgee Run, on the Macquarie River.	.....	22 December, 1865.
220	Bickanbene, at Bickanbene Waterhole, on Bickanbene Creek ...	1 section	"
221	Bickanbene, at Grui Waterhole, on Bickanbene Creek ...	.....	"
222	Bickanbene, at Grui Station ...	40 chains sq.	"
223	Bickanbene, at Upper Station, on Bickanbene Creek ...	1 section	"
224	Bickanbene, at Middle Waterhole, on Bickanbene Creek ...	40 chains sq.	"
225	Moonul, at Emungerie Old Station, on Coalbaggie Creek ...	.....	"
226	Moonul, at Moonul Hut, on Coalbaggie Creek ...	.....	"
227	Moonul, at Bugaben Station, on Coalbaggie Creek, 2 $\frac{1}{2}$ miles below Moonul.	.....	"
228	Moonul, at Tommy Taylor's Camp, on Coalbaggie Creek ...	.....	"
444	Tootool Run, 1 mile east from south-west corner of run	.....	30th December, 1865.
445	Tootool Run, 2 $\frac{1}{2}$ miles from north-east corner of Tootool Run, along the boundary fence.	.....	"
40	Tenterfield Run, at Snakes Valley ...	640 acres	"
42	Tenterfield Run, Range Sheep Station ...	320 "	"
43	Tenterfield Run, at the Washpool ...	640 "	"
44	Glen Lyon Cattle Station, Tenterfield Run ...	320 "	"
39	County of Gordon, on Hyandra Creek ...	320 "	22nd December, 1865.
40	At Geary, on the Macquarie River, commencing at a point on that river where the 10 mile circle crosses it.	5 sq. m.	"
41	On Wambangalong Creek, on the Wambangalong Run, $\frac{1}{2}$ a mile above Old John's Station.	1 "	"
42	On Belouri and Wambangalong Creeks, on Wambangalong Run	1 $\frac{3}{4}$ "	"
45	On the Macquarie River, at Mount Park, Euromedah ...	5 "	"
46	On Obley Creek, $\frac{1}{2}$ mile below the Springs, Mount Park Run, Euromedah.	1 "	"
47	On the Macquarie River, on Camboogle Cumbang Run ...	2 "	"
48	On the Macquarie River, $\frac{1}{4}$ of a mile below the junction of Whylandra Creek with that river.	1 "	"
49	Whylandra Run, at the upper end of main Waterhole on Hyandra Creek.	2 "	"
50	On Bugle Guble Creek, Dunduliheral Run, $\frac{1}{2}$ a mile above the Old Hut.	4 "	"
70	On the Macquarie River, Bungle Gumble Run ...	2 "	"
71	Bungle Gumble Run, at the junction of Sandy Creek with the Macquarie River.	2 "	"
72	Bungle Gumble Run, at junction of Macquarie River and Woolandara Creek.	1 "	"
78	Minore Run, 1 mile below Lower Minore Hut ...	5 "	"
79	Minore Run, 10 chains above Upper Minore Hut ...	1 $\frac{1}{4}$ "	"
87	Little River and Weatherwaugh Run, 20 chains below Gil Gal Waterhole.	2 $\frac{1}{2}$ "	27th December, 1865.
88	Weatherwaugh Run, 20 chains below Old Weatherwaugh Yards, on the Little River.	3 "	"
89	Little River Run, on Little River, 20 chains below Cameron's Station Hut.	2 "	"
90	On the Little River Run, 20 chains above the junction with the Macquarie River.	4 "	"
91	Little River Run, on Macquarie River, 20 chains below Bocoble Station Hut.	.....	"
99	At Hyandra, on Hyandra Creek, at the Rocky Waterhole ...	160 acres	"
104	Burrawang Run, at the junction of Doughboy and Burrawang Creeks.	1 sq. m.	"
105	Burgoon Station, at the Spring, 3 chains above the Burgoon Hut, on Burgoon Creek.	2 "	"
106	Burrawang Head Station ...	2 "	"
107	At Cadumbla Station, at the junction of Catombul and Googodere Creeks.	2 "	"
108	Towan Station, opposite Towan Hut, on Towan Creek ...	1 "	"
109	Myrangle Station and south corner of Waterhole, on Myrangle Creek.	2 "	"
110	Doughboy Flat Station, 2 miles above New Doughboy Flat Hut.	1 "	"
111	Stringybark Station, at the Old Station, Stringybark Creek ...	1 "	"
112	Doughboy Creek Station, on Doughboy Creek, 3 chains below Hut.	1 "	"
113	Garothery Station, on east bank of Buckenbah Creek, opposite old Garothery Station.	1 "	"
114	The Mountain Station, on Mountain Creek, opposite the Mountain Hut.	2 "	"

CROWN LANDS.

No.	Locality.	Area.	Date of Notification of Reserve.
116	Greal Station, on Greal Creek, where Brymedura Road crosses that creek.	1 sq. m.	27 December, 1865.
117	Cadumble Station, on the east bank of Googodere Creek, Cadumble Hut.	1 "	"
118	Butcher's Station, at a Yellow Licking Hole 1 mile up Doughboy Flat Creek, from where the Burranong and Molong Road crosses.	1 "	"
119	At Trenanbong Station, at the Old Trenanbong Hut, on Trenanbong Creek.	.....	"
120	At Long's Corner, on the left bank of Mandagery Creek, Toogong Run.	.....	"
121	Toogong Run, on right bank of Mandagery Creek, 10 chains above where paddock fence crosses that creek.	.....	"
122	Toogong Run, 20 chains above junction of Mandagery and Boree Creeks.	.....	"
123	Apple-tree Flat, on left bank of Mandagery Creek, 3½ miles above junction of the Boree Creek.	.....	"
124	Greengrove Springs, on left bank of Mandagery Creek, 1 chain below Greengrove Spring, Toogong Run.	.....	"
125	Toogong Run, on right bank of Boree Creek, at south-east corner of John Smith's 400 acres.	.....	"
126	Toogong Run, on left bank of Boree Creek	.....	"
127	Boree Cabonne Run, Boree Creek, at South-east corner of John Smith's 640 acres.	.....	27 December, 1867.
128	At the Springs, Mousehole Creek. Portion of Boree Cabonne Creek.	.....	"
129	Gap Creek, 10 chains below junction of Gap and Oakey Creeks. Portion of Boree Cabonne Run.	.....	"
130	Limestone Spring, on left bank of Oakey Creek, Boree Cabonne Run.	.....	"
131	Billy Roberts' Station, on right bank of Boree Creek, Boree Nore Run.	.....	"
132	At Battye Brown's Spring. Portion of Boree Nore Run	.....	"
158	Little River, 2½ miles below junction of Little River with the Macquarie.	.....	22 December, 1867.
159	Little River, at the Gil Gal Waterhole	.....	"
162	Hyandra, on Hyandra Creek, at the Rocky Waterhole, 1 mile below Reserve No. 68.	160 acres	"
163	Hyandra, on Hyandra Creek, at the Old Paling Yard Station	160 "	"
164	Hyandra, on Hyandra Creek, midway between Wilbertree Hut and the junction of Whylandra and Wilbertree Creeks.	160 "	"
165	Hyandra, on the Mudgingar Creek, ¼ a mile above its junction with Hyandra Creek.	160 "	22 December, 1865.
166	Cumbooglecumbang, Macquarie, 10 chains below the Falls, opposite Raymond's Hill.	.....	"
169	Molong Run, on left bank of Molong Creek, adjoining north boundary of Molong Reserve.	.....	"
170	Molong Run, on left bank of Bob's Creek, near the Rocky Waterhole.	.....	"
179	Eurimbla Run, at Lower Googodria, on the Googodria Creek	.....	"
180	Eurimbla Run, 6 chains above Upper Googodria New Station	.....	"
181	Eurimbla Run, at the Gap Bridge	.....	"
182	Eurimbla Run, at a waterhole 1 mile nearly south-west from the Gap Hut.	.....	"
183	Eurimbla Run, at the Old Sawpit, on the west side of Norah Creek, 1 mile from Norah Hut.	.....	"
184	Eurimbla Run, on the east bank of Norah Creek, 10 chains below where the Old Redbank Road crosses that creek.	.....	"
185	Eurimbla Run, on the Jew's Creek, where the Bogan and Obley Road crosses it.	.....	"
186	Eurimbla Run, on the Bell River	.....	"
187	Eurimbla Run, on south bank of Reedy Creek, opposite Old Station.	.....	"
188	Cardington Run, on right bank of Native Dog Creek	.....	"
189	Cardington Run, on right bank of Two-mile Creek, below crossing of the Wellington Road.	.....	"
190	Cardington Run, on the left bank of Two-mile Creek, near crossing of the Wellington Road.	.....	"
191	Cardington Run, on the right bank of Stable Creek	.....	"
192	Cardington, 1½ mile down the Bell River from Spring Creek	.....	"
193	Cardington Run, left bank of Two-mile Creek, close to where the Wellington Road crosses that creek.	.....	"
194	Yullundry Run, at the junction of Myrangle Creek with the Yullundry.	.....	"
195	Yullundry Run, Myrangle Creek, immediately opposite Myrangle Well.	.....	"
196	Murrundry Run, ¼ of a mile above the Well Station of Yullundry Creek	.....	"
197	Murrundry Run, on the Murrundry Creek, 1 mile above, at the Bogan Road crossing place.	.....	"
198	Murrundry Run, ½ a mile below Murrundry Hut	.....	"
206	Half-way between Boree Nyrang and Molong	1 section	"
207	At Bowan Creek, 3½ miles from the confluence of Bowan and Oakey Creeks	1 "	"
210	At Brymedura, at Manilda Hut	5,760 acres	"

No.	Locality.	Area.	Date of Notification of Reserve.
211	At Googong, on south bank of Boree Creek, 42 chains west and 20 chains south, from confluence of Boree and Mandagery Creeks.	968 acres	22 December, 1865.
239	On Toogong Run, at Long's corner, on left bank of Mandagery Creek.	360	"
240	On Toogong Run, on left bank of Mandagery, opposite Old Station.	80	"
241	On Toogong Run, at the Old Woolshed, on Mandagery Creek	160	"
242	On Toogong Run, on right bank of the Mandagery, at junction of Boree Creek.	160	"
243	On Toogong Run, on left bank of the Mandagery at its junction with Boree Creek.	160	"
244	On Toogong Run, on the left bank of the Mandagery Creek, at Apple-tree Flat.	160	"
245	On Toogong Run, 40 acres, at Greengrove Springs	45	"
246	On Toogong Run, on north side of Boree Creek, adjoining J. Smith's 400 acres.	160	"
247	On Toogong Run, south side of Boree Creek, adjoining J. Smith's 203 acres.	160	"
248	On Boree Cabonne Run, on right bank of Boree Creek	80	"
249	On Boree Cabonne Run, on right bank of Boree Creek	40	"
250	On Boree Cabonne Run, on south side of Mousehole Creek	160	"
251	On the Boree Cabonne Run, at junction of Gap and Oaky Creeks.	160	"
252	On Boree Cabonne Run, on north side of Oaky Creek	40	"
255	On Boree Nore Run, on right bank of Boree Creek, near Billy Roberts' Station.	640	"
203	Kullenburrawang Spring, on Kullenburrawang Run		"
204	Mudgingar Spring, on the Kullenburrawang Run		"
205	At Wallaby Station, commencing at a tree marked C, on eastern boundary of Wallaby Run.		"
206	At Momo, commencing at a tree marked D, 20 chains south-easterly from Momo Spring.		"
123	About 3 miles distant from north bank of Murrumbidgee River, on eastern boundary line of Bundidgerry Run.	15 sq. ms.	27 December, 1865.
145	County of Winyard, on Gilmore Creek	220 acres.	23 December, 1865.
196	On north bank of Billabong Creek, opposite Barber and Moore's 640 acres at Gunambill.	3½ sq. ms.	27 December, 1865.
197	On Billabong Creek, north bank, 3 miles easterly from Gunambill Home Station. Portion of Burrangong Run.	7	"
198	At a dam on the Billabong Creek, about 6 miles and 24 chains easterly from Gunambill Home Station.	5½	"
	Portions of Gulpa Island. No. 302		23 December, 1865.
303	Yallakool Island, commencing on north side of Wakool Creek		
289	Morago Run at the Cattle Camp	640 acres	Not stated.
290	Morago Station, at the Cattle Camp, distant about 93 chains east, 6 degrees north, from Reserve 289.	640	"
291	Morago Station, distant about 2 miles 76 chains in north-easterly direction from Reserve No. 219.	640	"
292	Morago Station, about 2 miles north-westerly from middle gate in boundary fence.	610	"
293	Morago Station, about 1 mile and 13 chains north-westerly from middle gate in boundary fence.	640	"
294	Morago Station, about 1 mile and 32 chains south-easterly from gate in Barratta boundary fence.	640	"
295	Morago Station, 22 chains westerly from Brush Tailing Yard on Box Creek.	640	"
296	Marago Station, 16 chains and 35 degrees north-westerly from angle post in division fence, at Four-mile Waterhole.	640	"
297	Morago Station, 1 mile and 40 degrees east from angle post in division fence, at Four-mile Waterhole.	640	"
298	Morago Station, about 2½ miles north-east from angle post of division fence, at Four-mile Waterhole.	640	"
299	Morago Station, 2½ miles south-east from angle post of division fence, at Four-mile Waterhole.	640	"
300	Morago Station, 1 mile 58 chains from Reserve 292	640	"
301	Morago Station, 1 mile 75 chains from corner post of division fence at its northern extremity.	640	"
302	Morago Station, 52 chains south-west from corner post of division and back boundary fence.	640	"
303	Morago Station, 50 chains south-west from gate post at hurdles in back boundary fence.	640	"
306	Beremegad Run, 1 square mile at the Merribit Sheep Camp, 1 mile northerly from Merribit Bridge.	640	"
307	Beremegad Run, at Grindamill Sheep Camp, 1½ mile from Wakool River, at Old Grindamill.	640	"
308	Beremegad Run, at Ward's Hut Camp, 1 mile west of boundary fence between north Wakool and Beremegad.	640	"
309	Beremegad Run, at Two-mile Sheep Camp, 2 miles north-west from Homestead.	640	"
310	Beremegad Run, 640 acres at Cumba Cumba Sheep Camp	640	"
302	Jeegar Run, at the Buggancit Creek, Corner Camp	640	"
303	Jeegar Run, at the Cunningen Camp	640	"
304	Jeegar Run, at the Island, Upper Sheep Station Camp	640	"
208	At Coonabarabran, adjoining western boundary of Town Reserve		23 December, 1865.
146	County of Winyard on Gilmore Creek	300 acres	23 December, 1865.

CROWN LANDS.

27

No.	Locality.	Area.	Date of Notification of Reserve.
146	(Extended) County of Winyard, Parish of Gilmore, on Gilmore Creek. Portion of Gadara Run.	4 sq. ms.	28 December, 1865.
229	County of Winyard, to include Campbell's Meadow on Gundagai and Tumut Roads.	1 section	"
251	On the Murray River, 64 chains northerly from junction of Tooma River.	"	"
252	Gri Grik Run, on the Murray River	"	28th December, 1865.
253	Adjoining the east boundary of Welaregang Village Reserve, on the Tooma River.	"	"
254	On Bringenbrong Run, on the Murray River, 2 miles and 16 chains northerly from junction with the Indi River.	"	"
257	On Tumberumba and Meragle Creeks, 1½ mile west from J. Garland's 160 acres.	"	"
258	On Meragle Creek, near junction of Spring Creek, bounded on the north by a line west to Manu's Creek, crossing the Tumberumba Creek.	"	"
259	On the Meragle Creek, 40 chains northerly from junction of Meragle Back Creek.	"	"
260	On Meragle Creek and Paddy's River, 2½ miles northerly from Reserve 259.	"	"
281	County of Winyard, Parish of Gadara, on Gilmore Creek	1 sq. m.	"
283	County of Winyard, on Adelong Creek, at the confluence of Wondalga Creek.	960 acres	"
430	On Meragle Creek, at junction of Meragle Creek with Back Creek	"	30th December, 1865.
442	On the Tooma Run, commencing at north-east corner-post of Tooma stockyard.	"	"
443	Tooma Run, Tumberumba Creek, 2 miles north of north-east corner-post of Tooma stockyard.	"	"
31	On the Byron Run, 10 chains south of confluence of Swanbrook with M'Intyre River.	1 sq. m.	"
32	Byron Run, adjoining northern boundary of Byron Reserve	1 "	"
33	Byron Run, adjoining northern boundary of the run	1 "	"
34	Byron Run, at Spencer's Gully Spring	1 "	"
35	Byron Run, at the Spring Station on Rob Roy's Gully	0½ "	"
36	Byron Run, at the Apple-tree Camp	1 "	"
37	Byron Run, on Waterford's Gully	1 "	"
38	Byron Run, on Viver's Gully	1 "	"
39	Byron Run, on the Boggy Camp	1 "	"
	Proposed Village on Grabben Gullen Creek, County of King, Parishes of Jerrara and Biala.	"	23rd December, 1865.
	County of Buckland, Parish of Borambil, on Quirindi Creek	"	16th April, 1862.
	Proposed Village on the Shoalhaven River, in the Parish of Bundalga.	"	24th December, 1861.
	Proposed Village at the confluence of Spring and Croppy Creeks, in the County of Bligh.	"	23rd December, 1861.
	Counties of Bligh and Lincoln, on the Macquarie River, 2½ miles in a direct line above the confluence of Dreel Creek.	89 sq. ms.	27th August, 1862.
	On the Murray River, at Swan Hill, including portions 28, 29, 30, 31, 32, 33, 35, 36, and 37, Parish of Yellynong.	2½ "	24th December, 1861.
	County of Westmoreland, on Lowther Creek	¼ of a sq. m.	"
	Proposed Village on Orimbah Creek, near Tuggerah Beach Lakes, in the County of Northumberland.	"	23rd December, 1861.
	County of Forbes, at Wangan, within Reserve from lease No. 37, Wangan, Lachlan District.	320 acres	25th October, 1852.
	County of Winyard, the island known as Jenkins' Island, Murrumbidgee River.	200 "	16th April, 1862.
	County of Cumberland, Parish of Cowan, the island in the Hawkesbury River known as Mud Island.	76 "	"
	County of Sandon, Parishes of Kentucky and Sandon, at Maester's Swamp.	640 "	4th July, 1865.
	Village at Farnham, on Jerrinongala Creek, County of St. Vincent	"	23rd December, 1861.
	County of Gowen, on the Castlereagh River, at the confluence of Terrabile Creek.	360 acres	24th December, 1861.
	County of Wakool, on the Murray River, at Tooleybuc	789 "	14 October, 1862.
	County of Rouss, at Tintenbar, on Emigrant Creek, at the head of boat navigation.	223 ac. 2 r.	5 September, 1862.
	Counties of Buccleuch and Cowley, on the Goodradigbee River.	622 acres	24 December, 1861.
	Counties of Buccleuch and Cowley, on the Goodradigbee River.	614 "	7 September, 1863.
	County of Sandon, Parish of Uralla, District of New England	4 ac. 1 r.	14 October, 1862.
	County of Richmond, on the Richmond River, at Coraki. Portion of Codrington Reserve No. 10.	1,700 acres	24 December, 1861.
	County of Macquarie, Parish of Arakoon, Macleay River	1,475 "	"
	At the confluence of the Cookbundoon and Wollondilly Rivers, being No. 3 in the County of Argyle.	22 sq. ms.	5 September, 1862.
	Near the confluence of the Cookbundoon and Wollondilly Rivers, No. 4, in the County of Argyle.	3 "	"
	Proposed Village, at the confluence of Coolaburragundy Creek with the Talbragar River.	"	23 December, 1861.
	County of Macquarie, on the Wilson River, the island known as Dulhunty's Island.	40 acres	16 April, 1862.
	County of Buccleuch. The island in the Murrumbidgee included in portions 98 and 99, Parish of Bundarlo.	43 ac. 3 r.	"
	Proposed Village at the entrance of Farquhar Inlet, in the County of Gloucester.	"	23 December, 1861.
	County of Ashburnham, in the Parish of Forbes, Lachlan River, 3 miles 27½ chains east from Section 36, Town of Forbes.	288 acres	28 April, 1863.

No.	Locality.	Area.	Date of Notification of Reserve.
	County of Rous, at the head of boat navigation, Duck Creek, near the Richmond River.	$\frac{3}{4}$ of a sq. m. ...	5 September, 1862.
	County of Sandon, Parishes of Mihi and Gostwyck, included in portions 57 to 63, Parish of Mihi, and portion 73, Parish of Gostwyck.	366 acres ...	20 May, 1862.
	County of Georgiana, near Cook's Vale Creek, with Cook's Vale Gold Field.	40 ,, ...	23 December, 1861.
	County of Rous, at the entrance to the Tweed River, at Tarranora, on the boundary between New South Wales and Queensland.	15 sq. ms. ...	Not stated.
	County of Winyard, Gumly Gumly Island, on the Murrumbidgee River.	218 acres ...	17 April, 1861.
	County of Macquarie, Luthwic Island, Scott's Creek, Manning River.	48 ,, ...	17 April, 1862.
	County of Raleigh, Parish of North Bellinger, on north arm of Bellinger River, at confluence of Manam Creek.	581 ,, ...	24 December, 1861.
	County of Clarendon, at Mitta Mitta Sheep Station, Mitta Mitta Creek.	320 ,, ...	23 December, 1865.
	Proposed Village, County of Dudley, Parish of Barragong, at confluence of Bococo Creek with Macleay River.	.....	..
	County of Lincoln, within the Butler's Falls Reserve, Macquarie River.	131 ac. 1 r. 8 p.	17 April, 1862.
	County of Dampier, at Wagonga Inlet	1 $\frac{1}{4}$ sq. m. ...	9 May, 1862.
	County of Rous, Parish of North Godrington, at the confluence of the North Arm with main Richmond River.	1,424 acres ...	24 December, 1861.
306	On the Yabtree Run, on the Murrumbidgee River	1 sq. m. ...	28 December, 1865.
307	On the Yabtree Run, on western bank of Hillas's Creek	2 ,, ...	..
308	On the Yabtree Run, $\frac{1}{2}$ a mile above the bridge on Hillas's Creek	2 ,, ...	..
309	Yabtree Run, on Hillas's Creek, $\frac{1}{4}$ of a mile below the confluence of the Nacka Nacka and Yaven Yaven Creeks.	1 ,, ...	..
310	Yabtree Run, 1 mile above Delanty's Hut, on western bank of Hillas's Creek.	2 ,, ...	..
311	Yabtree Run, 2 chains west of the Thistle Camp	1 ,, ...	..
	Proposed Village in the Parish of Lowry, and County of Bathurst	.....	23 December, 1861.
	Proposed Village in the Parish of Bringellet, County of Bathurst	.....	..
	Proposed Village, County of Northumberland, Parish of Mulbring, on road from Maitland to Brisbane Water.	.....	..
	Proposed Village in the Parish of Ovingham, County of Northumberland.	.....	..
	County of Urana, on left bank of Yanko Creek	290 acres ...	22 December, 1861.
	County of Urana, on the left bank of Yanko Creek	637 ,, ...	..
	County of Dudley, Parish of Yarrahappini, near the Macleay River.	23 ac. 1 r.	24 December, 1861.
	County of Camden, Parishes of Jellore and Berrima, at Fitz Roy Iron Mine.	.....	..
	County of Courallie, Parish of Paramellowa, on the Gwydir River	1,200 acres	24 July, 1855.
	County of Goulburn, Parish of Bowna, at Bowna, on Main South Road.	230 ,, ...	30 December, 1861.
	County of Goulburn, Parish of Goulburn, on Bowna Creek	250 ,, ...	24 December, 1861.
	Proposed Village on south arm of Clarence River, in the Parish of Tindale.	.....	23 December, 1861.
	County of Clarence, Parish of Taloumbi, near the junction of Palmer's Channel with the Clarence River.	.....	24 December, 1861.
	Proposed Village at Fitzgerald Swamp, Parish of Colo, County of Bathurst.	.....	23 December, 1861.
	County of Camden. That portion of the Reserve at the Five Islands, entrance to Wollongong Lake, included in portions 36 to 45, in the Parish of Wollongong.	485 acres ...	24 December, 1861.
	County of Townsend, on Billabong Creek, 6 chains south-east from junction of Thullabin Creek.	640 ,, ...	23 December, 1865.
	County of Townsend, on left bank of Billabong Creek	636 ,, ...	..
	County of Townsend, on Yanko Creek, 10 chains and 50 links from bridge over Yanko Creek.	640 ,, ...	..
	County of Urana, at Thurra, on Yanko Creek	640 ,, ...	22 December, 1865.
	County of Caira, Parish of Benongal, at the confluence of Murrumbidgee and Murray Rivers.	970 ,, ...	24 December, 1861.
1	Portion of Yanko Creek Reserve 157, viz., on Yanko Creek. Portion 4, on the right bank.	384 ,, ...	23 December, 1865.
1	Portion of Billabong Creek Reserve, No. 184, viz., on the left bank of Billabong Creek, near Wanganella, portion $\frac{2}{8}$.	160 ,, ...	..
2	Portion of Billabong Creek Reserve, No. 184, viz., on left bank of the Billabong Creek, portion No. 5.	640 ,, ...	..
3	Portion of Billabong Creek Reserve, No. 184, viz., on right bank of Billabong Creek, portion 7.	640 ,, ...	..
4	Portion of Billabong Creek Reserve, 184, viz., portion 9-66, on the left bank of Billabong Creek.	640 ,, ...	..
5	Portion of Billabong Creek Reserve, No. 184, on the left bank of Billabong Creek.	640 ,, ...	..
6	Portion of Billabong Creek Reserve, No. 184, on right bank of Billabong Creek, portion 6-66.	640 ,, ...	..
7	On right bank of Billabong Creek, portion 6	640 ,, ...	..
	County of Camden, Parish of Kembla, at Mount Kembla	260 ac. 1 r. 20p.	23 December, 1861.
	County of Sandon, Parish of Uralla, portion 190	2 acres	14 October, 1862.
	County of Wellington, at Long and Campbell Creeks, tributaries of Meroo Creek.	.....	23 December, 1861.
	Within the Meroo Creek Gold Field Reserve	.....	..

CROWN LANDS.

29

No.	Locality.	Area.	Date of Notification of Reserve.
	Proposed Village at Tuggeranong, in the County of Murray		23 December, 1861.
	County of Hume, Parish of Corowa, at Corowa, on Murray River and Dairy Lagoon.	395 ac. 2 r.	24 December, 1861.
	County of Murray, Parish of Yarrow, Queanbeyan River		23 December, 1861.
146	County of Durham, Parish of Howick, on Hunter River	575 acres	"
146	County of Wynyard, on Gilmore Creek	300 "	"
	(Extended) County of Wynyard, Parish of Gilmore, on Gilmore Creek, Gadara Run.	4 sq. ms.	"
	County of Macquarie, Parish of Arakoon, at Trial Bay	2,645 acres	"
	County of Urana, Parish of Thurrowa, at Thurrowa, Yanko Creek	812 ac. 2 r.	"
	County of Finch, at the Rocky Ford, Collarindabri, on the Barwon River.	1,909 acres	"
	Portion of Yanko Reserve, No. 157, being portion 3 on the Yanko Creek.	638 "	Not stated.
	Portion of the Yanko Creek Reserve, No. 157. Portion 6, on Yanko Creek.	640 "	"
	Portion of Yanko Creek Reserve, No. 157. Portion 1 on Yanko Creek, 3 miles easterly from junction of Billabong.	514 "	"
	Portion of Billabong Creek Reserve, No. 184. Portion 7, on right bank of Billabong Creek.	633 "	"
20	County of Wellesley, at the confluence of Little Plain River with Boggy Creek.	640 "	24 December, 1861.
	County of Monteagle, Parish of Young, at Young	2,630 "	17 June, 1867.
	Portion of Yanko Creek Reserve, No. 157. County of Townsend, Parish of Wononga, on Yanko Creek.	640 "	Not stated.
	Portions of Billabong Creek Reserve, No. 184, County of Townsend. Portion 49, on Billabong Creek.	320 "	"
	County of Townsend, adjoining portion $\frac{2}{3}$, 640 acres, North Wangella Run.	75 "	"
	County of Townsend. Portion 57, on Billabong Creek	250 "	"
	County of Townsend. Portion 61, on Billabong Creek	160 "	"
	County of Townsend. Portion 60, on Billabong Creek	160 "	"
	County of Sandon, Parish of Salisbury, at Cook's Creek	60 "	15 December, 1865.
	County of Clarence, Parish of Woombah, Magondie Island, Clarence River.	25 "	17 April, 1862.
62	County of Clarence, Parish of Taloumbi, Clarence River	194 "	"
	At Bowna Creek, Parish of Huon. Portion 1, and 6-10	640 "	17 July, 1862.
	The proposed Village Reserve at North Head, Turves River	864 "	24 December, 1861.
	County of Gunderbooka, at Bullamunta Point, Darling River	410 "	24 November, 1865.
100	County of Fitz Roy, at Nymboida, on the Mitchell River	86 ac. 2 r.	24 December, 1861.
101	On Hyandra Creek, at the Old Paling Yard Station	160 acres	27 December, 1865.
102	On the Mindingar Creek, $1\frac{1}{2}$ mile above its junction with Hyandra Creek.	160 "	"
103	On Hyandra Creek, midway between the junction of Wilbertree and Wylandra Creeks.	160 "	"
	Cumbooglecumbang, on the Macquarie River, 10 chains below the falls opposite Raymond Hill.	360 "	"
	County of Harden, Parish of Cungegong, at Cungegong Springs.	400 "	24 December, 1861.
	County of Courallie, at Bogree Ponds, on road from Boolooroo to Bogree.	640 "	29 December, 1865.
	County of Raleigh, Parish of South Bellingen, on north arm of Bellingen River.	1,041 "	24 December, 1861.
282	County of Winyard, Parishes of Calafat and Gadara, Gadara Run	1 $\frac{1}{2}$ sq. m.	28 December, 1865.
	County of Cairn, Parish of Benongal, at confluence of Tualka Creek and Murrumbidgee River.	870 acres	24 December, 1861.
47	County of Monteagle, Parish of Young, on Burrangong Creek	2,080 "	Not stated.
	At Willandra, Billabong, Lachlan District	200 sq. ms. (about)	30 June, 1865.
	County of Fitz Roy, at Nymboida, on Nymboida or Mitchell River.	86 ac. 2 r.	24 December, 1861.

Sydney: Thomas Richards, Government Printer.—1867.

[Price, 1s. 4d.]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RETURN RESPECTING LEASES OR LICENSES TO OCCUPY.)

Ordered by the Legislative Assembly to be Printed, 22 November, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 21 November, 1867, That there be laid upon the Table of this House,—

“ A Return shewing the entire number of the Leases or
“ Licenses to occupy Crown Lands in the Second Class
“ Settled and Unsettled Districts of the Colony, expiring
“ on and from December 31, 1867, to December 31, 1868,
“ inclusive, shewing,—

- “ (1.) The District in which the run is situated.
- “ (2.) The name of the run.
- “ (3.) The name of the present lessee or tenant.
- “ (4.) The estimated area.
- “ (5.) The total amount now payable, either for rental, or
for rental and assessment combined.
- “ (6.) The date of the commencement of the present
tenure.
- “ (7.) The term of the present tenure.”

(*Mr. Piddington.*)

CROWN LANDS.

District.	Name of Run.	Name of present Holder.	Estimated Area.	Charges.			Date of commencement of present tenure.	Date present tenure expires.
				Rent.	Assessment.	Total.		
			acres	£ s. d.	£ s. d.	£ s. d.		
Albert	Berawinia East	A. and J. Hood and J. W. Torrance.	20,800	20 0 0	.....	20 0 0	1 Apl., 1863	31 Mar., 1868
"	Thoulconna East	" "	24,800	24 0 0	.....	24 0 0	"	"
"	Berawinia West	Robert Hood	31,200	30 0 0	.....	30 0 0	4 Aug., 1863	3 Aug., 1868
"	Thoulconna West	"	22,400	22 0 0	.....	22 0 0	"	"
"	Effluence, No. 1	W. H. Suttor	25,600	21 0 0	.....	21 0 0	1 Oct., 1863	30 Sept., 1868
"	Effluence, No. 2	"	25,600	22 0 0	.....	22 0 0	"	"
"	Outer Pelican Ponds West.	M'Leay Taylor & Co.	64,000	50 0 0	.....	50 0 0	1 Jan., 1864	31 Dec., 1868
"	Outer Stony Ridge West.	"	64,000	50 0 0	.....	50 0 0	"	"
Bligh	Queensborough Flats.	A. T. Jones	5,000	10 0 0	20 0 0	30 0 0	30 Jan., 1854	29 Jan., 1868
"	Bundejool	Edward Flood	16,000	25 0 0	.....	25 0 0	1 Apl., 1863	31 Mar., 1868
"	Weribidde	Robert M'Phillamy	16,000	70 0 0	.....	70 0 0	"	"
"	Yarrow Creek	John Blakemore	16,000	10 0 0	20 0 0	30 0 0	5 June, 1854	4 June, 1868
"	Digilah	John Patrick	16,000	12 4 0	20 0 0	32 4 0	6 June, 1854	5 June, 1868
"	Yarrow	R. N. Richardson	16,000	10 0 0	20 0 0	30 0 0	"	"
"	Booranda	John Thomas Neale	15,000	45 0 0	15 0 0	60 0 0	6 July, 1854	5 July, 1868
"	Molle	James Dargin	16,000	30 0 0	10 0 0	40 0 0	8 July, 1854	7 July, 1868
"	New Eringangering	John Bonnington	16,000	10 0 0	20 0 0	30 0 0	21 Sept., 1854	20 Sept., 1868
"	Elong Elong	James Yeo	12,000	19 0 0	.....	19 0 0	1 Oct., 1863	30 Sept., 1868
"	New Beerbong	George Rouse	16,000	10 0 0	15 0 0	25 0 0	3 Oct., 1854	2 Oct., 1868
"	New Kirban	Henry Crossing	16,000	10 0 0	.....	10 0 0	"	"
"	New Tacklebong	Edward Flood	16,000	10 0 0	20 0 0	30 0 0	"	"
"	New Armitree	Page Jude	16,000	10 0 0	20 0 0	30 0 0	18 Oct., 1854	17 Oct., 1868
"	Weetalaba	D. and J. M'Master	16,000	10 0 0	20 0 0	30 0 0	2 Oct., 1854	1 Oct., 1868
Clarence	Rivertree East	Bishop of Newcastle	33,000	20 0 0	.....	20 0 0	1 Jan., 1864	31 Dec., 1868
"	Rivertree West.	"	40,000	25 0 0	.....	25 0 0	"	"
"	Langwell	Bundock, Barnes & Smith	14,000	12 0 0	20 0 0	32 0 0	2 Feb., 1854	1 Feb., 1868
"	Bookookoorara	Edward Wyld	20,000	50 0 0	.....	50 0 0	1 Jan., 1864	31 Dec., 1868
"	Callanyn	H. Smith	18,000	35 0 0	.....	35 0 0	"	"
"	Tabulam	C. G. T. Chauvel	30,000	75 0 0	.....	75 0 0	"	"
"	Camira	Henry Beit	38,000	125 0 0	.....	125 0 0	"	"
"	St. Cloud's	Peter Shea	30,000	40 0 0	.....	40 0 0	"	"
"	Kangaroo Creek	R. Hargrave	23,400	46 17 6	.....	46 17 6	1 Jan., 1863	31 Dec., 1867
"	Coldstream South	T. Fisher and T. Bawden	10,200	30 0 0	.....	30 0 0	"	"
"	Coldstream	"	7,680	14 0 0	.....	14 0 0	"	"
"	Quiarigo	W. Small	23,000	45 0 0	.....	45 0 0	"	"
"	Glen Righ	G. K. Ingelow	38,400	51 10 6	.....	51 10 6	"	"
"	Taloumbi	Thomas Ryan	25,600	37 10 0	.....	37 10 0	"	"
"	Ermington	C. G. Tindal	38,400	60 0 0	.....	60 0 0	"	"
"	Glenugie	James Devlin, senr.	32,600	51 10 6	.....	51 10 6	"	"
"	Sherwood	J. K. Howe	30,000	37 10 0	.....	37 10 0	"	"
"	Levenstrath	G. K. Ingelow	20,400	37 10 0	.....	37 10 0	"	"
"	Maryville	Thos. Small, junr.	17,920	30 0 0	.....	30 0 0	"	"
"	Cunglebung	N. M'Lean and N. Cowan	40,000	45 0 0	.....	45 0 0	"	"
"	Little River	J. K. Howe	30,000	35 0 0	.....	35 0 0	"	"
"	Geergorow	G. K. Ingelow	24,300	30 0 0	.....	30 0 0	"	"
"	Nymboidia	"	12,800	60 0 0	.....	60 0 0	"	"
"	Eatonswill	G., W. C. R., and C. K. Mylne.	37,000	70 0 0	.....	70 0 0	"	"
"	Ramornie	C. G. and F. Tindall	56,000	105 0 0	.....	105 0 0	"	"
"	Gordon Brook	Bundock, Barnes, & Smith	37,000	80 0 0	.....	80 0 0	"	"
"	Tempe	"	16,500	40 0 0	.....	40 0 0	"	"
"	Dome Mountain	"	25,500	70 0 0	.....	70 0 0	"	"
"	Mongogory	W. and F. Fanning	48,400	70 0 0	.....	70 0 0	"	"
"	York	Griffiths, W. and F. Fanning.	64,000	273 15 0	.....	273 15 0	"	"
"	Woorooloolgan	"	64,000	323 15 0	.....	323 15 0	"	"
"	Camden Valley	"	10,000	30 0 0	.....	30 0 0	"	"
"	Wyundah	"	40,900	180 15 0	.....	180 15 0	"	"
"	Runnymede	Emily Atkinson	57,600	406 5 0	.....	406 5 0	"	"
"	Fairy Mount, or Kyogle	Alexander M'Kellar	32,000	93 15 0	.....	93 15 0	"	"
"	Ellerby	Emily Atkinson	20,000	75 0 0	.....	75 0 0	"	"
"	Wiangaree	W. C. Bundock	35,800	123 8 9	.....	123 8 9	"	"
"	Lismore	R. A. A. Morehead and M. Young.	48,000	187 10 0	.....	187 10 0	"	"
"	Brook	William Yabsley	9,600	31 5 0	.....	31 5 0	"	"
"	Virginia	Emily Atkinson	12,000	50 0 0	.....	50 0 0	"	"
"	Tunstall	Edward Flood	19,200	62 10 0	.....	62 10 0	"	"
"	Nimben	"	20,000	43 15 0	.....	43 15 0	"	"
"	Heifer Station	"	22,400	68 15 0	.....	68 15 0	"	"
"	Blake's Creek	William Zuill	12,000	26 0 0	.....	26 0 0	"	"
"	Lanark Lodge	David Douglas M'Bride	15,000	50 0 0	.....	50 0 0	"	"
"	Double Duke	Clark Irving	10,000	40 0 0	.....	40 0 0	"	"
"	Logan	"	6,380	18 15 0	.....	18 15 0	"	"
"	Cassino	"	23,000	187 10 0	.....	187 10 0	"	"
"	Ashby	"	6,400	187 10 0	.....	187 10 0	"	"
"	Bungawaulbin	"	64,000	281 5 0	.....	281 5 0	"	"
"	Ellangowan	"	96,000	156 5 0	.....	156 5 0	"	"
"	Traveller's Rest	"	16,000	40 0 0	.....	40 0 0	"	"

CROWN LANDS.

3

District.	Name of Run.	Name of present Holder.	Estimated Area.	Charges.			Date of commencement of present tenure.	Date present tenure expires.
				Rent.	Assessment.	Total.		
Darling	Boundary	J. & J. Chambers	45,000	100 0 0	10 0 0	110 0 0	21 June, 1854	20 June, 1868
	Bundawingee	John Crozier	40,600	153 10 0	12 10 0	166 0 0	"	"
	Moorna	"	53,700	151 0 0	10 0 0	161 0 0	"	"
	Sturt's Billabong	D. Fletcher & J. Scott	35,800	130 0 0	10 0 0	140 0 0	"	"
	Tapeo	J. F. M'Mullen	38,400	150 10 0	12 10 0	163 0 0	"	"
	Tara	Trust & Agency Co. of Australasia.	43,000	153 10 0	12 10 0	166 0 0	"	"
	Titululta	J. F. M'Mullen	35,800	70 10 0	10 0 0	80 10 0	"	"
	Boollonkeena	John Crozier	28,800	22 15 0	7 10 0	30 5 0	22 June, 1854	21 June, 1868
	Mullojana	W. M'Lean	28,800	61 5 0	10 0 0	71 5 0	"	"
	Ana Branch	John Crozier	38,000	174 10 0	12 10 0	187 0 0	4 July, 1854	3 July, 1868
Tarangara	Jas. Scott	40,900	101 0 0	10 0 0	111 0 0	13 July, 1854	12 July, 1868	
West Rufus	Trust & Agency Co. of Australasia.	23,000	150 0 0	10 0 0	160 0 0	27 July, 1854	26 July, 1868	
East Rufus	"	33,000	170 0 0	10 0 0	180 0 0	"	"	
Pellwalka	"	41,600	110 0 0	10 0 0	120 0 0	28 July, 1854	27 July, 1868	
Wannawanna	"	41,600	110 0 0	10 0 0	120 0 0	"	"	
Yantaralla	"	51,200	42 0 0	10 0 0	52 0 0	2 Aug., 1854	1 Aug., 1868	
West Mallara	William Ray	44,800	10 0 0	"	10 0 0	25 Sept., 1863	24 Sept., 1868	
Loocalle	N. Chadwick	64,000	10 8 0	20 0 0	30 8 0	7 Nov., 1854	6 Nov., 1868	
Currah	J. F. Doyle	20,000	10 0 0	20 0 0	30 0 0	18 Jan., 1854	17 Jan., 1868	
Carrenuga	G. Gally	32,000	10 1 0	20 0 0	30 1 0	10 Feb., 1854	9 Feb., 1868	
East Kelo	J. Pearse	32,000	10 1 0	20 0 0	30 1 0	26 May, 1854	25 May, 1868	
Behind Collymongool	"	31,000	20 0 0	20 0 0	40 0 0	3 June, 1854	2 June, 1868	
Lay Green	R. Dines	32,000	10 1 0	20 0 0	30 1 0	"	"	
Bullerana	B. Richards, John & Jas. Williams.	12,800	14 0 0	20 0 0	34 0 0	3 July, 1854	2 July, 1868	
Guerotha	F. N. Bucknell	16,000	10 0 0	20 0 0	30 0 0	31 Oct., 1854	30 Oct., 1868	
No Man's Land	H. Dangar	9,600	25 0 0	"	25 0 0	1 Jan., 1864	31 Dec., 1868	
Deeriman	Bucknell Brothers	67,000	14 0 0	"	14 0 0	"	"	
Weeweelargee	J. B. Watt and J. Young	16,000	32 10 0	"	32 10 0	"	"	
Wallah	R. Holmes	12,400	21 10 0	"	21 10 0	"	"	
Mungle	"	16,000	21 10 0	"	21 10 0	"	"	
Caidmurry East, Blk. No. 1.	J. & T. Cooper	20,000	32 0 0	"	32 0 0	1 Jan., 1863	31 Dec., 1867	
Caidmurry East, Blk. No. 2.	"	20,000	32 0 0	"	32 0 0	"	"	
Lachlan	Dulahdulaherry	J. Devlin, junr.	22,400	11 0 0	15 1 3	26 1 3	21 Feb., 1854	20 Feb., 1867
Carrego	W. Rudd	48,000	11 0 0	20 0 0	31 0 0	26 May, 1854	25 May, 1867	
Cowaby	H. Wallace & G. King	30,700	11 2 0	20 0 0	31 2 0	28 June, 1854	27 June, 1868	
Naradhun	J. Keane & O. D. Tib-rando.	50,000	55 0 0	"	55 0 0	1 July, 1863	30 June, 1868	
Birregerry	S. Stinson	16,000	10 0 0	23 8 9	33 8 9	4 July, 1854	3 July, 1868	
Narraburra Creek	James Beveridge	10,200	20 0 0	4 13 9	24 13 9	"	"	
Bunbalingel	D. & S. O'Sullivan	17,000	42 0 0	9 7 6	51 7 6	27 July, 1854	26 July, 1868	
Grenbar or Gunbar.	G. Kirk, J. Bramwell, & A. Synnot.	23,000	15 0 0	20 0 0	35 0 0	30 Sept., 1854	29 Sept., 1868	
West's Plains	W. Lee	16,000	10 0 0	20 0 0	30 0 0	25 Oct., 1854	24 Oct., 1868	
Wooyeo	D. & S. O'Sullivan	40,000	71 7 6	15 12 6	87 0 0	8 Nov., 1854	7 Nov., 1868	
Liverpool Plains.	Whittanbra	J. Cooper	16,000	16 0 0	10 0 0	26 0 0	1 July, 1854	30 June, 1868
Coolah	David Grover	16,000	12 0 0	20 0 0	32 0 0	19 Oct., 1854	18 Oct., 1868	
Menedebrie South	G. & J. Swain	19,000	50 0 0	"	50 0 0	1 Jan., 1863	31 Dec., 1867	
Neminga	S. W. Cook	17,920	40 0 0	"	40 0 0	"	"	
Currindi Creek	J. M. Loder	32,000	70 0 0	"	70 0 0	"	"	
Piallamore	John Gill	6,000	20 0 0	"	20 0 0	"	"	
Doughboy Hollow	A. Loder	25,600	45 0 0	"	45 0 0	"	"	
Wallabadah	Thomas Cadell	44,000	65 0 0	"	65 0 0	"	"	
Wooloomon	John Eales	10,000	10 0 0	"	10 0 0	1 Jan., 1864	31 Dec., 1868	
Wambromurra	Elizabeth Warden	30,000	60 0 0	"	60 0 0	"	"	
Dungowan	J. J. Cadell	35,000	45 0 0	"	45 0 0	"	"	
Philip's Creek	Trail, Clive, and Hamil-ton.	19,800	50 0 0	"	50 0 0	"	"	
Warrah	A. A. Company	12,000	40 0 0	"	40 0 0	"	"	
Erinbri	C. M'Kenzie	16,000	20 0 0	"	20 0 0	"	"	
Black Creek	E. Hamilton	14,700	45 0 0	"	45 0 0	"	"	
Cattle Creek and Spring Station	"	15,300	45 0 0	"	45 0 0	"	"	
Gilbican	G. & J. Boyle	16,000	25 0 0	"	25 0 0	"	"	
Bubbogullion North	R. Pringle	40,000	40 0 0	"	40 0 0	"	"	
Walhollow East	J. B. & W. B. Christian.	32,000	80 0 0	"	80 0 0	"	"	
Macleay	Wabbara	C. Ker, F. G. and W. W. Panton.	25,000	20 0 0	"	20 0 0	1 Jan., 1863	31 Dec., 1867
Belunbopine	Ann Chapman	9,600	11 0 0	"	11 0 0	"	"	
Tanban	"	19,000	11 0 0	"	11 0 0	"	"	
Long Flat	William Smith	17,286	15 0 0	"	15 0 0	"	"	
Cunderay	Rowley and Richard Hill	40,000	30 0 0	"	30 0 0	"	"	
Stockyard Creek	John Warne	13,440	10 0 0	"	10 0 0	"	"	
Towal Creek	"	32,000	12 0 0	"	12 0 0	"	"	
Five-day Creek	"	19,200	14 0 0	"	14 0 0	"	"	
Pee Dee Creek	Caroline M'Maugh	11,520	12 0 0	"	12 0 0	"	"	
Toorookoo	G. H. G. Brebner	16,000	12 0 0	"	12 0 0	"	"	
Toorumbee	W. H., R. A. H., and F. R. Kemp.	16,000	10 0 0	"	10 0 0	"	"	
Booningii	"	12,800	10 0 0	"	10 0 0	"	"	
Yesabba	Herbert Salway	7,600	12 0 0	"	12 0 0	1 Apl., 1863	31 Mar., 1868	

CROWN LANDS.

District.	Name of Run.	Name of present Holder.	Estimated Area.	Charges.			Date of commencement of present tenure.	Date present tenure expires.
				Rent.	Assessment.	Total.		
			acres	£	s.	d.		
Macleay	Nullah Nullah Creek	Henry Sauer	11,500	10	0	0	27 May, 1863	26 May, 1868
"	Tait's Station	Ann Chapman	17,900	15	0	0	1 Jan., 1864	31 Dec., 1868
"	Innes Creek	"	17,900	15	0	0	"	"
Monaro	Island Lake	Hessy Cassels	9,000	20	0	0	1 Jan., 1863	31 Dec., 1867
"	Middlingbank	John Freebody	14,000	35	0	0	"	"
"	Wanley Creek	C. J. Byrne	6,400	15	0	0	1 Jan., 1864	31 Dec., 1868
"	Gundry	Henry Clarke	4,500	10	0	0	"	"
"	Bredbatoura	W. D. Tarlington	9,600	15	0	0	"	"
"	Narira	"	9,700	10	0	0	"	"
"	Dry River	"	2,000	12	10	0	"	"
"	Windella	"	13,200	25	0	0	"	"
"	Cobargo	"	5,800	10	0	0	"	"
"	Bellowra	C. J. Byrne	11,800	25	0	0	"	"
"	Ketchencary & Brogo	W. D. Tarlington	20,000	12	10	0	"	"
"	Gillimatong	William Bradley	16,000	30	0	0	"	"
"	Coolringdon	"	26,000	60	0	0	"	"
"	Island Lake	"	12,000	15	0	0	"	"
"	Peak Station	"	10,200	40	0	0	"	"
"	Cootalandra	"	7,600	30	0	0	"	"
"	Myalla	"	42,000	75	0	0	"	"
"	Dangelong	"	15,000	30	0	0	"	"
"	Cooma Creek	"	5,000	40	0	0	"	"
"	Upper Rock Flat	"	25,000	35	0	0	"	"
"	Lower Rock Flat	"	600	10	0	0	"	"
"	Jimen Buen	Commercial Bank	30,000	130	0	0	"	"
"	Matong	"	32,000	90	0	0	"	"
"	Numbla	"	10,000	55	0	0	"	"
"	Murrumbra	W. Rutherford	16,000	60	0	0	"	"
"	Boloca Creek	Charles Collman	6,000	25	0	0	"	"
"	Boloco Creek	"	13,000	40	0	0	"	"
"	Pawpang	James Woodhouse	15,000	40	0	0	"	"
"	Moonbar	Eliz. Pendergast and J. Barry.	20,000	60	0	0	"	"
"	Mowenbah	T. Kirwan and J. Thompson.	18,000	50	0	0	"	"
"	Grosse's Plains	M. Hyland	10,000	30	0	0	"	"
"	Inchbyra	Ellen Woodhouse	20,000	60	0	0	"	"
"	Cobbon	J. Thompson	9,500	25	0	0	"	"
"	Woolindibby	James M'Evoy	20,000	40	0	0	"	"
"	Jindabine East	P. J. J. and P. J. Clifford	13,000	50	0	0	"	"
"	Jindabine West	Donald M'Lure	20,000	55	0	0	"	"
"	Bobundra	Charles Wright	12,000	35	0	0	"	"
"	Kalkite	D. Ryrie	17,000	45	0	0	"	"
"	Woolway	Alexander Hamilton	14,600	45	0	0	"	"
"	Arable	"	22,000	75	0	0	"	"
"	Ucumbean	Harnett and Cullen	12,000	35	0	0	"	"
"	Yaclama	Sir Wm. Manning and T. S. Mort.	5,600	10	0	0	"	"
"	Tuamba	"	30,800	55	0	0	"	"
"	Kameruka	Frederick Tooth	73,300	125	0	0	"	"
"	Stockyard	Sir Wm. Manning and T. S. Mort.	11,000	15	0	0	"	"
"	Doodle	William Bradley	5,000	20	0	0	"	"
"	Biggam	Edward Torkington	15,000	35	0	0	"	"
"	Carrott	Hessy Cassels	16,000	40	0	0	"	"
"	Bollera	William Barrett	10,000	40	0	0	"	"
"	Bulgar Creek	J. King and J. Heywood	10,000	35	0	0	"	"
"	Cuddygat Creek	James Shanley	10,000	35	0	0	"	"
"	Cubmurra	William Russell	10,000	25	0	0	"	"
"	Bibbinluke	William Hibburd	10,000	20	0	0	"	"
"	Yourie	H. G. Lintott	29,400	25	0	0	"	"
"	Brogo	William M'Gregor	5,600	15	0	0	"	"
"	Rock Forest	Peter Curtis	7,000	30	0	0	"	"
"	Buckenderry	James Delaney	10,000	30	0	0	"	"
"	Geekle	A. Rush	7,500	20	0	0	"	"
"	Wambrook	J. M. Hassall	15,000	50	0	0	"	"
"	Cottage Creek	J. Pendergrass	12,000	55	0	0	"	"
"	Mount Pleasant	William Bradley	11,000	30	0	0	"	"
"	Billyingera	John Cosgrove	18,000	50	0	0	"	"
"	Queengallery	"	20,000	40	0	0	"	"
"	Adamindumee	"	11,000	40	0	0	"	"
"	Micilago	Ryrie Brothers	32,000	100	0	0	"	"
"	Countegany	Samuel Lucas	16,500	40	0	0	"	"
"	Narongo	J. M'Guigan	10,000	30	0	0	"	"
"	Greenland	Gilbert Warren	10,000	30	0	0	"	"
"	Gingary	Simon Codie	12,800	25	0	0	"	"
"	Dooloondoondo	John Green	12,000	30	0	0	"	"
"	Countegany	J. Flynn	9,000	30	0	0	"	"
"	Kybean	John Murphy	18,000	25	0	0	"	"
"	Warren's Corner	H. Agnew	9,500	50	0	0	"	"
"	Numeralla	Ann Stevens	8,000	20	0	0	"	"
"	Umeralla	Daniel Lucy	7,000	25	0	0	"	"
"	Moles	S. Tivey	10,000	30	0	0	"	"
"	Bredbow South	P. Clifford	14,000	30	0	0	"	"
"	Bredbow North	"	28,000	70	0	0	"	"

CROWN LANDS.

District.	Name of Run.	Name of Present Holder.	Estimated Area.	Charges.			Date of commencement of present tenure.	Date present tenure expires.
				Rent.	Assessment.	Total.		
			acres	£ s. d.	£ s. d.	£ s. d.		
Monaro	Rose Valley	P. Clifford	20,000	40 0 0		40 0 0	1 Jan., 1864	31 Dec., 1868
"	Bolero	Thos. Chippendall	10,000	60 0 0		60 0 0	"	"
"	Square Range	Morgan Thornton	5,600	20 0 0		20 0 0	"	"
"	Clearawa	Elizabeth & Jas. Thomas	8,900	28 0 0		28 0 0	"	"
"	Square Range of Nimitybelle.	J. W. Silk	6,000	25 0 0		25 0 0	"	"
"	Tervine	Margaret Stewart	6,400	20 0 0		20 0 0	"	"
"	Native Dog Flat	Angus Rankin	6,400	25 0 0		25 0 0	"	"
"	Bummyumbra	J. E. Bennett	7,500	30 0 0		30 0 0	"	"
"	Burnima	J. C., A., and D. Ryrie	20,000	70 0 0		70 0 0	"	"
"	M'Leay's Flat	H. A. Nicholson	32,000	50 0 0		50 0 0	"	"
"	Archer's Flat	P. M'Coy and Ann Newsome.	3,800	15 0 0		15 0 0	"	"
"	Yarra	Conlan and Ryan	8,600	28 0 0		28 0 0	"	"
"	Frying-pan Creek	William Grahame	15,000	35 0 0		35 0 0	"	"
"	Dry Plains	"	20,000	60 0 0		60 0 0	"	"
"	Buckenderry	Patrick O'Neill	4,000	20 0 0		20 0 0	"	"
"	Glenbog	Charles Wright	31,000	35 0 0		35 0 0	"	"
"	Nimitybelle	David Delves	4,000	20 0 0		20 0 0	"	"
"	Boco Creek	Maria Silk	7,900	25 0 0		25 0 0	"	"
"	Curry Flat	W. Jardine	15,000	50 0 0		50 0 0	"	"
"	Head of Curry Flat	J. Driscoll	6,000	30 0 0		30 0 0	"	"
"	Greenland	P. J. J. Clifford	16,000	35 0 0		35 0 0	"	"
"	Numarella	A. Montague	18,000	60 0 0		60 0 0	"	"
"	Rosebrook	M. Harnett	18,000	70 0 0		70 0 0	"	"
"	Big Badger	Edward Haslingden	13,000	25 0 0		25 0 0	"	"
"	Tindreys	Ryrie Brothers	16,000	35 0 0		35 0 0	"	"
"	Bondi	John Stephenson	40,000	30 0 0		30 0 0	"	"
"	Nanguttie	A. Weatherhead	32,000	40 0 0		40 0 0	"	"
"	Boggy Creek	John Nicholson, junior	16,000	20 0 0		20 0 0	"	"
"	Deligate	Sophia J. Campbell	31,000	80 0 0		80 0 0	"	"
"	Craigie	Charles Lawson	2,500	12 10 0		12 10 0	"	"
"	Bald Hills	Moses Joseph	16,000	30 0 0		30 0 0	"	"
"	Little Plain	John Nicholson, junior	25,000	70 0 0		70 0 0	"	"
"	Maharatta	Moses Joseph	20,000	50 0 0		50 0 0	"	"
"	Quinburra	Charles Lawson	3,000	12 10 0		12 10 0	"	"
"	Delegate	Henry Hayden	12,800	20 0 0		20 0 0	"	"
"	Mila or Boggy Creek	Ronald Campbell	20,000	30 0 0		30 0 0	"	"
"	Anembo	Maurice Harnett	38,000	60 0 0		60 0 0	"	"
"	Nimmo	A. O'Mealey	10,000	20 0 0		20 0 0	"	"
"	Iron Mungy	J. Rolfe	30,000	70 0 0		70 0 0	"	"
"	Dog Kennel	"	4,800	20 0 0		20 0 0	"	"
"	Bukalong	John Boucher	14,000	50 0 0		50 0 0	"	"
"	Moyallon Downs	W. Bradley	20,000	45 0 0		45 0 0	"	"
"	Mafra	"	30,000	40 0 0		40 0 0	"	"
"	Bibbenluke	"	16,000	60 0 0		60 0 0	"	"
"	Wog Wog	"	15,000	20 0 0		20 0 0	"	"
"	Gennong	"	15,000	20 0 0		20 0 0	"	"
"	Boco Rock	"	12,500	15 0 0		15 0 0	"	"
"	Cambalong	R. Campbell	6,400	25 0 0		25 0 0	"	"
"	Bombalo	"	15,000	75 0 0		75 0 0	"	"
"	Bayliss Station	W. Bradley	6,400	25 0 0		25 0 0	"	"
"	Bungarby	Joseph Peters	14,000	30 0 0		30 0 0	"	"
"	Bobundra	T. O'Mara	4,800	15 0 0		15 0 0	"	"
"	Aston	Sir J. Matheson	24,800	60 0 0		60 0 0	"	"
"	Cotalinyong	"	3,800	15 0 0		15 0 0	"	"
"	Bald Hills	R. Campbell	4,000	12 10 0		12 10 0	"	"
"	Mount Pleasant	G. Garnock	5,200	20 0 0		20 0 0	"	"
"	Snowy River	H. J. Eccleston	10,240	30 0 0		30 0 0	"	"
"	Cooma North	W. Bradley	20,000	50 0 0		50 0 0	"	"
"	Cooma South	"	15,000	40 0 0		40 0 0	"	"
"	Mount Cooper	J. Campbell and A. M'Keachie.	18,584	70 0 0		70 0 0	"	"
"	Tuttabah	"	2,160	15 0 0		15 0 0	"	"
"	Junction	John Langhorn	5,120	20 0 0		20 0 0	"	"
"	Junction Station	Jeremiah Ryan	6,000	20 0 0		20 0 0	"	"
"	Corrowang	J. O'Hare	53,760	100 0 0		100 0 0	"	"
"	Willis	J. Woodhouse	15,360	25 0 0		25 0 0	"	"
"	Wallandibby	D. Mackay	31,360	55 0 0		55 0 0	"	"
"	Tom Bong	James O'Hare	13,000	40 0 0		40 0 0	"	"
"	Glenroy	Jeremiah Ryan	11,000	35 0 0		35 0 0	"	"
"	Willis	J. Williams	16,000	15 0 0		15 0 0	"	"
"	Stockyard Flat	P. M'Guiggan	14,000	25 0 0		25 0 0	"	"
"	Gunningrach	W. Grahame	37,760	120 0 0		120 0 0	"	"
"	Biggam	W. Jardine	12,000	25 0 0		25 0 0	"	"
"	Boggy Plain	J. J. Wright	4,480	13 0 0		13 0 0	"	"
"	Cowra	M. Harnett	13,000	52 0 0		52 0 0	"	"
"	Brindebilla	W. F. Webb	16,000	25 0 0		25 0 0	"	"
"	Coolooman	David O'Rourke	16,000	25 0 0		25 0 0	"	"
Murrumbidgee	West Burrumbuttock	H. Cunningham and W. Macredie.	12,800	20 0 0		20 0 0	"	"
"	Bumbowlee	Rankin Brothers	14,080	36 0 0		36 0 0	"	"
"	Tarmas	Samuel Barber	8,000	15 0 0		15 0 0	"	"
"	Goberagandra	William Atkinson	54,000	20 0 0		20 0 0	"	"
"	Gunnongjgurawah	Leah Howe	14,320	38 10 0		38 10 0	"	"

CROWN LANDS.

District.	Name of Run.	Name of present Holder.	Estimated Area.	Charges.			Date of commencement of present tenure.	Date present tenure expires.
				Rent.	Assessment.	Total.		
Murrumbidgee	Brundell	Rankin Brothers	acres 13,440	£ s. d. 15 0 0	£ s. d.	£ s. d. 15 0 0	1 Jan., 1864	31 Dec., 1868
"	Waoock	Samuel Wilson	3,600	10 10 0	.....	10 10 0	"	"
"	Adginbilly	W. K. Smith	32,000	57 0 0	.....	57 0 0	"	"
"	Windowbran, Block A	Gibbs, Ronald & M'Bain	44,000	125 0 0	.....	125 0 0	"	"
"	Warrangobogra	J. and H. Osborne	14,700	40 0 0	.....	40 0 0	"	"
"	Lalalte	"	14,000	33 0 0	.....	33 0 0	"	"
"	Bendarbo	J. P. Sheahan	6,680	17 0 0	.....	17 0 0	"	"
"	Little River	J. G. L. Williams	43,000	34 0 0	.....	34 0 0	"	"
"	Jeremiah	W. K. Smith	19,000	43 10 0	.....	43 10 0	"	"
"	Weejasper	A. M'Bean	29,000	23 10 0	.....	23 10 0	"	"
"	Nanangroe	Anne and J. P. Sheahan	9,000	27 10 0	.....	27 10 0	"	"
"	Gooroomyragong	G. M'Donell	4,000	12 0 0	.....	12 0 0	"	"
"	Billibong Forest, A.	H. Glass	19,200	53 15 0	.....	53 15 0	"	"
"	Wagarabably	W. K. Smith	12,000	23 0 0	.....	23 0 0	"	"
"	Uratta, Back Block	M'Leay and Clarke	56,000	152 0 0	.....	152 0 0	"	"
"	Tumut Plain	A. M. Shelley	12,800	25 0 0	.....	25 0 0	"	"
"	Blowering East	Ronald and M'Bain	18,000	30 0 0	.....	30 0 0	"	"
"	Cavan	J. F. Castle & J. S. Calvert	49,920	109 0 0	.....	109 0 0	"	"
"	Spring Creek	W. Kiley	7,000	10 0 0	.....	10 0 0	"	"
"	Talbingo	O. Lampie	30,000	20 0 0	.....	20 0 0	"	"
"	Old Man Plain	M. and J. H. Patterson	25,600	56 0 0	.....	56 0 0	"	"
"	North Boonook	"	9,829	22 0 0	.....	22 0 0	"	"
"	Cowpasture	J. and H. Osborne	36,600	31 0 0	.....	31 0 0	"	"
"	Billybong, Back Block	R. Paterson	16,000	25 0 0	.....	25 0 0	"	"
"	Kentucky	H. Cunningham and W. Macredie.	21,730	45 0 0	.....	45 0 0	"	"
"	West Moonbria	R. Crichton	35,000	74 0 0	.....	74 0 0	"	"
"	East Booraboolilly	G. J. Watson & J. M'Bain	6,400	10 0 0	.....	10 0 0	"	"
"	Windowbran, Block C	L. M'Bean	12,800	20 0 0	.....	20 0 0	"	"
"	North Baratta	Trust and Agency Co.	9,800	15 0 0	.....	15 0 0	"	"
"	North Morago	W. Officer	3,600	10 0 0	.....	10 0 0	"	"
"	Cochran	H. Gwynne	4,100	10 0 0	.....	10 0 0	"	"
"	Burryjan	Palmer, Murphy & Henty	32,000	51 0 0	.....	51 0 0	"	"
"	Nyingay	T. & G. S. Lang	27,000	47 0 0	.....	47 0 0	"	"
"	Salt Plains	W. Officer	20,800	50 0 0	.....	50 0 0	"	"
"	Savernake	W. Sloane & R. J. Jeffray	15,000	30 0 0	.....	30 0 0	"	"
"	Pinbeyan	A. J. L. Learmonth	16,000	25 0 0	.....	25 0 0	1 April, 1863	31 Mar., 1868
"	Burgagong, Back Plain	W. D. Campbell and C. C. Wildash.	28,000	15 0 0	20 0 0	35 0 0	20 June, 1854	19 June, 1868
"	Eastern half of Ugobbit, Block A.	John Peter	44,000	31 10 0	30 0 0	61 10 0	17 June, 1854	16 June, 1868
"	Eastern portion of Yanko, Block F.	W. D. Campbell and C. C. Wildash.	29,000	14 0 0	20 0 0	34 0 0	20 June, 1854	19 June, 1868
"	Moolpa, Back Run	G. A. and P. Mein	17,400	12 10 0	10 0 0	22 10 0	12 July, 1854	11 July, 1868
"	Moonbria	R. Crichton	20,000	14 4 0	20 0 0	34 4 0	1 Nov., 1854	31 Oct., 1868
"	Western half of Ugobbit, Block A.	John Peter	44,000	26 10 0	20 0 0	46 10 0	17 June, 1854	16 June, 1868
"	Yanco, Block G	F. W. and G. P. Desailly	38,000	15 0 0	25 0 0	40 0 0	9 Oct., 1854	8 Oct., 1868
"	Yanco, Block H	"	32,000	11 10 0	15 0 0	26 10 0	"	"
New England	Wild Cattle Creek	Mackay and Cobb	16,000	29 0 0	.....	29 0 0	1 April, 1863	31 Mar., 1868
"	New Valley	A. H. Richardson	15,300	10 0 0	20 0 0	30 0 0	23 May, 1854	22 May, 1868
Warrego	Gongolgen, No. 1	H. D. Bloxham	19,500	80 0 0	.....	80 0 0	1 Jan., 1863	31 Dec., 1867
"	" No. 2	"	40,000	90 0 0	.....	90 0 0	"	"
"	West Warrego, No. 5	Nutt, Badcock, Matheson, and Power.	16,000	50 0 0	.....	50 0 0	"	"
"	Warrego, No. 4	"	10,000	20 0 0	.....	20 0 0	"	"
"	" No. 5	"	16,000	50 0 0	.....	50 0 0	"	"
"	" No. 6	"	16,000	50 0 0	.....	50 0 0	"	"
"	East Bogan, No. 16	E. B. Cornish and J. Hay	31,000	40 0 0	.....	40 0 0	"	"
"	" No. 17	"	14,000	75 0 0	.....	75 0 0	"	"
"	" No. 20	Moss Joshua	43,000	95 0 0	.....	95 0 0	"	"
"	Upper Charlton	J. M'Culloch & R. Sellar	42,000	85 0 0	.....	85 0 0	"	"
"	Lower Charlton	"	54,000	90 0 0	.....	90 0 0	"	"
"	East Bogan, No. 23	Moss Joshua	35,000	30 0 0	.....	30 0 0	"	"
"	" No. 24	"	14,000	30 0 0	.....	30 0 0	"	"
"	" No. 29	"	19,500	130 0 0	.....	130 0 0	"	"
"	" No. 30	"	27,000	170 0 0	.....	170 0 0	"	"
"	West Bogan, No. 17	T. and W. Kite	44,500	85 0 0	.....	85 0 0	"	"
"	" No. 20	W. L. and R. T. Reid	32,000	65 0 0	.....	65 0 0	"	"
"	" No. 21	"	33,000	70 0 0	.....	70 0 0	"	"
"	" No. 22	"	35,000	75 0 0	.....	75 0 0	"	"
"	" No. 23	Moss Joshua	41,500	35 0 0	.....	35 0 0	"	"
"	" No. 24	"	51,000	70 0 0	.....	70 0 0	"	"
"	" No. 25	"	45,500	85 0 0	.....	85 0 0	"	"
"	" No. 26	"	41,500	90 0 0	.....	90 0 0	"	"
"	" No. 30	W. L. and R. T. Reid	45,000	90 0 0	.....	90 0 0	"	"
"	West Warrego, No. 15	Moss Joshua	33,900	53 0 0	.....	53 0 0	1 Apl., 1863	31 Mar., 1868
"	" No. 16	"	17,300	27 0 0	.....	27 0 0	"	"
"	East Bogan, No. 15	E. and J. Readford	43,000	105 0 0	.....	105 0 0	"	"
"	West Warrego, No. 6	Nutt, Badcock, Matheson, and Power.	20,500	17 0 0	.....	17 0 0	1 July, 1863	30 June, 1868
"	" No. 7	"	20,800	17 0 0	.....	17 0 0	"	"
"	" No. 8	Australian Pastoral Investment Company.	20,600	17 0 0	.....	17 0 0	"	"
"	" No. 9	"	35,200	28 0 0	.....	28 0 0	"	"
"	" No. 13	Moss Joshua	45,400	70 0 0	.....	70 0 0	"	"

CROWN LANDS.

District.	Name of Run.	Name of present Holder.	Estimated Area.	Charges.			Date of commencement of present tenure.	Date present tenure expires.
				Rent.	Assessment.	Total.		
Warrego	West Warrego, No. 14	Moss Joshua	49,300 acres	£ 100 0 0	£	£ 100 0 0	1 July, 1863	30 June, 1868
"	Cawwell West	T. Hungerford	16,000	104 0 0	.....	104 0 0	"	"
"	West Bogan, No. 19	James Ashcroft	24,500	65 0 0	.....	65 0 0	1 Oct., 1863	30 Sept., 1868
Wellington	" No. 5	W. W. and T. L. Richardson.	47,000	85 0 0	.....	85 0 0	1 Jan., 1863	31 Dec., 1867
"	East Bogan, No. 7	Morehead and Young ..	28,000	138 6 8	.....	138 6 8	"	"
"	" No. 8	"	27,000	124 12 8	.....	124 12 8	"	"
"	" No. 9	"	20,000	155 0 0	.....	155 0 0	"	"
"	Trundle	Francis, Youl, and Parker	16,000	25 0 0	.....	25 0 0	1 Jan., 1864	31 Dec., 1868
"	South Byong	Mort, Cameron, and Buchanan.	16,000	30 5 6	.....	30 5 6	"	"
"	Sebastopol	"	16,000	30 5 6	.....	30 5 6	"	"
"	Kurrajong Hill	"	16,000	30 5 6	.....	30 5 6	"	"
"	Charley's Yard	"	16,000	30 5 6	.....	30 5 6	"	"
"	East Bogan, No. 1	J. Brown	18,500	130 0 0	.....	130 0 0	"	"
"	Ulouri	T. Parnell	16,000	32 0 0	.....	32 0 0	"	"
"	Back Ulouri	C. Parnell	16,000	30 0 0	.....	30 0 0	"	"
"	Ginge	"	16,000	32 0 0	.....	32 0 0	"	"
"	Back Ginge	"	16,000	30 0 0	.....	30 0 0	"	"
"	Back Willoi	"	16,000	32 15 0	.....	32 15 0	"	"
"	Triangle, No. 1	A. H. M'Culloch	16,000	46 1 0	.....	46 1 0	"	"
"	Morbella West	J. Cope	16,000	37 11 0	.....	37 11 0	"	"
"	Woollagoola West	"	20,000	37 11 0	.....	37 11 0	"	"
"	Tyrie	F. Martell	16,000	31 1 0	.....	31 1 0	"	"
"	Back Tyrie	"	16,000	31 1 0	.....	31 1 0	"	"
"	Back of Dandaloo	"	16,000	31 0 0	.....	31 0 0	"	"
"	Camp Hole on Bobur-danell Creek	"	16,000	30 10 0	.....	30 10 0	"	"
"	Back Tabratong West.	W. R. Watt	16,000	30 10 0	.....	30 10 0	"	"
"	Back of Teranga	W. Lee	16,000	30 5 0	.....	30 5 0	"	"
"	Trundle Lagoon, Back Run North.	G. and J. Palmer	16,000	31 0 0	.....	31 0 0	1 Oct., 1863	30 Sept., 1868
"	West Bogan, No. 7	J. Neville and J. Foley ..	44,500	69 0 0	.....	69 0 0	"	"
"	Back Hermitage East.	R. Ridge	16,000	55 0 0	.....	55 0 0	1 Apl., 1863	31 Mar., 1868
"	Bumba	"	21,000	41 0 0	.....	41 0 0	"	"
"	Meadows	Neil Angus	1,360	10 0 0	.....	10 0 0	"	"
"	Albert Waterhole	Patrick Maloney	16,000	25 0 0	.....	25 0 0	"	"
"	Duck Creek	A. M'Culloch	16,000	21 0 0	10 0 0	31 0 0	3 July, 1854	2 July, 1868
"	Gillenbeine and Gombondry.	Mort, Cameron, and Buchanan.	16,000	10 0 0	20 0 0	30 0 0	8 Nov., 1854	7 Nov., 1868
"	Lower Canonbar West	John Brown	16,000	25 1 0	10 0 0	35 1 0	22 July, 1854	21 July, 1868
"	Milpose	James Rawsthorne	16,000	10 0 0	20 0 0	30 0 0	26 June, 1854	25 June, 1868
"	Reedy Waterhole. on the Back Creek.	J. N. Gilmour	16,000	10 0 0	20 0 0	30 0 0	29 May, 1854	28 May, 1868
"	Wallenbiling	"	16,000	12 0 0	20 0 0	32 0 0	"	"
"	Warrigal	Samuel Smith	25,000	10 0 0	20 0 0	30 0 0	4 Oct., 1854	3 Oct., 1868

TOTAL. 429 runs.
 9,262,739 acres.
 £19,675 13s. 1d. rent.
 £1,040 13s. 9d. assessment.
 £20,716 6s. 10d. total charges.

A. O. MORIARTY,
 Chief Commissioner of Crown Lands.

[Price, 6d.]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. JOHN BURNLEY.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 6 December, 1867.

To the Honorable the Speaker and Members of the Legislative Assembly for the Colony of New South Wales, in Parliament assembled.

The humble Petition of John Burnley, of Lambton, in the Colony of New South Wales,—

RESPECTFULLY SHEWETH:—

That your Petitioner is a coal miner, and resided at Lambton aforesaid before the matters hereinafter set forth had occurred.

That on or about the ninth day of April, one thousand eight hundred and sixty-three, your Petitioner selected sixty acres of land situated at Kahibah, near Lake Macquarie, in the county of Northumberland and Colony of New South Wales, under the provisions of the Crown Lands Alienation Act, and of the regulations made thereunder.

That your Petitioner, on the said ninth day of April, duly paid a deposit of fifteen pounds on his said selection, and obtained the receipt of Mr. Henry Baker, the Land Agent at Newcastle, for the same.

That your Petitioner, about the twenty-third of the same month of April, went on to the said land and commenced to work on it, having hired a man to assist him in putting up a house and clearing the land of timber.

That your Petitioner then remained on the land for about four months, during which time he erected a house, felled four acres of heavy timber, and put up eleven chains of log fencing of a very substantial character, which is still standing.

That at the expiration of the said four months, or thereabouts, your Petitioner received a letter from the Surveyor General, which, however, is not in your Petitioner's possession; which letter required your Petitioner to vacate the said land, on the ground that it interfered with the mining lease taken by one Robson, under the Crown Lands Occupation Act, and that on application the deposit which had been paid by your Petitioner would be returned to him.

Your Petitioner thereupon left the land, but, acting under advice, he did not at the time make application for a return of his said deposit.

That your Petitioner then, about the 15th day of September, one thousand eight hundred and sixty-four, received another letter from the Surveyor General, which letter stated that the said Surveyor General hastened to inform your Petitioner that the true reason of the cancellation of the said sixty acres purchase was, that the land formed part of a measured portion of one hundred and fifty acres, which should have been selected as measured, and not, as was stated, because of the interference with Robson's mining lease, which at that time had been forfeited. The said letter further stated that the application of one Topham for this land had been cancelled for the same reason. The said letter then intimated that, if your Petitioner desired to select the portion as measured, that your Petitioner should make application to the Agent, on the then next Land Office day, paying the requisite deposit thereon.

That your Petitioner thereupon went to the Land Office at Newcastle, on the twenty-second day of the same month of September, and shewed to the Land Agent the said letter, and selected the said measured portion of one hundred and fifty acres, and paid a deposit thereon of thirty-seven pounds ten shillings, and obtained a receipt for the same.

That your Petitioner, about three weeks after such second selection, moved from Lambton, on to the said land, with his family.

That at the time of your Petitioner's so selecting and paying his deposit at the Land Office as last aforesaid, the Land Agent read to your Petitioner a letter which he said he had received from the said Surveyor General, and which stated that he was authorized to receive your Petitioner's money, but that if your Petitioner was not ready to take the said land he would have no further claim on it.

That your Petitioner, after so removing his family on to the said land, having first, with the assistance of three hired men, put the house on the said land in a fit state to receive them, began to improve the same, by burning off felled timber, in order to cultivate the land, and sunk a tank or reservoir for water, and proper drains for the same.

That about a month after he had so taken possession as aforesaid, your Petitioner received another letter from the said Surveyor General, informing him, that if there had been forty pounds worth of improvements made on the said land prior to his selection of it, he must vacate it.

That your Petitioner, about a week after that time, received another letter from the said Surveyor General, stating that if he did not comply with the terms of his previous letter, steps would be taken to compel him to go out of possession.

That your Petitioner having so paid his money, and improved the said land, and not knowing the exact value of the improvements which had been so previously made on the said land, took no notice of the said letters.

Your Petitioner did not believe that, after the receipt of the letter of the thirteenth of September, 1864, authorizing him to select, the Surveyor General could have the power to dispossess him in such a summary way, without consideration for all that he had done.

That your Petitioner, at the expiration of six months, or about the month of April, 1865, received a summons to attend at the Police Office at Newcastle, on a charge of unlawfully holding possession of one hundred and fifty acres of Crown Lands (being the said selected land).

That your Petitioner duly appeared to the said summons, and defended the case, and produced the said letter of the 13th September, 1864; and, as it was admitted by Mr. D. M. Maitland, the District Surveyor, who appeared to prosecute, that the said letter was from the said Surveyor General, the case against your Petitioner was dismissed.

That your Petitioner then fully believed that he was lawfully in possession of the said land, and that he would not be again disturbed in such possession, and therefore went on with his improvements, and put up a fence round fifty acres, partly two-railed, and partly three-railed, for which he was obliged to pay by selling fourteen milking cows and eight heifers, as all his ready money was expended, and the said land yielded nothing.

Your Petitioner also fenced off six acres for a garden and orchard, and planted two acres of it with vines, orange trees, and other fruit trees.

That your Petitioner then remained in undisturbed possession of the said land for a period of seven months, and then without any further notice, your Petitioner was served with a summons in ejectment issued out of the Supreme Court, and after hearing of the case, a judgment was given against your Petitioner for want of his appearance at the Court, as he has been informed and believes.

That about the month of December last, your Petitioner received an intimation from the Law Officers of the Crown, that if he did not immediately vacate possession of the said land, he would be put to further trouble and expense, and he then felt compelled to quit the land, after having been there altogether for two years and three months, after having expended about two hundred pounds on the land, and having made it a comfortable and valuable farm.

That your Petitioner, at the time of his second selection, was employed at the Lambton Colliery, and was earning on an average about two pounds eight shillings per week, your Petitioner's wife and two eldest children were managing a dairy, the profits of which were about two pounds ten shillings weekly; but on removing to the selection, it was much too far either for your Petitioner to go to his former work or for his wife to send dairy produce to market, as the distance between the selection and Lambton was eleven miles over a bad road; and during the whole time that your Petitioner was on the land, he was not enabled to raise more produce than was sufficient for the consumption of himself and his family, and his fruit trees and vines were just coming into bearing.

That your Petitioner has been put to an expense of ninety-eight pounds for law costs, in endeavouring to defend himself from the action taken by the Government against him, which he is utterly unable to pay.

That the Government has still in its possession the deposit money paid on his second selection.

That your Petitioner is now destitute, and dependent upon his earnings as a coal miner, and the demand for such labour is not now so great as it was formerly.

Your Petitioner, therefore, humbly prays that your Honorable House will be pleased to take the circumstances detailed in his petition into favourable consideration, and afford him such relief as the nature of his case may seem to require.

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

Witness to the mark of John Burnley,—
THOMAS CROUDACE.

his
JOHN X BURNLEY.
mark

Lambton Lodge,
November 28th, 1867.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE PETITION OF

MR. JOHN BURNLEY;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED.

3 *April*, 1868.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1868.

[*Price*, 1s. 5d.]

339—

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF
THE LEGISLATIVE ASSEMBLY.

1867.

VOTES, No. 99. FRIDAY, 20 DECEMBER, 1867.

4. Mr. John Burnley (*Formal Motion*):—Mr. Tighe moved, pursuant to Notice,—
(1.) That the Petition presented by him, and ordered to be printed on 6th December, relating to a selection of land at Lake Macquarie, made by Mr. John Burnley, be referred to a Select Committee for consideration and report, with power to send for persons and papers.
(2.) That such Committee consist of the following Members, viz.:—Mr. Burns, Mr. Cunneen, Mr. De Salis, Mr. Farnell, Mr. Hannell, Mr. Neale, Mr. Oatley, Mr. Tunks, Mr. J. Stewart, and the Mover.
Question put and passed.

1868.

VOTES, No. 115. WEDNESDAY, 11 MARCH, 1868.

4. Messrs. Winship and Bishop:—Mr. Hannell presented a Petition from James Barron Winship and Daniel Tyerman Bishop, stating that, as the assignees of one Thomas Topham, of certain free-selected land near the City of Newcastle, they are interrupted in improving the said land by a law-suit between the Crown and one Burnley, relating to a portion of the said land; and praying consideration and relief in the premises.
Petition received.
Ordered, on motion of Mr. Hannell (*made with the concurrence of the House*), That the said Petition be referred to the Select Committee now sitting in the case of Mr. John Burnley.

VOTES, No. 132. FRIDAY, 3 APRIL, 1868.

4. Mr. John Burnley:—Mr. Tighe, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and Report the Petition of Mr. John Burnley was referred on 20th December last,—together with Appendix.
Ordered to be printed.

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1867-8.

MR. JOHN BURNLEY.

R E P O R T .

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 20th December last, to consider and report upon "*the Petition presented by Mr. Tighe, and ordered to be printed on 6th December, relating to a selection of land at Lake Macquarie made by Mr. John Burnley,*"—"with power to send for persons and papers,"—to whom was referred, on the 11th March last, "*a Petition from James Barron Winship and Daniel Tyerman Bishop, stating that, as the assignees of one Thomas Topham, of certain free-selected land near the City of Newcastle, they are interrupted in improving the said land by a lawsuit between the Crown and one Burnley, relating to a portion of the said land; and praying consideration and relief in the premises,*"—have agreed to the following Report:—

Your Committee having examined the witnesses named in the margin,* learn that the Petitioner, Mr. John Burnley, on the 9th April, 1863, selected, as a conditional purchase, sixty acres of land at Lake Macquarie; and that, in about four months afterwards, he was informed by the Surveyor General that the selection was cancelled, because it formed part of a portion of land already leased, for mining purposes, to Mr. Robson. Upon receipt of this information, the Petitioner, who appears in the meantime to have made some improvements, at once gave up possession of his cancelled selection, and removed from the locality. Mr. Topham then selected, as a mineral purchase, a portion of the same block, and commenced improving it; whereupon, the Petitioner complained to the Surveyor General that another person was permitted to select land which had been refused to him. In reply to this remonstrance, the Petitioner was informed, in September, 1864, that the reason originally assigned for the cancellation of his selection was an erroneous one, the true reason being that the sixty acres formed part of a measured block of 150 acres; and that for the same reason, Mr. Topham's selection had also been cancelled. At the same time, the Petitioner was informed that, if he desired to select the whole block as measured, he should make immediate application to the Land Agent, and it appears that officer was specially instructed to receive the application and accept the necessary deposit, if tendered by the Petitioner. In pursuance of this direction, the selection of the whole block was made on the 22nd September, 1864; and, on the 19th April, 1865, the Petitioner was charged, at the instance of the Government, before the Police Bench at Newcastle, with "being in unlawful possession of the land in question." The case was decided in the Petitioner's favour,

*Mr. J. Burnley.
Mr. J. Lindsay.
Mr. W. R. Davidson.
Mr. D. M. Maitland.
Mr. Jas. Robertson.
Mr. J. B. Winship.

favour, "because the Justices were of opinion that, from some document produced at the hearing, that the defendant Burnley's occupation was authorized by the Surveyor General." The Petitioner occupied the land for about 2½ years, and made improvements upon it valued at about £200, when he was dispossessed by the Supreme Court, upon the ground that, previously to his selection, the property had been improved by Mr. Topham.

Your Committee are of opinion that the Petitioner's case is entitled to consideration;—first, because, through an erroneous statement officially made by the Survey Department, he was led to relinquish possession of land which, if the true reason for cancelling the first selection of 60 acres had been duly stated, he might, and from his subsequent action appears would, by at once selecting the block as measured, have legally secured, whereby no dispute or misunderstanding such as followed, could have arisen;—second, because, by a communication from the Surveyor General, both to the Petitioner and the local Land Agent, the Petitioner was led to understand that, notwithstanding what Mr. Topham had done, there existed no obstacle to prevent the Petitioner from lawfully making the selection.

Your Committee have not been able to ascertain from the Survey Department that, when it was decided to take the land from the Petitioner, the Department was in possession of sufficient proof of the nature and extent of the improvements alleged to have been made by Mr. Topham. No official inspection appears to have been made until about nine months after selection by the Petitioner, who, during this period, both by his personal and hired labour, made additional improvements to a considerable extent. The officer inspecting the property appears to have had no previous knowledge of either it or the improvements made at any time thereon, and must therefore have found it difficult, if not impossible, to accurately determine the point at issue, viz., the value of the improvements made upon the land before the Petitioner took possession. Only one person appears to have been questioned by the officer. This person was formerly employed by Mr. Topham, but seems unable to give such complete information as would alone be sufficient to enable a decision involving important private rights and interests to be properly arrived at.

Your Committee, therefore, are of opinion that the Petitioner should be allowed to re-enter upon the cancelled selection of 150 acres (which is now unoccupied); or, if such cannot be legally allowed, your Committee respectfully recommend Petitioner's case to the favourable consideration of the Government.

ATKINSON A. P. TIGHE,
Chairman.

*No. 1 Committee Room,
Sydney, 3 April, 1868.*

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 9 JANUARY, 1868.

MEMBERS PRESENT:—

Mr. Burns, | Mr. Tighe,
Mr. Neale.

Mr. Tighe called to the Chair.
Entry in the Votes and Proceedings appointing the Committee, read by Clerk.
Mr. John Burnley called in and examined.
Witness handed in four documents which were ordered to be appended. (*Vide Appendix A. 1 to A. 4.*)
Witness withdrew.
Mr. James Lindsay called in and examined.
Witness withdrew.
Ordered,—That the Surveyor General be summoned to give evidence at the next meeting.

[Adjourned to To-morrow, at *Eleven* o'clock.]

FRIDAY, 10 JANUARY, 1868.

In consequence of the House continuing to sit until 3 o'clock p.m. to-day, the meeting of this Committee called for *Eleven* o'clock this day lapsed.

WEDNESDAY, 15 JANUARY, 1868.

MEMBERS PRESENT:—

Mr. Tighe in the Chair.
Mr. Burns, | Mr. Neale,
Mr. Oatley, | Mr. Farnell.
Mr. J. Stewart.

W. R. Davidson, Esq., (*Surveyor General*), called in and examined.
Witness handed in two letters from Mr. D. M. Maitland, Licensed Surveyor, dated 3rd May, 1865, and a letter from Mr. H. Baker, Agent for the Sale of Crown Lands at Newcastle, dated 26th June, 1867. (*Vide Appendix B.1 to B.3.*)
In the temporary absence of the Chairman, Mr. Farnell took the Chair.
Witness withdrew.
Committee deliberated, and—
Ordered,—That Mr. D. M. Maitland be summoned to give evidence at the next meeting of Committee, and that, in the meantime, the evidence already taken be printed, and circulated amongst the Members of the Committee.
Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY, 27 FEBRUARY, 1868.

MEMBERS PRESENT:—

Mr. Tighe in the Chair.
Mr. Burns, | Mr. De Salis,
Mr. Farnell, | Mr. J. Stewart.

D. M. Maitland, Esq., (*Licensed Surveyor*), called in and examined.
Witness withdrew.
Committee deliberated, and—
Resolved,—That Mr. James Robertson, of Newcastle, be summoned to give evidence at the next meeting.
Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY

FRIDAY, 13 MARCH, 1868.

MEMBERS PRESENT:—

Mr. Tighe in the Chair.

Mr. De Salis,	|	Mr. Farnell,
Mr. Burns,	|	Mr. J. Stewart.

Petition from Messrs. Winship & Bishop, *referred* to this Committee on the 11th instant, read by the Chairman.

Committee deliberated, and—

Ordered,—That notice be given to the Petitioners, Messrs. Winship and Bishop, of the next meeting of this Committee, so that they may attend if they think fit.

Mr. James Robertson, of Newcastle, called in and examined.

Witness claimed £5 for his travelling expenses, and then withdrew.

Committee deliberated, and—

Resolved—(on motion of Mr. J. Stewart),—That the sum of £3 be awarded to Mr. James Robertson, for attending upon this Committee.

[Adjourned to Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 18 MARCH, 1868.

MEMBERS PRESENT:—

Mr. Tighe in the Chair.

Mr. De Salis,	|	Mr. Farnell,
Mr. Oatley,	|	Mr. Burns,
Mr. Hannell,	|	Mr. J. Stewart.

Mr. James Barron Winship called in and examined.

Sketch of the land upon which witness has a claim, handed in,—*Ordered* to be appended. (*Vide Appendix, C. 1.*)

Witness withdrew.

Committee deliberated.

Motion made (*Mr. Hannell*) and *Question*,—That Mr. Thomas Topham, of West Maitland, be summoned to give evidence at the next meeting—*agreed to*.

[Adjourned to Tuesday next, at *Eleven* o'clock.]

TUESDAY, 24 MARCH, 1868.

MEMBERS PRESENT:—

Mr. Tighe in the Chair.

Mr. Burns,	|	Mr. Farnell,
Mr. De Salis.	|	

Letter from Mrs. Topham,—informing that her husband (the witness called for to-day) is too ill to attend, and enclosing a medical certificate,—read by Chairman.

Committee deliberated.

Clerk instructed to send a telegram to Mr. Winship, requesting him to return his evidence to-day.

Printed copies of the evidence, complete, to be circulated prior to next meeting.

[Adjourned to Tuesday next, at *Eleven* o'clock.]

TUESDAY, 31 MARCH, 1868.

MEMBERS PRESENT:—

Mr. Tighe in the Chair.

Mr. Farnell,		Mr. Oatley.
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Committee deliberated.

Chairman submitted Draft Report—the consideration of which was postponed to next meeting.

[Adjourned to Thursday next, at *Eleven* o'clock.]

THURSDAY, 2 APRIL, 1868.

MEMBERS PRESENT:—

None.

In the absence of a Quorum the meeting called for this day lapsed.

FRIDAY,

FRIDAY, 3 APRIL, 1868.

MEMBERS PRESENT:—

Mr. Tighe in the Chair.

Mr. Farnell,	Mr. De Salis,
Mr. Burns,	Mr. Tunks.

Draft Report read at length by Chairman, and considered.
 Same read paragraph by paragraph.

Paragraph 1, read, considered, and *verbally* amended in line 18.

Motion made (*Mr. De Salis*),—To insert, in paragraph 1, line 24, after the figures "1864," the words "but about five weeks afterwards the Petitioner received a notice from the Surveyor General that he could not have the land if improvements had been previously made thereon to the amount of £40."

Question put,—That the words proposed to be inserted be there inserted.

Ayes.	Noes.
Mr. De Salis.	Mr. Burns,
	Mr. Tunks,
	Mr. Farnell.

Paragraph 1, as verbally amended, then *agreed to*.

Paragraphs 2, 3, and 4 read, and *agreed to*.

Motion made (*Mr. Burns*) and *Question*,—That the Draft Report, as verbally amended, be the Report of this Committee,—*agreed to*.

Chairman to report.

EXPENSE OF WITNESSES.

Name of Witness.	Profession or Condition.	Whence Summoned.	Number of days under Examination.	Expenses allowed for Attendance.	Total Expenses allowed to Witness.
James Robertson	—	Newcastle ...	1	£ s. d. 3 0 0	£ s. d. 3 0 0

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1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

MR. JOHN BURNLEY.

THURSDAY, 9 JANUARY, 1868.

Present:—

MR. BURNS, | MR. NEALE.
MR. TIGHE.

ATKINSON A. P. TIGHE, ESQ., IN THE CHAIR.

Mr. John Burnley called in and examined:—

1. *Chairman.*] You are a coal miner, residing at Lambton? Yes.
2. At one time you purchased, under the Crown Lands Alienation Act, a portion of land at Lake Macquarie, did you not? Yes.
3. You sent in a petition to the Legislative Assembly, on a late occasion, in reference to that purchase? Yes.
4. How much land did you purchase at Lake Macquarie? The first selection was 60 acres.
5. At what part of the lake were those 60 acres situated? Next to the Coal Company's—Bennett and Broomfield's.
6. Did you pay the deposit? Yes.
7. To whom? To the Land Agent at Newcastle.
8. Have you the receipt? Yes. (*The witness handed in the same. Vide Appendix A 1.*)
9. Did you take possession of that 60 acres of land? Yes.
10. Did you make any improvements thereon? Yes.
11. What was the value of those improvements—near about? I built a bit of a bark hut, that cost me perhaps £8 or £9, and felled some timber, which would be about £15 altogether.
12. You expended about £15 in labour upon it? Yes.
13. Had that not been previously improved? No, nothing had been done to it.
14. It was wild bush land when you took it? It was.
15. How long did you hold possession of it? About four months.
16. What caused you to give it up at the end of four months? I received a letter from the Government that I could not have it, owing to its interference with Mr. Robson's mining lease.
17. Do you produce that letter? I have not that letter—Mr. Driver has it, but I have a letter here which refers to that first letter. (*The witness handed in the same. Vide Appendix A 2.*)
18. In the first letter you were informed that the reason you could not have the 60 acres was what? Its interference with Robson's mining lease.
19. And in the letter you now produce, dated 13th September, 1864, referring to the same purchase, you are given another reason for not being allowed to hold possession, and that other reason is, as I understand the letter, because it formed part of a measured block of 150 acres? Yes.

Mr.
J. Burnley.
9 Jan., 1868.

- Mr. J. Burnley.
9 Jan., 1868.
20. The law being that a man cannot take a portion of a measured block? Yes, I believe that is the law; but it does not say so there.
21. It states here that the first reason given was an incorrect one, but the true reason was, that it formed a portion of a measured block of 150 acres? Yes.
22. The reason here given seems to be a reason that cannot be objected to, and you gave up the land, I suppose, in accordance with this order? Yes, I shifted my tools away, and left all that I had done.
23. Did you know, when you selected it, that it formed part of a block of 150 acres? Yes, and the Clerk of the Court said he did not know whether it was for free selection or not, but that he would know in a few days. I kept going to the office to see if he had heard anything, for I was afraid the land was not right, and he said I had better go on with a little improvement till he knew. He said,* they would give me a chance of the whole block if it were for free selection; and I would have taken the whole block if I had been given the chance, but I could not get it.
24. By the Clerk of the Court I suppose you mean the Land Agent? Yes.
25. After having been four months upon it, you left it? Yes.
26. What did you do then? I did not say anything more about it.
27. At the end of four months you left the land, in accordance with this letter from Government? Yes.
28. Did you write to the Government then? Yes.
29. What was the substance of your letter? Asking them the reason why the land was given to Topham—the whole block of it, and not to me, as I was the first selector.
30. How did you know of its being given to Topham? I went to the Lands Office.
31. When did he take it? Three weeks after I left it.
32. Then you wrote to the Government to know the reason why it was given to him? Yes.
33. Had you given it up altogether at this time? Yes.
34. Did you get any answer from Government? I got no answer till I received the letter I have handed in. It was twelve months from the time of my writing till I got that answer back, I believe.
35. To whom did you write? To Mr. Davidson, the Surveyor General.
36. How long did Topham keep the land? I could not say how long, but it was some months. I did not know that he had given up the land or what had become of it, till I got that letter.
37. Did this land ever come into your possession again—this 150 acres? Yes.
38. How did you get possession of it? Through the letter sent by the Surveyor General.
39. Will you produce that letter? It is the letter I have already handed in.
40. This letter informs you that Topham's conditional purchase had been cancelled? Yes.
41. And the application of Topham having been cancelled, the land was again left vacant? Yes.
42. In this letter, dated September, 1864, you are told by the Surveyor General that, "if you desire to select the portion as measured, it will be necessary that you should make application to the Agent, on the next Land Office day, paying the requisite deposit thereon"? Yes.
43. Did you, in accordance with this advice or instruction, go to the Land Agent at Newcastle, and pay the deposit upon the whole 150 acres? Yes, I went on the first land day.
44. Did you inform the Land Agent of what the Surveyor General had written to you respecting it? Yes, I shewed him the letter.
45. Do you produce a receipt for the deposit money? Yes. (*The witness handed in the same. Vide Appendix A 3.*)
46. When you purchased the whole 150 acres, after Topham had been on it, in what state did you find it—was it improved to any extent? Yes; there were about ten acres of timber felled, all lying on the ground.
47. By whom was that done? I think by Topham. I was never down there after I left.
48. It was not done by you? No.
49. Were there any other improvements? There was a sort of building erected with a few slabs nailed together, and part of the top on; it was of bark and slabs—all bush wood.
50. What was the value of these improvements? I could not say. I heard that they paid 50s. an acre for felling timber, and this was lying just as it had fallen; but what the house was worth I could not say.
51. You went upon the land then? Yes.
52. How long did you remain upon it? I stopped there for about two years and three months.
53. Did you improve it to any extent? Yes.
54. Did you put upon it your own labour for the whole period? Yes, I had my own labour and three men besides.
55. For the whole period? Not the whole.
56. Off and on? Yes.
57. Did you receive any notice from the Government respecting this conditional purchase after you paid the deposit and went upon it? Yes.
58. What was the first notice you received? I received a notice in about five weeks after I had paid my money for it, and it said I could not have it if there were improvements made to the value of £40. It did not say whether I was to send them word whether there was £40 worth or not, so I did not send word—I only wrote that I had possession of it and was living there. I thought it hard to have a letter sent me to take my land, and then to put me off in that way. I then got another letter afterwards. 59.

* NOTE (on revision):—Meaning the Land Office people in Sydney.

59. Have you a copy of the letter you received from Government respecting the improvements? No, Mr. Driver has the whole.
60. Have you a copy of the letter you sent to the Government? No, I have not. I cannot write myself.
61. What you have stated is the substance? Yes.
62. You still continued on the land? Yes.
63. What was the next step taken by the Government or by yourself in the matter? The next step was another letter, which came perhaps three weeks after, saying there was a form for me to fill up to get my money back, and to give up possession of my land, and that if I did not comply they would take steps to make me.
64. Did you answer that? Yes, I answered that letter. I told them that I still thought I was in the right, and should abide by it—I should stick to the land.
65. What steps did they take in pursuance of that threat? I did not hear any more for some months—I cannot tell right how long—when they pulled me. I got another summons to appear at Newcastle Court. I appeared at Newcastle Court.
66. Petty Sessions? Yes. I appeared at Newcastle Court, and Mr. Maitland, the surveyor, was there to appear against me in the room of the Surveyor General, and he swore that that letter was in the Surveyor General's handwriting, and Mr. Scott the Police Magistrate said—"How could a man be unlawfully holding land when you swear that is the Surveyor General's handwriting authorizing him to take it up?"
67. What was the charge against you in the Court? For unlawfully holding 150 acres of land.
68. What was the decision of the Court? That he could take it to a higher Court; the case was dismissed.
69. Was it dismissed for want of jurisdiction in the Court, or upon its merits? I do not know; I was not ordered to leave the land; Mr. Scott said I had a claim upon the land.
70. Mr. Scott decided in your favour? Yes.
71. Of course you then continued upon the land for a while longer? Yes.
72. What was the next step taken by the Government in the matter? I did not hear anything till seven months after the trial, and then they sent me a Supreme Court summons.
73. Did you put in an appearance at the Court? Yes, I came here, and delivered my case to Mr. Driver.
74. Did the case come on for hearing? Yes, it came on, and Mr. Driver never appeared against the case. I did not know the day when it was to come on, though I knew the month, and with a heavy family I could not afford to come to Sydney and stop until the case came on.
75. You were unable, I suppose, to carry out your defence, for want of means? Yes, I was unable to come down here and stop any time.
76. You have a large family? Yes.
77. And nothing but your own labour to depend upon? Nothing else.
78. What was the decision of the Supreme Court here—was it judgment by default? Judgment went against me, owing to my not being there.
79. What did you do then? Then I came down here and tried to see the Minister for Lands. I was here a week, travelling backwards and forwards to the office; and when I got there, the man that stands at the bottom of the stairs says one day, "He could not be seen to-day;" and another, "No person can see him to-day."
80. He was so busy? So busy I never could see him, so I had to return back again. I went home, and then I got this letter from Mr. Driver. (*The witness handed in the same. Vide Appendix A 4.*)
81. He advised you to leave the land at once? Yes.
82. What were the costs of the lawsuit? The costs for the Crown were £98 8s. 3d.; that is on the other side.
83. Did you have to pay that? No, I have not got it to pay.
84. This does not include your own costs? No.
85. Have you other costs to pay? Yes, I have my own costs to pay.
86. You have told us that, besides your own labour, you employed three men for nearly two years and a half in making improvements on your land—Can you tell the Committee the value of those improvements? The value, when I shifted from the ground, was about £200.
87. I suppose when you received the letter from the Surveyor General, dated 13th September, 1864, informing you that you might go to the Land Agent, pay the deposit, and take up the land, you considered that that authority was sufficient to justify you in making the selection? Yes.
88. I suppose you were not at that time aware that it was not in the power of the Surveyor General to give you authority to take up the land, supposing it had been improved to the extent of £1 per acre? I was not aware of that.
89. You did not know that that was the law? No.
90. The Surveyor General did expressly give you authority by this? Yes.
91. And acting upon the faith of that, you took it up? Yes.
92. When they tried to dispossess you of the land for the reason that it had been improved to the extent of 40s. an acre, and it had been tried before the Magistrate at Newcastle, and decided in your favour, it confirmed you in the belief that you had a just right to the land? Yes.
93. And your only reason for not maintaining your rights in the Supreme Court is your inability to find the money to pay your way? Yes. Mr. Baker, when I went to the office with that letter to pay the money, asked me when I got it. I said, "Yesterday"; so he went and fetched a letter he had received from the Government the same day, telling him to receive my money for the land. He said—"You can have the land, but if you do not take it to-day you will have no claim upon it."

Mr.
J. Burnley.
9 Jan., 1868.

- Mr. J. Burnley.
9 Jan., 1868.
94. *Mr. Burns.*] When you took up the 150 acres, you say some improvements had been effected by Topham and others? Yes.
95. Are you aware whether any person then, or at any time, valued those improvements? I saw Mr. Maitland, the Government Surveyor, and some other gentleman on the land.
96. After you had taken possession? Yes, but they never came to me to tell me what they wanted.
97. Do you suppose that all the improvements that had been effected upon the 150 acres, before you went to reside upon the land, by Topham and others, amounted in value to £40? Yes, I dare say they would.
98. When you say that Mr. Driver did not defend the suit in the Supreme Court, did Mr. Driver tell the reason why he would not defend it—was it that he found the Surveyor General had misled you respecting the law, and that he had not the power to give you the 150 acres? No; when I asked him why he did not appear in the case, he said there was no ground to stand upon.
99. Did he not say that it was in consequence of there being no legal authority on the part of the Surveyor General? No.
100. What do you mean by the answer you gave—that Mr. Driver told you that there was no ground to stand upon? I could not tell what he meant. I asked him why he did not appear in the case, and he said it was no use appearing.
101. Had you not been advised that the Surveyor General had no power to give you the 150 acre selection, if it contained improvements before you went to reside on it to the extent of £40 on the whole? No.
102. You left the case for defence in the hands of your solicitor, and he felt there was no case legally, and therefore dropped it? Yes.
103. Did Mr. Baker, the Land Agent at Newcastle, shew you a letter he received from the Surveyor General about this selection, on the second occasion? Yes.
104. Authorizing him to receive your deposit for the 150 acres? Yes; there was £15 paid on account of the 60 acres, and I wanted to pay the remainder and let that stand with the other, but he would not let me; he said I had to pay for the whole, and then sign for the other to be paid back to me.
105. You were led to make all these improvements, and to incur this expense, in consequence of your correspondence with the Government leading you to suppose that you were legally in possession of this 150 acres of land? Yes.
106. *Chairman.*] You told us that you made about £15 worth of improvements on the 60 acres when you first took it up? Yes.
107. Are those improvements included in the improvements that you say were left on the land when Topham vacated it? I do not include my own improvements—I meant that Mr. Topham's improvements were worth £40.
108. You said that your reason for not going on with the case in the Supreme Court was want of money, and you told us afterwards that your reason for not going on with it was that Mr. Driver declined doing it because he thought you had not a good case. How do you reconcile those two statements? I was down when the trial was put off three months before; I knew the month when it was to come on, but I did not know the day, and I could not afford to stop in Sydney two or three weeks, and I went back to remain till Mr. Driver sent for me, and he never did send for me.
109. What you mean is,—that if you had had the means of remaining in Sydney, and of carrying on your case, you would have insisted upon Mr. Driver or some other person defending you in the Court? Yes, I would, if I had had the money.
110. *Mr. Burns.*] You are not farming now? No.
111. You are engaged in mining? Yes. When I took up the land the last time, I had a lot of cattle, and my wife sold milk, and owing to that letter coming I had to sell my cattle to get the ground fenced in; I have nothing left now.
112. *Chairman.*] If you had not received this letter from the Surveyor General authorizing you to take up this land, you would have given up the idea? I had given up all idea of it.
113. That letter caused you to take it up? That letter only.
114. *Mr. Burns.*] You planted an orchard, fruit trees, and vines, on the second occasion of taking up the land? Yes.
115. *Chairman.*] Have you anything further to say? No, only that Topham selected the land for mining purposes, and never spent a penny towards mining purposes; he only felled the timber.

Mr. James Lindsay called in and examined:—

- Mr. J. Lindsay.
9 Jan., 1868.
116. *Chairman.*] Where do you live? I am living at Lambton at the present time.
117. You lived at Lake Macquarie some time ago? Yes.
118. Do you remember Mr. Burnley selecting a portion of land there some years ago? Yes.
119. About what year do you remember him coming to Lake Macquarie to settle? In 1863 he came first.
120. What extent of land did he occupy or claim in 1863? I could not say to the quantity of land, but I know he was out there working, for I was on the next ground.
121. Did he make improvements on that land at Lake Macquarie on that occasion? Yes.
122. What should you suppose would be about the value of the improvements? I could not speak to the value of the improvements he made at that time.
123. He made considerable improvements? Yes.
124. Did he leave the Lake shortly after? Yes.

SELECT COMMITTEE ON MR. JOHN BURNLEY.

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125. How long did he remain the first time? I could not say to the time he was on it; but he was on it some time.
126. After he left the Lake, did any one else take up the land? Yes—Topham.
127. Did Topham take up additional land besides the land that Burnley held? I was informed so.
128. Did Topham make any improvements upon this land? He felled some timber.
129. What do you suppose to be the value of Topham's improvements? I suppose they could not amount to a great deal. There was some timber felled, and the shell of a hut put up, but it was merely a shell, with little or no roof.
130. Should you suppose the improvements made by Topham would amount in value to £40? No, I should not.
131. You are well acquainted with the land? Yes.
132. You are a judge, I believe, of bush work? I ought to be a little bit of a judge; I have had something to do in that way.
133. What were you engaged in at Lake Macquarie? Manager of the Hartley Coal Mine.
134. You have yourself made improvements at Lake Macquarie? Yes.
135. So that you have pretty accurate knowledge of the value of improvements of that kind? Yes.
136. You are quite sure the improvements made by Topham were not worth £40? I should not value them at that.
137. Topham left in the course of time? Yes.
138. Who then came on the land? Burnley came after that.
139. How long did he remain on the land the second time? He came back, I think, in 1864, and remained there two years and six months, I should say.
140. During all these two years and six months, was he, off and on, engaged in improving the land? Yes.
141. Had he any persons with him? Yes, he got two men from me to go and build a hut.
142. Did he employ these two men at his expense? Yes.
143. What should you suppose was the value of Mr. Burnley's improvements? He was making an orchard there, and fenced in a good bit of ground.
144. Can you give a rough estimate? Of the house and other improvements altogether?
145. Yes? I should say, at a rough estimate, he would spend £180.
146. When you say "spend," you reckon, of course, his own labour? Yes; his labour, of course, is money.
147. Burnley, in course of time, left the land? He did.
148. I suppose you do not know anything of the case that was tried at the Court at Newcastle? Merely from rumour.
149. Did you attend Burnley at any time when he transacted business with the Land Agent? No.
150. You gave no evidence of that? No, I had nothing to do with that.
151. All you know of Burnley's case is what came under your observation as a neighbour? Yes.
152. From seeing what improvements he made? Yes.
153. Did Topham spend any money in searching for minerals, or working for minerals? Not at all.
154. Have you any statement to make to the Committee, in regard to this matter, further than is contained in the answers you have given? No, not that I am aware of.
155. *Mr. Burns.*] Have you been accustomed to bush work? I have had something to do with it.
156. You are an old colonist, I believe? I have been in the Colony twenty-six years.
157. You know, then, I presume, what is the cost of felling trees? Yes.
158. Were you on this land that Burnley took up previous to his going to reside on it? Yes.
159. Often? I have been repeatedly on it, for I was there twelve months before Burnley came to live on that land.
160. What were the improvements Topham made? He had some timber fallen.
161. *Mr. Neale.*] Do you know how much? There might be 3 acres fallen, but I should not like to say the quantity.
162. *Mr. Burns.*] Are you not aware of any improvements made by Topham but the felling of the trees? Yes, there was a rough slab place—you could not call it a hut; it was finished in no way.
163. At what would you estimate the hut and the felling of the timber? Not more than £40.
164. Would you estimate it at £40? No, I would not like to give £40 for what he did.
165. You did not see any steps taken by Topham for sinking for mining purposes? No, and I had every opportunity of seeing him, for I was on the next ground to him.
166. You are aware his selection was made with the view to mining purposes? He told me so himself.
167. You saw no steps taken for mining purposes—no shaft sunk? No; there were some persons before him that made some improvements.
168. There had been some sinking? Yes.
169. And the holes these persons made had been abandoned? Yes.
170. Did Topham build near these holes? No; there is no hole near his hut—I should say not nearer than three-quarters of a mile.
171. Then all that Topham did was to have some trees felled, and to put up a rough slab place, which was not finished? Yes.
172. You would not estimate these improvements at £40? No.

Mr.
J. Lindsay.
9 Jan., 1868.

WEDNESDAY, 15 JANUARY, 1868.

Present:—

MR. BURNS,		MR. NEALE,
MR. FARNELL,	|	MR. OATLEY,
	MR. J. STEWART.	

ATKINSON A. P. TIGHE, Esq., IN THE CHAIR.

Walker Rannie Davidson, Esq., called in and examined:—

W. R. David-
son, Esq.

15 Jan., 1868.

173. *Chairman.*] You are the Surveyor General of the Colony? I am.
174. In the year 1863, I believe, one John Burnley took up 60 acres of land near Lake Macquarie, under the Crown Lands Alienation Act? He made application for 60 acres.
175. And, I believe, paid the requisite deposit? I believe the deposit was accepted by the Land Agent.
176. Do you know how long he was in possession of these 60 acres? (*The witness referred to his papers.*) I could not say without I found the date of his application, but I do not see his original application, which ought to bear the date of the cancellation.*
177. As you cannot find it, perhaps I may put the question in another shape, which will answer the purpose as well. Mr. Burnley tells us that, about four months after he selected this land, he was informed he could not have it. Do you think, when he states he was about four months in possession, he was pretty near correct? I dare say he may be.
178. How long after the cancellation of this conditional purchase would it be until he was informed of the same—would he get immediate information? He ought to get information almost immediately.
179. For what reason was the 60 acres cancelled? It was stated, in the first instance, that it was cancelled because it was under lease to Robson; but that lease had lapsed—it was cancelled really because it was part of a measured portion.
180. And being part of a measured portion, it was not in the power of the Crown to sell it? Excepting as measured.
181. He then left the land, I believe? He left the land.
182. And received back his deposit? And received back his deposit.
183. Was this 150 acres then selected by any one else? Mr. Topham made the selection.
184. When did Mr. Topham select it? 3rd September, 1863.
185. That would be very shortly after the time that the other was ousted? That was immediately after.
186. How long did Topham hold this 150 acres? He held it for a good many months—some six or eight months, I think.†
187. Do you know whether Burnley made any improvements upon the 60 acres during the time he held possession? Yes, I have a report to the effect that he made improvements in the first instance.
188. What was the value of them? He cleared about half an acre of land; the value was about £1 10s.
189. That was the first improvement? Yes.
190. Topham held possession six or eight months—I believe he was dispossessed? He was dispossessed for the same cause.
191. What was that? Not applying for the land as measured.
192. He did not then apply for the whole 150 acres? He did not.
193. How much did Mr. Topham apply for? 126 acres.
194. Of these he held possession for six or eight months, and at the expiration of that time he was informed that he could not have the land at all, or that he could not have it unless he took the 150 acres? That he could not have the land except as measured.
195. Was it offered to him as measured? It was.
196. Did he reply? Burnley and Topham were informed the same day that the land was open to selection as measured.
197. Topham was offered the privilege of taking the 150 acres by the same post as Burnley? Yes.
198. You received no reply from Topham? I think not.
199. In that case Topham's claim was entirely made void, I suppose? Yes, his first claim was cancelled; I think he made no application a second time.
200. Then Burnley reselected the whole 150 acres? Yes.
201. Was Topham off the land at the time? I am not aware.
202. He made no complaint of Burnley having trespassed? I never heard any complaint. I may explain that Topham became insolvent, and the representative of his creditors made some claim upon the land.
203. Was the claim held to be valid? I do not know that there was any decision upon it.
204. Because his selection had been cancelled, the claim of the Official Assignee of the Insolvent Court would not be valid? I am not aware that any claim was ever acknowledged by the Government.
205. However, Burnley received a letter from you, on the 13th September, 1864, he states, which informed him that he might select the 150 acres as measured? That is true.
206. He did so free select it? Yes.
207. And paid the requisite deposit? Yes.

208.

* NOTE (*on revision*):—From 9th April, 1863, till 5th August, 1863—4 months.† NOTE (*on revision*):—On examination of the papers, I find he was in possession for twelve months and ten days, before he was informed of the cancellation.

208. How long did he hold possession of the land after this second selection? I have not the date in the *précis* of the case here. W. R. Davidson, Esq.
209. Are you aware that he was some two years and a half upon this land? Before he was informed? 15 Jan., 1868.
210. No, before he was turned out? At the time he made the second selection, it was really not open to selection, and he was informed of that within a month.
211. We will come to that afterwards. Are you aware that he was two years and a half upon the land? I am not, without looking at the papers. I know he was there a considerable time, but at his own risk, as he had been informed within a month of his selection.
212. He was informed previously that this selection could not be held good, for what reason? Because there were improvements upon the land. When I informed him it was open to selection, I was not aware that there were improvements upon it.
213. There were improvements made by Topham? Yes.
214. Had you been aware that these improvements made by Topham were in existence, you would not have written to Burnley authorizing him to select the land? Certainly not.
215. Did the Government take any steps before the Bench of Magistrates at Newcastle to turn Burnley off this land? Yes.
216. After he had been informed by you that he could not hold possession in consequence of its having been improved? Yes.
217. Was the Government represented at the Police Office by any legal gentleman? No, by Mr. Licensed Surveyor Maitland.
218. This case was tried at the Petty Sessions at Newcastle? Yes.
219. The Crown was represented there by an officer of the Government, appointed for that purpose? Yes, by Licensed Surveyor Maitland.
220. What was the charge against Burnley? Being in illegal possession of Crown land.
221. Was evidence heard on both sides? I could not state—I have not been informed.
222. Have you been informed by the officer who represented the Crown at Petty Sessions that the case was heard and determined? Mr. Maitland informed me by letter that the Magistrates dismissed the case.
223. After hearing? After hearing, being in difficulty about the interpretation of the word "improvements." (*The witness handed in the letter. Vide Appendix B 1.*)
224. Have you a copy of the depositions with you? Yes.
225. Will you hand them in? (*The witness handed in the same. Vide Appendix B 2.*)
226. Do these depositions contain the decision of the Magistrates? Yes. "The case was dismissed, as it appears by documents produced that the defendant is in occupation authorized by the Surveyor General."
227. This decision of the Magistrates was not, I believe, accepted by the Government? No.
228. What steps were then taken by the Government? The matter was referred to the Crown Solicitor to eject him.
229. After process of law he was so ejected? Yes.
230. Do you know what was the value of the improvements made by Burnley during the whole period of his possession of the land? The value of the first improvement was £1 10s.
231. He does not give any estimate of the value of these improvements? No.
232. What means had Mr. Maitland of distinguishing the improvements made by Mr. Burnley from the improvements made by Mr. Topham? I suppose he made particular inquiry about it on the spot. Here is his letter about it. He does not say how he arrived at the valuation he gives here.
233. Do you know what was the value of the improvements made by Mr. Topham? £134, Mr. Maitland estimates them at.*
234. When did Mr. Maitland make this estimate—was it after Mr. Burnley left the property, or between the period of Topham leaving it and Burnley taking it up? It was in May, 1865, that Mr. Maitland made this estimate.
235. Was Burnley in possession then? I think he must have been in possession then.
236. Then it is possible, unless Mr. Maitland received very accurate information, that he may have mixed the improvements made by Burnley and those made by Topham, and referred a greater proportion of the improvements to Topham than the fact justified? It may be possible.
237. He was entirely beholden to the information he received from the neighbours? Yes; he does not say how he arrived at the conclusion.
238. *Mr. Burns.*] You say that the improvements Burnley made in the first instance were set down at £1 10s.? Yes.
239. Who valued the improvements? Mr. Maitland, licensed surveyor.
240. Do you know of what the improvements then consisted? Half an acre of cleared land.
241. Do you know whether the land was heavily timbered—does Mr. Maitland state that in his report? He does not.
242. The first reason given for the cancellation of Mr. Burnley's selection was that it contained improvements to the value of £40? No, the first reason was an erroneous one; it was stated to be under lease to a person named Robson. It had been under lease to him, but the lease had lapsed. Burnley was afterwards informed that the first reason was erroneous.

243.

* NOTE (on revision):—And Mr. J. B. Winship makes affidavit that their value is from £200 to £250. Dr. Bowker, who lent £200 upon them, estimates them at upwards of £200; and Mr. J. H. Brown, in a letter to me dated 28 September, 1864, states that £200 had been expended by Topham on improvements.

- W. R. David- 243. And the Government wished to sustain the cancellation, by stating that the ground
son, Esq. was improved to the extent of £40? That the land was improved.
- 15 Jan., 1868. 244. To the extent of £40? I do not know. It was stated by several parties to have
been improved to the extent of £200.
245. It was cancelled before it was improved land. I suppose you are aware that it must
be improved to that extent, to justify the Government in cancellation? Yes.
246. Who made the valuation of the improvements before the cancellation took place—
Mr. Maitland? No, it was afterwards this estimate of improvements was made.
247. This estimate of the improvements was made after the cancellation? The estimate
of Mr. Maitland—
248. What I want to know is, how you obtained the estimate of the improvements prior to
the cancellation of the selection the second time by Burnley? I think it was by letters
from parties who were creditors of Mr. Topham.
249. Did no Government officer value the improvements before the selection was cancelled,
on the ground of the land having been improved? I think not.
250. Did not Mr. Topham select the land for mining purposes? I think it was condi-
tionally purchased for mining purposes.
251. *Mr. Oatley.*] The petition says—"About a month after he had so taken possession as
aforesaid, your petitioner received another letter from the said Surveyor General, inform-
ing him that if there had been £40 worth of improvements made on the said land prior to
his selection of it, he must vacate it." Is it the duty of a person applying for land to
state that improvements have been made? It is supposed that persons are so far acquainted
with the law as to know that they cannot select improved land.
252. *Mr. Burns.*] Supposing a person in error to select land that is so improved, will not
the Government, before cancelling the selection, employ a surveyor to estimate the value of
the improvements? Yes, they have a surveyor to value, but the selectors are not always
satisfied with the valuation.
253. *Mr. Farnell.*] Do I understand that the ground of the cancellation of this selection
was, that Mr. Burnley had not made the improvements within the time prescribed by law?
No, the cause of the first cancellation was, that the land was not selected in accordance
with the Land Act, not being selected as measured.
254. But under the law of free selection before survey, a person can select land without its
being surveyed? Yes; but when it is surveyed, it must be selected as measured, unless a
larger area than 320 acres is measured.
255. In this case the land was surveyed? Yes.
256. *Mr. Oatley.*] And when he made application the second time, the land had been
improved, and could not be selected? Yes.
257. *Mr. Farnell.*] When these proceedings were taken against Burnley at the Police
Court, he was treated as a trespasser—as a stranger altogether—as not having been at all in
communication with the Government? I suppose he would be so treated.
258. The clause in the Crown Lands Alienation Act is for the purpose of removing persons
who go on to land without any authority whatever? Yes, the 32nd clause of the
Occupation Act is to that effect.
259. *Mr. Burns.*] Are you quite sure that you have no report from the local surveyor of
the improvements made upon the land after the second selection made by Burnley, before
the cancellation took place? I think not, but I should like to look over my papers more
carefully than I have been able to do.
260. *Mr. Farnell.*] Who improved this land in the first instance? Burnley improved in
the first instance, by clearing half an acre, the value of which Mr. Maitland estimates
at £1 10s.
261. Who made these improvements upon this land which precluded Burnley taking it up
as a selection, on account of its improvements? Topham is reported to have made these
improvements.
262. *Mr. Oatley.*] To the value of a hundred and some odd pounds? £134.
263. *Mr. Burns.*] Have you the date of the valuation of the improvements made by
Topham? It must have been between the time of his selection and the time of his going
off the land. He held it many months.
264. Have you Mr. Maitland's report? Yes. (*The witness handed in the same. Vide
Appendix B 3.*)
265. *Chairman.*] I believe, under the Crown Lands Alienation Act, a person can select
improved land, provided the land is not improved to a certain extent? Under £40.
266. So that the fact of there being some improvements upon land does not disqualify a
man from taking it up? No, it does not bar the selection.
267. When Mr. Burnley received authority from you to take up the land, you at the time
supposing there were no improvements upon it, do you suppose he could tell by inspection
the value of those improvements? I think he could come near it. Sometimes it becomes a
very nice question, and I find sometimes a very wide difference between the valuations of
persons in cases of this kind—sometimes as much as £100.
268. It is a matter of opinion as to the value? Yes.
269. Do you think it possible, from your experience of people valuing improvements, that
Mr. Burnley might, in good faith, have estimated the improvements he found upon the
land at less than £40? He might have done so; but it appears from Mr. Maitland's
valuation, that they are really so much over £40, that I can hardly understand any one
arriving at that conclusion.
270. Can you tell me when Mr. Maitland valued Mr. Topham's improvements? About the
date of that letter—3rd May, 1865.

271. Mr. Burnley tells us that, on the 22nd September, 1864, he took up this land and immediately began improving it, so that according to this, Mr. Burnley was nine months on the ground making improvements, before the surveyor went to value Topham's improvements? That is the case.

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272. After Burnley had been improving the land for nine months, adding to Topham's improvements, how could the surveyor possibly put an accurate value upon the improvements made by Topham? I do not know how Mr. Maitland arrived at the value of the improvements made by Topham, but that is the value he states.

273. Do you know whether your letter was produced at the police office, authorizing Burnley to go on the land? It must have been produced; it is referred to in the deposition.

274. *Mr. Burns.*] Is Mr. Baker, the Clerk of the Bench at Newcastle, the local land agent? Yes.

275. He has sent in some correspondence with reference to the subject of this dispute? There is a letter from him, which I have handed in, together with the depositions.

276. Does it not appear upon the face of the depositions, in the case as tried at Newcastle, that the reason why the Bench dismissed the case against Burnley was, the production of a letter from the Surveyor General, shewing that Burnley was authorized by him to occupy the land? So it is stated.

277. Does not Mr. Baker, in his letter, state—"With respect to the proceeding against Burnley before this Bench, on the 19th April, 1865, under the 32nd section of the Crown Lands Alienation Act of 1861, at the suit of Mr. D. M. Maitland, licensed surveyor, for being in the unlawful occupation of the land in question, I send a copy of the proceedings in the case, by which it will appear that the Magistrates dismissed the case, not, as stated in Mr. Maitland's letter of the 3rd May, 1865, "as to some difficulty as to the interpretation of the word 'improvements,' " but because the Justices were of opinion that from some document produced at the hearing, that the defendant Burnley's occupation was authorized by the Surveyor General. You are aware of that statement being made in the letter? Yes.

278. *Chairman.*] When you sent the letter to Burnley, dated 13th September, 1864, to which I before referred, did you at the same time send a letter to the land agent at Newcastle, directing him to receive the deposit money from Burnley upon the 150 acres? The land agent would be informed.

279. And authorized to receive it? And authorized to receive it.

280. *Mr. Burns.*] The Government proceeded against Burnley in the Supreme Court to dispossess him? Yes.

281. And their reason for wishing to dispossess him was entirely owing to the representation that he had taken up improved land in the first instance? Yes.

282. That improvements had been made upon it to the value of at least £40? Of £134.

283. I believe judgment went by default—Burnley did not defend? The Crown Solicitor says he is informed by defendant's attorney that his client had given up possession of the land.

284. Was that after judgment was given? That was on the 15th May, 1867.

285. *Chairman.*] Suppose it should be discovered that Burnley was put out of his land without sufficient ground—I am not saying whether it was so or not—but admitting it to be so, for argument's sake, is there anything in the law to prevent the Government from allowing him to take up the land again? I think not.

286. If the House should recommend that he be allowed to take possession of the land? I do not know how far the claim of Topham has been recognized, but the creditors of Topham have made claims; but if there is no other claimant for it, and Burnley establishes a just claim, I think there could not be any difficulty about it.

287. Then there is no legal difficulty in reinstating Burnley, should the House recommend it to be done? No, except what I have stated,—if Topham's claim has been recognized in any way.

288. If Topham's claim has been cancelled and cannot be recognized, and the ground is now legally vacant, and the Government consider that Burnley has a good moral claim, is there anything in the Land Law to prevent their giving him possession? I am not aware of any obstacle, if it can be shewn that he made the improvements himself.

289. *Mr. Oatley.*] Would it be possible for the House to give him possession, after the judgment of the Supreme Court that he is there illegally? I do not see how any decision of the Supreme Court can be upset.

290. *Mr. Burns.*] Supposing there had been no decision of the Supreme Court, do you think it would be competent for the Government to shew that improvements had been made to the extent of £40? I think the Supreme Court must have been under the impression that the improvements had been made by Topham. Probably that was the ground of the judgment having been given against Burnley; but if it could be shewn that Burnley was the person who really effected the improvements, that might alter the state of the case.

291. *Mr. Farnell.*] Was evidence taken in the Supreme Court? No, I think it went by default.

292. *Mr. Oatley.*] I understand that the valuation of £134 was the valuation of the licensed surveyor of the district, and not of Topham himself? Yes.

293. You have spoken of the difference of valuation. Do you find it frequently the case that the Government surveyor over-values improvements, or that the persons claiming the value over-value? The parties claiming in virtue of improvements sometimes over-value.

W. R. David-son, Esq. 294. *Mr. Farnell.*] Mr. Maitland gave no evidence in the Supreme Court in reference to the value in this matter? He was there, but I suppose not called.

15 Jan., 1868. 295. But they did not go into the merits of the case? I do not know anything about the trial.

296. *Chairman.*] Supposing improvements are on certain land, and a man wishes to select that land, and Government afterwards say he cannot have that ground because the improvements exceed in value £40, on whom does the onus lie to prove the value of the improvements? The practice formerly was, when a dispute arose, to get the report of the surveyor, and if any dispute arose between the selector and the surveyor, to appoint a sworn appraiser.

THURSDAY, 27 FEBRUARY, 1868.

Present:—

MR. BURNS,
MR. DE SALIS,

MR. FARNELL,
MR. J. STEWART.

ATKINSON A. P. TIGHE, ESQ., IN THE CHAIR.

Duncan Mearns Maitland, Esq., examined:—

D. M. Maitland, Esq. 297. *Chairman.*] Did you ever receive instructions from the head of your department to go to Lake Macquarie and to estimate the value of certain improvements made there by one Mr. Burnley, upon the portion of land selected by him? I did, but the instructions were verbal,—to value the improvements upon a certain piece of land then occupied by Burnley.

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298. Do you remember the date when you received that instruction? I do not. It must have been about the latter end of April, 1863.

299. Do you remember the date when you went and visited that locality, in pursuance of those instructions? Within a day or two afterwards, about the 1st May, 1863. My letter is dated the 3rd, and I presume it must have been a day or two before.

300. Did you find any person in possession of this land, or dwelling upon it? I did so.

301. Who was the party? John Burnley and his family.

302. What was the value of the improvements you found thereon? It is difficult to state what the value of the improvements as they stood was, because I did not make the estimate of that; but having the person with me who had himself built the house for Topham and cleared the adjoining land, he pointed out to me the land he had cleared, which I measured, and I estimated the value of the house as Topham left it, before Burnley took possession.

303. Who was this person? I do not remember his name, but it could be ascertained from the Crown Solicitor.

304. You estimated the value of this building as it was left by Mr. Topham? Yes.

305. Had any alteration been made in the building in the meantime? Yes.

306. Did you ever see that building in the state in which it was left by him? No.

307. Then you did not make an estimate of the value of these improvements from your own inspection, but from the testimony of this individual? Yes.

308. Was this individual, do you know, in any way, either directly or indirectly, interested in the affair? I know he was not.

309. Do you know that the same party, Mr. Topham, sets up a claim to the land now in dispute? Mr. Topham's representatives, I understand, do.

310. Then you estimated the value of the building as he told you he left it? Yes.

311. You had no means of knowing whether he told you the perfect truth, beyond your general confidence in his word? I ought to premise that I formed a rough estimate of the building as he represented he had left it, and then on ascertaining the time and the money he had spent in the erection of the building, I found it amounted to considerably more than my estimate.

312. But still you had only his word for it? I had only his word for it.

313. Did you see Mr. Burnley there? I did not see Mr. Burnley there, but as I was going home from my visit I met him returning from Newcastle.

314. Did you speak to him? Yes, but I did not speak to him about business.

315. As you made this estimate of the value of the improvements upon the unsupported testimony of Mr. Topham —? Pardon me, not of Mr. Topham, but of Mr. Topham's builder —

316. Does it not strike you that it was rather an oversight upon your part not to have taken the testimony of Mr. Burnley as well, and thus to have had both statements? It would have been as well if he had been at home, but as he was not at home it did not strike me.

317. But you met him on that day? I met him on that day.

318. Would it not have been as well if you had taken his testimony as well as the other parties'—though it might not have struck you at the moment? It did not strike me at the moment.

319. His version of the tale was all that was received by you as to his improvements? I have never heard his version—I do not know a word about it. All I can say is, that I measured the land cleared—the clearing of which forms a considerable item of the estimate—and that he told me he had cleared all this land excepting $1\frac{1}{2}$ acre, which had been cleared by Mr. Burnley. The hut erected by Burnley was removed, so that I could form no estimate of its value.

320. Mr. Burnley tells us that the hut, when he went on the land—? You will pardon me for correcting that expression; it was not a hut that was built by Topham, but a well-built wooden house, shingled.

D. M. Maitland, Esq.

321. Mr. Burnley tells the Committee—"There was a sort of building erected with a few slabs nailed together and part of the top on. It was of bark and slabs—all bush wood." That is the description Burnley gives of the hut as it stood when he went there? That does not agree with what I said; that is all I can say. It was a well-built wooden building of slabs, and shingled. The front part of the roof was all put on for Topham, and paid for by him to this laborer who was with me.

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322. *Mr. Burns.*] Was Burnley living in the hut? He was living in the house. Pardon me, it was not a hut—a building 46 feet long and 22 feet wide you cannot call a hut.

323. *Chairman.*] Another witness, Mr. James Lindsay, tells us that there was "the shell of a hut put up; but it was merely a shell, with little or no roof." This Mr. Lindsay seems to be a neighbour of Burnley, who has no direct interest in the matter. Now, we have both Burnley's and Lindsay's testimony as to this, but which is totally different from that given to you by this man, and we want to arrive at the real truth, which it appears you cannot give us of your own knowledge? Of my own knowledge, I can only say, that the man who erected the building was with me, and he pointed out the area of land cleared by him and paid for by Mr. Topham, and also specified the amount of building done by him—the size I knew—and all that Burnley had to do when he occupied this house. He had, since his re-occupancy, cleared about 2 acres to this date, and had put on to the house the back shingles, and also fitted the doors and windows.

324. This is what this man told you? Yes.

325. Had you any means of distinguishing the improvements made by Burnley from those made by Topham—how can you define the one as away from the other? At this distance I cannot; but the man pointed out to me the outlines of the land cleared for Topham by him, and I could estimate the amount cleared by Burnley. He had not above half an acre cleared when Topham first took it.

326. Did you make any inquiry of Burnley respecting the clearing of the land? No, I have never seen Burnley but once, in the Supreme Court, excepting the occasion I have mentioned when I met him.

327. Did you not represent the Government at the Court of Petty Sessions at Newcastle, where it was attempted to put Burnley out of this land by process of law before that Court? Yes. I remember the Magistrates declined to act, or dismissed the case.

328. Are you aware that the Magistrates decided in favour of Mr. Burnley's authority to hold it? No; I am aware they did not. They dismissed the case—came to no decision.

329. *Mr. Farnell.*] Did they dismiss it for want of jurisdiction—the question of title arising? The question of title arising.

330. *Chairman.*] Allow me to correct you. Here is a copy of a letter from Mr. Henry Baker, Clerk of the Peace at Newcastle, and he says—"It will appear that the Magistrates dismissed the case, not, as stated in Mr. Maitland's letter of the 3rd May, 1865, as to some difficulty as to the interpretation of the word 'improvements,' but because the Justices were of opinion that from some document produced at the hearing, that the defendant Burnley's occupation was authorized by the Surveyor General?" They dismissed the case, at all events. I see a letter is adverted to. I am aware of the existence of a permissive letter from the Surveyor General, but I have never seen it.

331. When you saw the property, you saw the combined improvements of Mr. Topham and of Mr. Burnley? Yes.

332. And you could not distinguish the one from the other, except as this man told you? Except as they were pointed out by the man who erected the building and who cleared the land.

333. *Mr. Burns.*] I believe seven months had elapsed between the time of Mr. Topham's vacating the land, and of its being taken up by Mr. Burnley—from the time of Topham giving up possession and your going to make the estimate of the improvements? I do not know when Mr. Topham gave up possession—that is out of my province.

334. Do you know how long Mr. Burnley had been on the land when you went to make the valuation? He appears to have gone on about the 22nd of September, 1864, and I was there in the beginning of May, 1865. That will be about seven months.

335. Then Burnley was living in this building when you were there? Burnley and his family were living there.

336. Were you told as to any improvements made by Burnley in the building itself? Yes. According to my report, which is all I can go by, he had roofed the back part of the building, and had put in doors and windows which Topham had not—he had merely put in the frames.

337. That is what you were told by Topham's builder? Yes.

338. What was your estimate of all the improvements made by Topham, based upon the information you thus received? £134.

339. That was including the value of the building? That was including the value of the building and the clearing of the land. That is exclusive of what Burnley has done to the building and to the land.

340. I suppose, from the many engagements you have as surveyor of the district of The Hunter and Northumberland, you had not much time to remain on the land when you went to make this valuation? I was on the land two or three hours; I measured all the land, so that I am quite sure about that,—as to the quantity of cleared land.

341. You cannot be sure as to who made the improvements? No, I cannot be sure as to who cleared the land even.

342.

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342. Are you aware that Mr. Lindsay, who was examined here, has stated in his evidence, that all the improvements made by Topham did not exceed £40 in value? That is entirely ridiculous, for this reason:—There are 18 acres of cleared land unmistakably, according to the evidence; and taking that at £3 an acre—and four years ago it was well worth that, as it is heavy brush land—that is £54 at once.
343. *Mr. Farnell.*] In reference to the remark you have just made, that this land that was cleared was worth £54, or £3 an acre, I understand Mr. Burns to ask the question as to the improvements made by Mr. Topham? That is by Topham—18 acres was the total amount then cleared, that is to say, in May, 1865; and this was cleared by the person who accompanied me. I looked upon that as irrefragable evidence. The man can be sent for. That I estimated at £3 an acre, and it is not an over-estimate.
344. Mr. Lindsay has stated that the improvements made by Topham amounted to only £40. Now, are you aware whether Topham made these improvements or not? No. The margin of the improvements made by each was pointed out to me by the laborer who built the house and cleared the land.
345. We have the evidence of Lindsay, who says the value of Topham's improvements did not amount to more than £40? That may be so, so far as the house goes, according to his estimate. All I can say is, that the house as it stood, deducting what Burnley did, was worth £80; and, if there were 18 acres of heavily timbered land cleared, that must amount to £54—the latter item exceeding that estimate by £14, to say nothing of the house.
346. I understand you, in your evidence, throughout to say that you have based your estimate of the value of this land upon evidence given to you by this person whose name you do not know? Yes; of the laborer who was employed. You can easily find out his name; he was summoned as a witness before the Supreme Court. I can be a witness only as to the quantity cleared.
347. Who cleared it you do not know? No; but the laborer who did it would be good evidence on the point.
348. *Chairman.*] How did you meet this man? I met him through the people who then thought themselves to be the representatives of Topham—who were interested, as they thought, in the question.
349. Then this person was introduced to you by the representatives of Topham? The supposed representatives of Topham.
350. You do not know whether this man was employed upon the land at all or not, excepting as he tells you? No, I do not. The man is to be easily found, and is, I believe, respectable in his position.
351. Do you know if he cleared the land as well as built the house? He distinctly stated that he cleared it with his own hand. He pointed out a certain area of land—18 acres—as having been cleared by himself, and paid for by Topham.
352. Have you any fixed rules to go by in obtaining evidence with reference to improvements of this kind? It is the only case that has ever occurred.
353. It is a case by itself? Yes.
354. Was the Surveyor General aware of the kind of evidence upon which you framed your report, and upon which report he acted? He could not be; he took it for granted that I would use my best endeavours to arrive at the truth. I was never questioned as to the mode.
355. Upon further consideration, do you think you used your best endeavours to arrive at the truth, when you heard only the evidence of one man, who was introduced to you by the representatives of the interested party? There is some truth in your remark, and I think I should act upon your hint in future; but it did not strike me at the time. I am perfectly certain of one fact—though I should be sorry to say anything offensive—that the estimate of some of your witnesses must be very grossly in error.
356. Mr. Lindsay tells us that there were only 3 acres cleared when Burnley went upon the property, and upon that ground he values the improvements at under £40. Suppose that were the fact, would the improvements be worth more than £40? Yes, double that.
357. They would still be over £40? Yes.
358. *Mr. Farnell.*] Do you know the names of the parties interested in Mr. Topham's estate? Yes, Mr. Bishop and Mr. Winship.
359. *Chairman.*] Dr. Bowker? Dr. Bowker has sold to them, I believe. I may as well remark, that any supposed interest they might have in the question was knocked on the head by myself. I clearly pointed out that they had no interest in it.
360. Did Mr. Winship introduce this man to you? I am not certain, I think it was Mr. Bishop. Messrs. Winship and Bishop were proprietors of two adjoining allotments lying higher up. They are both aware, through me, that they have no claim to this land.

FRIDAY, 13 MARCH, 1868.

Present:—

MR. BURNS,
MR. DE SALIS,MR. FARNELL,
MR. J. STEWART,

ATKINSON A. P. TIGHE, ESQ., IN THE CHAIR.

Mr. James Robertson called in and examined:—

361. *Chairman.*] We have been told that you have been employed by Mr. Topham, at Lake Macquarie? That is quite correct. Mr.
J. Robertson.
362. How long ago? I could not say; it is a good while ago—I think getting on for four years. I could not say exactly. I had all the papers, but they were swept away last year by the flood. 13 Mar., 1868.
363. Do you know the particular place where you were employed—could you describe it? Yes, I could very near.
364. Do you know that it was a free selection of Mr. Topham's? Yes.
365. Had anybody been on this land before Mr. Topham went to it? A party had been there, but not on the exact place where I was working—close to it.
366. Was that place where the other man had been, a portion of Mr. Topham's selection? Yes, I believe it was the 40 acres or 60 acres.
367. Did he leave any improvements behind him, before Mr. Topham took up the land? Yes, there was some little improvement, a little gonyah was standing there, and a few trees were cut down. When Mr. Maitland and I were there, we said it was an acre that was felled, though it was not an acre.
368. I am speaking of the person who occupied the land before Mr. Topham went upon it? Yes, that is the man I mean.
369. What do you think was the value of the improvements made by the man who had the land before Mr. Topham? If he would have given me £6 or £8 for it, I would have made a good job of it.
370. When Mr. Topham went on the land, he made improvements on it? Yes; I was employed by him.
371. Were you the only person who worked on it? No, I engaged another man to work with me, and I took it by contract.
372. Were you and the other man the only persons who were employed on it? So long as we were felling we were; but after the felling, Mr. Topham employed me again to build a house 42 feet by 26, I believe; I could not say to an inch.
373. Is it true that Mr. Topham and his boy worked upon this land for a great many weeks? Yes, for months.
374. Was not Mr. Topham at this time in the Government service? I believe he was some part of the time. I know he was while I was felling the timber, but I am not positive whether he was when I was building the house.
375. May I ask you—you need not answer the question unless you please—how much money Mr. Topham paid you for what you did? I received over £70 for clearing the timber, that was the piece of 28 acres; well then, I worked a long time on days wages and sometimes on contract, and he owes me £10 4s. yet.
376. Do you know the extent of Mr. Topham's selection? About 500 acres.
377. Do you know one Mr. Burnley up there? Not there, but I know a man named Burnley.
378. He selected a piece of this ground—this 500 acres? He selected 40 or 60 acres.
379. Were Mr. Topham's improvements upon the land that Mr. Burnley took up; or when Mr. Topham was dispossessed of the land, did the improvements lie unclaimed by any one but the Government? The improvements were not on the piece of land that Mr. Burnley selected—they were not on the 40 or 60 acres.
380. Then, the improvements that you made for Mr. Topham were not on Mr. Burnley's land at all? No, they were not.
381. Do you remember seeing Mr. Maitland at the Lake, and having any conversation with him about these improvements? Yes, I was out with him once.
382. How did you come to meet him; did you meet him by appointment? That I could not positively say.
383. Did you meet him accidentally? That I do not recollect. I think I shewed Mr. Maitland the road. He asked me to show him the exact place.
384. When he asked you that, was it an accidental meeting? I could not say that.
385. Did Mr. Winship, or Mr. Bishop, or any one else, obtain an interview for you with Mr. Maitland? No, they did not.
386. Then you met him by chance? Well, I could not say that I did. I believe I went with Mr. Maitland to show him the exact place where we made the improvements.
387. I want to know how you came to be introduced to Mr. Maitland for this purpose? I believe I was out on the Lake at that time.
388. You were known to Mr. Maitland as the person who had made these improvements? Yes.
389. Had Mr. Maitland never been there before, so far as you are aware, to make a survey of the improvements? He might have been there, but I was not there.
390. Did you show Mr. Maitland the improvements that you had made? Yes, we went over the ground, that was all—we went right over it.
391. Did you see Mr. Burnley there that day? No, but I saw his wife.

- Mr. 392. Did Mr. Maitland ask any questions there as to the improvements? No.
 J. Robertson. 393. When you speak of clearing the land, do you mean stumping as well as felling the timber? No.
- 13 Mar., 1868. 394. Did you burn it off? Some portion of it.
 395. How much? As much as would do for a large garden—two, three, or four acres. We had a team of bullocks, and took the stumps out sometimes.
 396. When you saw Mr. Maitland at the Lake, was it after Mr. Topham had been dispossessed? Yes, I believe it was.
 397. Who was in possession of this 500 acres? I think the Government.
 398. No one claimed it, so far as you were aware? It was claimed by Mr. Winship, I believe.
 399. What I mean is, that apart from Mr. Topham, or any claim derived from Mr. Topham, there was no other claimant than the Government, so far as you know? Not that I am aware of.
 400. Mr. Burnley did not take possession? Not till the Government sent him a letter.
 401. Not for the whole quantity? That I do not know.
 402. I want you now to tell us, if you can distinctly state whether any portion of the improvements that you made were upon the 150 acres that were subsequently selected by Mr. Burnley? I do not know which 150 acres.
 403. You cannot define to us what is Mr. Burnley's selection? No, not the 150 acres.
 404. But you could the 60? Yes, to a nicety.
 405. As regards that 60, you are quite sure no portion of the improvements you made are on that 60 acres? Yes.
 406. As to the second selection, you are not in a position to say whether the improvements are upon that, because you do not know the boundaries of the 150 acres? No, I do not.
 407. Do you know whether Mr. Maitland made inquiries of any other person with regard to these improvements? No, I do not.
 408. Did Mr. Maitland take you upon the ground, and define to you the portion of ground for which Mr. Burnley set up a claim, so that you might form an opinion whether your improvements were on that or not? I remember something of the kind—I remember I showed Mr. Maitland what improvements he had made when I came on the ground, on the 60 acres; that was all that passed between us.
 409. You could not show Mr. Maitland what improvements Mr. Burnley made the second time he came upon the ground? No, without I had had a chain to measure it with. He had made a little improvement, but not much.
 410. Mr. Farnell.] Could you give us any idea of the position of this land? The only idea I could give you—
 411. There are three lots, are there not? Yes.
 412. Upon which lot was it that the improvement was made—the one more northerly or more southerly? The one more southerly—the closest to the lake or sea.
 413. Chairman.] Was Mr. Topham ever on the ground after he left Newcastle? No, I do not think he was, but I was not on the ground; when I had done the work I was required to do, I left.
 414. Mr. Burns.] What was the name of the person on the ground before Mr. Topham first went there? There were no improvements made scarcely.
 415. There were some improvements made before Mr. Topham went there? No, there was only a little bit of a gunyah.
 416. Did you not state, just now, that some improvements had been made upon the ground before you went there, and before Mr. Topham went there? I say I could scarcely say there were any improvements; there was a little bit of a gunyah. I could scarcely speak of them as improvements at first.
 417. Was not some of the land cleared? There was a little bit. I said to Mr. Maitland—“We will call that an acre,” though it was not near an acre.
 418. What was the name of the person who made the improvements? I could not say.
 419. When Mr. Maitland went to look at the improvements, did he go and look at the land you now speak of that was improved? When I went with Mr. Maitland, I just went with him and showed him this little bit, where a few trees were felled, and where the gunyah had been; it was pulled down then.
 420. What other improvements did Mr. Maitland look at besides these which were made on this small piece of ground? He could not help seeing them.
 421. Did he also go to look at the improvements then made by Mr. Topham? He could not help seeing them. He had to go over it to go from one place to another.
 422. Were you at any time upon this ground after Mr. Burnley had been and lived upon a portion of it? I had been there once or twice, just to have a run out.
 423. Did Mr. Burnley settle down where you had made the improvements for Mr. Topham? Yes, he settled down on the place where I made the improvement.
 424. He settled down where the small piece of ground was originally cleared? No,—where I made the improvement and built the house for Mr. Topham—that is the place he was living in.
 425. Chairman.] If I understand you rightly, Mr. Burnley was on 60 acres of land upon which he had made some slight improvements? Yes.
 426. Then Burnley left that 60 acres of land? Yes.
 427. Then, in the same neighbourhood, Mr. Topham selected 500 acres, upon which he made considerable improvements? Yes.
 428. Then, for some reason, Mr. Topham left the land, whereupon Mr. Burnley selected 150 acres, of which the boundaries are unknown to you, and therefore you cannot state whether

- whether the improvements made by you for Mr. Topham were made upon this 150 acres? Yes, that is about it. Mr.
J. Robertson.
429. When you showed Mr. Maitland the improvements that Mr. Topham made, you took him to the 60-acre lot? No, he came right over the ground which we cleared; it is the road to go to it. 13 Mar., 1868.
430. When you wanted to show him what improvements Mr. Topham made, you showed him the improvements of the 60-acre lot? No, there was no improvement made upon that, except the little that was made by Mr. Burnley.
431. You are aware that Mr. Burnley was living upon this 150 acres for some one or two years? I know he has been working in the pit there.
432. Did you show Mr. Maitland what improvements Mr. Burnley made the second time he was in possession? I cannot say how much he made.
433. Then the fact is, that Mr. Maitland saw the combined improvements of Mr. Burnley and of Mr. Topham, and that you were not able very clearly to draw the line between the two sets of improvements, so that he could distinguish the improvements made by Mr. Topham or on behalf of Mr. Topham, and those made by Mr. Burnley? I could not point out the improvements upon the 150 acres, because I could scarcely see that there were any more improvements made than those I had done, except that there was a little bit of bush fence put up—that was all.
434. *Mr. Burns.*] Do you know that Mr. Topham took up 500 acres in the first instance? No, I know nothing about it; it was no business of mine; I heard of it afterwards.
435. You have since heard, by some means, that he had 500 acres in all? Yes, I have heard it.
436. *Chairman.*] Mr. Maitland had no means of obtaining information regarding these improvements, except what you gave him at the time you were there? Not that I am aware of.
437. *Mr. Farnell.*] Did Mr. Burnley select the land that Mr. Topham had paid you for improving—where you built the house? He lived in the same house I built.
438. Was he occupying the same land that you cleared? Yes.
439. How much per acre did Mr. Topham give you for clearing the land? For nothing else but felling, £2 10s.
440. Then the land is not stumped? No; some portion of it, where the dwelling-house is, is stumped.
441. *Chairman.*] Did Mr. Topham lay out any money in mining operations? That I could not say.
442. You knew the land from the time Mr. Topham took it up until he left it? Yes.
443. You could say, then, whether any mining operations had been carried on by him? I have seen some pit sunk or bored. I do not know who sank the pit.
444. *Mr. Farnell.*] You have told us that the value of the improvements made by Mr. Topham was about £70? Yes, that was only for felling—the price of felling 28 acres.
445. What was the value of the whole of the improvements,—the building of the house, and so on? The house has cost, for building, timber, slabs, bark, and so on, £96 and some odd shillings.
446. *Mr. Burns.*] Was that amount paid to you? No.
447. There was only you and another man? Yes, Mr. Jostin.
448. He was employed by you? No, by Mr. Topham.
449. What improvements were made besides those you made, and for which you say you received £70—what improvements were made besides those that you were paid for? The house.
450. Was this house finished before you left Mr. Topham's employment? It was finished, all but the chimney, the windows and doors, and floor.
451. Was it shingled? Barked; about 200 sheets of bark were on it.
452. Was it a rough building? It was a rough building, but intended to be lathed and plastered.
453. The mere shell of a house? It was a slab house; I cannot call it a shell; a good slab house.
454. When Mr. Burnley went upon the land, somewhere near there, did he go upon the land you had been improving for Mr. Topham, or did he go near it? He went into the house I built for Mr. Topham.
455. Did not you state just now that the house did not form part of the improvements for which you were paid? No.
456. I asked you what improvements you made besides those for which you were paid £70? The £70 was paid only for clearing; the house was a different thing altogether.
457. What were you paid by Mr. Topham in addition to the £70 you were paid for felling timber? I have been paid over £30, and he is owing to me £10 4s.
458. You said, just now, that the total improvements were worth £96? No, that is the cost of the house alone.
459. Mr. Topham paid you £70 for felling timber? Yes.
460. How much did he pay you for the other improvements, including the house? There were scarcely any other improvements besides building the house.
461. How much did Mr. Topham pay you for all your improvements—for felling the timber and building the house? Over £100, and £10 he owes me.
462. That is altogether? Yes.
463. You say he first paid you £70 for clearing the land, and then he afterwards paid you £30 for building the house? I was employed at day labour in building the house. I was one, Mr. Jostin was another, and Mr. Topham and his son were employed in building the house.
464. All the improvements made upon the land was the felling of the timber you have spoken of? Yes.

- Mr. J. Robertson. 465. And the erection or part erection of this house? Yes.
- 13 Mar., 1868. 466. That is all you know of it? Yes. For my own part, the money I received was over £100, but Mr. Jostin was employed, and Warner, and one or two men.
467. Did you see Mr. Burnley upon the land—did you see him living there? I did not see him, but I saw his family.
468. Was he living in the place you erected for Mr. Topham? Yes.
469. Was he farming the land on which you had felled the timber? I cannot say.
470. Did you see him cultivate any land there? No, I did not.
471. Are you aware that Mr. Burnley made an orchard and planted a number of trees upon the land he took up there? He might have done—I have not seen it. I have not been there for a good while, for a good many months.
472. Then Burnley may have made improvements, such as planting an orchard, without your knowledge? He may have done, or he may not. I could not say he has, and I could not say he has not.
473. *Mr. Farnell.*] Had Burnley made any improvements when you went up there with Mr. Maitland? There were some improvements made then; I could not say how much.
474. Did Mr. Topham ever occupy the house himself—did he ever live in it? He was living on the ground.
475. Did he live in the house? No, because when the house was finished so that any one could live in it, he left. I do not think he remained after I left the ground.
476. He never occupied the house that you assisted to build there? No, but he was living in a gunyah.
477. What was the reason he did not occupy this house? Because it was not finished at the time. It takes some time to build a place 42 feet by 26 feet, with nine or ten rooms in it.
478. Do you know whether this house was finished? I think it was finished by Mr. Burnley putting in a few windows and a door.
479. What do you mean by putting in a few windows—Did Topham put in any windows? No.
480. Then I suppose Burnley put in all the windows? No, not all.
481. Did Burnley complete this house? He finished so much of the house as would do for him and his family.
482. Did he take the bark off and shingle it? When I saw the house last, there was bark on it; I did not see shingles. He might have done so.
483. It was not shingled when you went with Mr. Maitland? No.
484. Was the floor laid? I was not in the house.
485. *Chairman.*] Then it might be floored, for anything you knew? It might be, or it might not; I do not think it very likely.
486. *Mr. Farnell.*] Did Mr. Maitland obtain any information from you as to the value of the house? Yes.
487. And as to the value of the improvements on the land—the clearing? Yes.
488. Did Mr. Maitland measure this land while you were with him? No; Mr. Maitland measured nothing when I was with him.
489. Did Mr. Maitland casually drop across you the day you went there, and ask you to show him the road; or, did he come to you and ask you to go with him? That I could not say.
490. Did he, anyhow, call upon you and ask you to show him Mr. Topham's improvements? No; I was asked by a clergyman on the road to show him the road.
491. Did you then meet Mr. Maitland? I followed with Mr. Maitland that day. I remember now there was a large company of them.
492. Did I understand you to say that Mr. Maitland was there before, surveying? I did not.
493. If he had been there before, he would hardly have required you to show him the road? No.
494. Did you go to show the road, or to show Mr. Topham's improvements? I showed him the way to the land.
495. Did you go to show the way to the land, or to show him Mr. Topham's improvements? Only to show him the way to the land.
496. When you were there, you showed him Mr. Topham's improvements? There was no occasion to do so, because they were there before him.
497. Mr. Maitland told us that you showed him what land was cleared by you, and that he based his calculations upon information received from you? I do not know about that; he was on the land himself.
498. *Chairman.*] Is that true? I do not know.
499. *Mr. Burns.*] Did he ask you, when he was on the land, which improvements Mr. Burnley had made, and which Mr. Topham had made? He might; I would not say; it is not a thing I am interested in at all. If it were a month or so ago, I might say; but how do you think a man can remember so long ago?
500. Have you no recollection of Mr. Maitland asking what improvements were made by Mr. Topham? I cannot recollect. I am positive of one thing,—that I pointed out the boundary lines of Mr. Burnley's 60 acres.
501. *Mr. Farnell.*] How far were you from this land when you met Mr. Maitland—when you were showing the clergyman the road—were you a mile or yards? About half or three-quarters of a mile.
502. How long did you stop there that day with Mr. Maitland? Not long; it commenced raining very hard.

503. How long did you stop? Not long—I think a quarter of an hour or twenty minutes. We just walked over and came back again. I might have said to Mr. Maitland, "That is the place I cleared." Mr. J. Robertson.
504. Did you voluntarily offer this information without being asked? Yes, I think I did— "This is the place I cleared." 13 Mar., 1868.
505. Did you not go for the special purpose to point out this land? No, I did not.
506. *Mr. De Salis.*] When you met Mr. Maitland first, did he know who you were? No, I do not think he did.
507. Did he ask your name? No.
508. Did he ask you whether you made these improvements? He asked me when I was on the ground.
509. Did you know Mr. Maitland? I never saw him in my life before I saw him the first time on the Lake, and the second time at the Supreme Court.
510. Did Mr. Maitland ask you to go with him to show him anything when he first met you? No, I do not think so.
511. Were you and Mr. Maitland going the same way? Yes, if I recollect well, I was going over in a boat, and Mr. Maitland was there—I could not say, it was such a while ago.
512. Your meeting with Mr. Maitland was entirely accidental? Yes.
513. And he did not know that you had made the improvements? Not till I told him. I might have said—"This is Mr. Topham's ground, I cleared it, and that is the little improvement that Mr. Burnley did." I believe I said so. I might have said so, but that was only in the course of conversation.
514. You accompanied Mr. Maitland during the time he was on the ground? Yes.
515. What did you do—go to the house? No, we passed the house, and went back again. I do not think we were on the ground more than ten or fifteen minutes.
516. Did Mr. Maitland tell you what he came about? No, I do not think he did.
517. Did you not think it strange for a gentleman to come and look at improvements, and then to walk back again? I do not know—I was not interested in it at all.
518. Mr. Maitland did not tell you what he came about? I do not think he did.
519. *Mr. Farnell.*] How many sheets of bark were on the house? 200.
520. How many slabs were there? 300.
521. Your memory appears to be very good as to the number of sheets of bark and slabs. Did you strip the bark or split the slabs? No, I dressed them all, but I would have taken the contract from Mr. Topham for splitting the slabs, only he would not give me the price, and he gave more to Warner than he would to me. That is why I remember it.
522. Were you paid for your loss of time in shewing the road to these persons? No, I never received a penny from any one. The only loss of time I have been paid for is what I was paid when I came to Sydney.
523. What part did you take in the erection of the building? Any part.
524. Are you a carpenter? No, but I can put up a house as good as a carpenter, I dare say.
525. You never served an apprenticeship? No, they do not do that in the place I come from.
526. You are a natural carpenter? Yes.
527. *Mr. Burns.*] You never heard of Mr. Maitland's intention to come and see you upon the ground, before you saw him on the day you speak of? No, I did not.
528. Did any one tell you that Mr. Maitland was coming to the ground? No, not that I am aware.
529. So far as you know, it was just by accident he met you that day? Yes.
530. Have you no recollection of giving him an estimate of the value of the improvements? No, I have not.
531. *Chairman.*] Did Mr. Maitland give you to understand, when he questioned you, that his mission was to find out if Mr. Burnley's claim to 150 acres of land, which he then had in his possession, had been improved to the extent of £40 before he (Burnley) selected it? I do not know; I would not say.
532. Was the nature of the information you gave him such as to enable him to decide that point? I do not know; I could not say.

WEDNESDAY, 18 MARCH, 1868.

Present:—

- | | | |
|-------------------------------------|--|--------------------------------------|
| <p>MR. BURNS,
MR. DE SALIS,</p> | | <p>MR. FARNELL,
MR. HANNELL,</p> |
| MR. OATLEY. | | |

ATKINSON A. P. TIGHE, Esq., IN THE CHAIR.

Mr. James B. Winship examined:—

533. *Chairman.*] You are one of the gentlemen who sent a petition to the Legislative Assembly, a few days ago, respecting a piece of land once in the possession of Mr. Topham? I am. Mr. J. B. Winship.
534. That petition has been referred to this Committee which is sitting on a claim connected with one John Burnley. Are you aware that that petition has been referred to this Committee? I am not. 18 Mar., 1868.

- Mr. J. B. Winship. 535. Was it your wish that it should be referred to this Committee? It was.
536. Do you think it is in some way connected with the subject of inquiry we are now engaged in? I do.
- 18 Mar., 1868. 537. Have you read the petition presented by Mr. Burnley to the Legislative Assembly, on the 6th December last? I have not.
538. If you have not read the petition we are appointed to consider and report upon, how do you arrive at the conclusion that the matters referred to in your petition are connected with the matters referred to in Mr. Burnley's petition? I think, from the way in which the matters are mixed up, they are inseparable. It seems that we selected the land together, and I do not see how it is possible for the Committee to determine without hearing us.
539. You have some idea, then, of what Mr. Burnley has petitioned about? Yes. (*The witness read the petition.*)
540. Is there anything in that petition you are prepared to prove or to disprove? I cannot say I am, excepting with reference to the statement that he has spent £200 upon the land. I do not see how he can have spent anything like £200.
541. There is nothing you are disposed to deny in the allegations of the petition, excepting the statement that he has expended £200? No.
542. Have you examined the property as claimed by him? I have.
543. Does the 150 acres claimed by him form part of the 500 and odd acres you claim through Mr. Topham? It is. I have a sketch of it here. (*The witness handed in the same. Vide Appendix C 1.*)
544. How do you claim an interest in this property? There were two associated with Mr. Topham—Mr. Osborne, Ottley, and myself—at the time this land was taken up.
545. You had a share in it? I had a third share in it. Since that time, Mr. Topham sold his share to Mr. Bishop and myself.
546. Did you take it up under the clause that provides for conditional purchase, or under the clause that provides for mineral purchase? Mineral purchase.
547. It was taken up under the mineral clause? Yes, and we paid one deposit of 10s. an acre.
548. How much money have you spent on the land? About £750.
549. On 501 acres? Yes.
550. Were these improvements made in prosecution of mining operations, or are they of an agricultural nature? Of an agricultural nature. I do not think they could be looked upon as consistent with the conditions—it was with an ultimate view.
551. It was your intention to fulfil the law with respect to mining operations, within the three years you had to retain it? Yes.
552. Your petition states first, that 501 acres were selected? Yes.
553. Then, that improvements had been made, and that money had been borrowed? Yes.
554. The land had then been assigned to yourself and Mr. Bishop; and that £600 and odd had been spent? Yes.
555. These are all statements that may be true—of course no one can dispute the truth of them—but I would draw your attention to the last clause of the petition, which states that the reason you are prevented spending more money is, in consequence of a lawsuit now pending between the Crown and Mr. Burnley. From the evidence we have had before us, we learn that no such lawsuit is really pending—that the matter is decided. Are you aware of that? I am not, but we have been told we have no claim to the land.
556. Are you aware that the case of the Crown against Burnley has been decided? Yes.
557. Then it is not pending—it is decided? I took what you said just now to refer to the question of compensation which is still pending. I believe the lawsuit is ended.
558. Your petition states as a reason why you apply to Parliament for redress, that you are prevented from going on with improvements in consequence of a lawsuit which is pending, and which interferes with you in some way? The reason we did not prosecute the improvements under the mineral clause was, that there was a lawsuit pending.
559. Are you aware that this lawsuit has been decided? I am now.
560. *Mr. Hannell.*] Were you when this petition was framed? No.
561. *Chairman.*] Then your having taken up this £500 acres of land, or Mr. Topham having taken it up, and having been unfairly or unjustly dispossessed, do you think that in any way interferes with the allegations of Mr. Burnley,—that he took up a portion of this land, and was unjustly or unfairly dealt with—Is there any inconsistency in the hypothesis that both parties were unfairly dealt with? I think both parties have been injured.
562. In that case, do you not think it rather a matter for separate inquiry, seeing that your claim has reference to 500 and odd acres of land, while Mr. Burnley's refers only to a portion of about 150 acres? I do.
563. I suppose you did not view it in that light when you instructed the gentleman who presented your petition to the House to refer it to this Committee? At that time I thought it would be a benefit to both parties. I think, on further consideration, it would be better to make ours a separate inquiry.
564. *Mr. Burns.*] You say that, through Mr. Topham, Mr. Ottley, and yourself expended about £600? Yes, I think about that.
565. In speaking of that amount, do you include the amount paid as deposit for the land? Yes.
566. What amount did you pay in the way of deposit? £250 10s.
567. Then the actual improvements you estimate at about £400? About that.
568. What did those improvements consist of? Clearing the land and building a house.
569. Do you know how much land was cleared? Yes; about 35 acres. I could not say exactly; I know I cleared 10 acres here (*referring to the plan*).
570. 35 acres of land were cleared, and a house built? Yes.
- 571.

571. Was the house finished by Mr. Topham? Yes, I think so.
572. Were there any other improvements—did you sink a shaft for mining purposes? No.
573. All that was done was, in the way of clearing the land and building a house? Yes.
574. I suppose all these improvements were effected under the direction of Mr. Topham? Yes, excepting the 10 acres that I cleared.
575. Do you know who Mr. Topham engaged for effecting the improvements? I know he employed men named — Cross, Robertson, and Warner.
576. Are you satisfied, from the information you have obtained, that this money was expended upon this land? I am.
577. Do you know whether, when Mr. Burnley took up a portion of this 500 acres, he took up that portion of the land that was improved? He did when he took up the 150 acres.
578. Have you seen Mr. Burnley settled on the land? No.
579. Have you been to the place when Mr. Burnley was in possession of it? Yes.
580. Did you observe that he occupied the house that had been built by Mr. Topham? I could not say that I saw him, but I was informed that his family were on the ground. I never saw him on the ground.
581. How did Mr. Topham become dispossessed of this land? By Burnley being allowed to select 150 acres.
582. Had not Mr. Topham previously abandoned possession? No.
583. Have you any knowledge of the improvements made by Mr. Burnley? I have not.
584. Were you on the ground at any time previously to Mr. Burnley going there—shortly after Mr. Topham left? I was there before he selected the 150 acres, but after he had the 60 acres, so I was told.
585. Did you observe then what improvements he had made? As far as I could understand, and as it was pointed out, there was about an acre or an acre and a half cleared.
586. Had he not made a garden there? I did not see a garden.
587. All the improvement you saw was about an acre and a half cleared? About that.
588. *Mr. Oatley.*] You say you do not see how the improvements which this person has valued at £200 could amount to that sum? Yes.
589. How much do you think would be the value of the improvements made by him? I never saw any but the clearing of this acre or acre and a half of land.
590. How much would that be worth? £10 or £15.
591. Did he put up any fencing? I did not see any.
592. The house he resided in was erected before he went there? Previous to his selecting the 150 acres.
593. The ground that was cleared was cleared previously to his selecting the 150 acres? Yes.
594. *Mr. Hannell.*] You do not come before this Committee to oppose any claim Mr. Burnley may have made for consideration or compensation at the hands of this House? Not in the least.
595. You desire to have your own case stated, and to shew that you have an equal right with himself to consideration? Yes, I think Mr. Burnley has not been well used at all. Like ourselves, he took up the land in good faith, and was turned out; and neither he nor we can get satisfaction.
596. Do you know, of your own knowledge, that Mr. Topham and Mr. Burnley each received notice to quit the land, and to take it up under different conditions? Yes, by the same post.
597. And that Mr. Burnley got to the Police Office before Mr. Topham? Yes, because Mr. Topham was a few miles from town; and when Mr. Topham went to Mr. Baker, he was told that he was too late—that Mr. Burnley had been there the day before.
598. *Chairman.*] If Mr. Topham is deprived of this 150 acres in the way you state, how is he deprived of the rest of the 500 acres? We feel that if the Government can dispossess us of 150 acres, it can dispossess us of the rest. We have employed a solicitor, Mr. Brown, at the cost of £14 or £15, to act for us in this matter. We have been to the Surveyor General, but could get no satisfaction, and have been told that we have no claim to the land.
599. Have you been turned out of the 500 acres? No; but we have been turned out of the 150.
600. Do you hold possession of the remainder? No; we spoke of the remainder.
601. *Mr. Hannell.*] Does the correspondence with the Government refer to the 150 acres, or to the whole block? To the 150 acres.
602. *Mr. Burns.*] Were the improvements made only on the 150 acres? No, some were made on the other block—about 10 acres were cleared.
603. *Mr. Farnell.*] Did you yourself select this land? Mr. Topham, Mr. Ottley, and I; but Mr. Topham had chiefly to do with it. We each paid our share.
604. Are you now claiming on behalf of Mr. Topham? Mr. Topham has sold his interest to us.
605. You now petition the House in the interest of yourselves, as having purchased, or by some means become possessed of Mr. Topham's interest? Yes.
606. I understood you to say that you have not been dispossessed of any portion of this land excepting the 150 acres? We considered the 150 acres of more value than all the other. It is the only good land; the rest is hilly and rocky.
607. Was not this land originally selected for mineral purposes? Yes.
608. You said something in reference to some improvements that had been made upon this 150 acres? Yes.
609. Do you know of your own knowledge who made these improvements? I do.
610. Who made them? Mr. Topham and the men whom he employed. I was there several times, and saw the men at work.

Mr. J. B.
Winship.

18 Mar., 1868.

- Mr. J. B. Winship.
18 Mar., 1868.
611. *Mr. Hannell*] I believe you found the principal part of the money to pay for them? I did.
612. *Mr. Farnell*.] What was the value of the improvements made by Mr. Topham, previous to Mr. Burnley's taking possession of or selecting the land? I put down the improvements according to the money spent.
613. What description of house was it that Mr. Topham erected? It was a slab house covered with bark. I was never in it myself.
614. Was it completed before Mr. Burnley took possession of it? I could not say; I believe not. I believe he put some windows in it.
615. *Mr. Hannell*.] Did Mr. Burnley take possession of the house that Mr. Topham erected? Yes.
616. *Mr. Farnell*.] What improvements did Mr. Topham make there? He cleared this land.
617. About how many acres? About 20 or 25 acres on the land subsequently occupied by Mr. Burnley.
618. What other improvements did he make? He built the house.
619. When you say he built the house—do you mean that the house was completed and fit for occupation? I know that he meant to live there himself. I could not say whether the house was finished; I was never in it.
620. What was the value of these improvements, clearing the land and building the house? I put it down at the money I paid.
621. Who did you pay the money to? I found the money.
622. For Mr. Topham? Mr. Topham was our chief representative.
623. You gave Mr. Topham a certain amount of money to pay for improvements—Do you know whether he spent that money in paying for those improvements? I do not, but I believe he did.
624. What I want to get from you is, the value of the improvements made by Mr. Topham before Mr. Burnley took possession? I consider the value of the improvements to be according to the money I spent.
625. You estimate the amount of the improvements by the money you advanced to Mr. Topham, not knowing whether he laid out the whole of the money on these improvements or not? I do not know for a fact that he did, but I believe he did.
626. Do you know whether he judiciously laid this money out? I believe he did, and worked very hard himself.
627. How much money did he lay out? I think altogether from £600 to £700, with the purchase money.
628. It is the cost of the improvements I wish to know—Are you including the purchase money of the whole of these three blocks of land? Yes.
629. I wish you to confine yourself to this 150 acres. I want to know the amount spent by Mr. Topham prior to Mr. Burnley taking possession? The whole of the money was expended on the 150 acres, excepting from £25 to £30 on the middle block.
630. In round numbers, what was spent upon the 150 acres in improvements? About £400.
631. The expense of clearing this land, this 20 acres or so, was £400? And the building of the house.
632. The house is a slab house, with a bark roof? Yes, and has, I think, about eight rooms.
633. Is it floored? I cannot say; I never was in it.
634. *Mr. Hannell*.] The price of labour was very high at this time? Much higher than it is now. I know Dr. Bowker lent £200 to Mr. Topham, to help him to carry out the improvements.
635. *Mr. Farnell*.] Did he lend him £200 to help him to carry out improvements on the 150 acres, or in connection with the whole block for mineral purposes? Mr. Topham borrowed the £200 to expend it upon 25 acres of this 150 acres.
636. Is this land very valuable? It is very good land indeed.
637. What is it worth per acre? Do you mean when cleared?
638. No, in a state of nature—I suppose when Mr. Topham borrowed the money it was not cleared; he wanted the money to clear and improve it? He did.
639. What was the value of this land per acre? £4 an acre; £2 to be paid to the Government, and £2 to be spent in improvements.
640. This £200 that Mr. Topham borrowed, was it for mineral purposes, or for the erection of machinery for mining? No, merely for improving the land, to the best of my knowledge.
641. Do you not think £200 a large sum of money to borrow on 25 acres for the purpose of clearing or agricultural purposes? I do not; I think it would be worth much more when the land was cleared.
642. This piece of land was worth £4 an acre? No, that is what we had to pay Government for it.
643. You had to pay £2 an acre, and spend £2 in improvements? Yes.
644. Then Mr. Topham buys from Government land at £2 an acre, and borrows £200 upon 25 acres, the cost of which amounts to £50? Yes.
645. *Mr. Oatley*.] I take it that this is a choice piece of land, and that the other is all rock? It is the only good piece of land there is there; I do not know such another piece of land about the Lake. It has been probed in different parts, and found to have soil 4 feet deep.
646. *Mr. Farnell*.] What is the mineral in this land? Coal. There have been pits sunk there by Dickson and others.
647. So far as your grievance is concerned, it is confined to the 150 acres? It applies to the whole, because we do not know what we are doing now.
- 648.

648. I understand you have not been interfered with with reference to the other portion? We have been told that we took up the whole improperly.

649. Who told you that? The Surveyor General.

650. By official notice? By official notice. We changed once at their dictation, and we were then told to apply a second time; and we then found that Burnley had forestalled us by one day.

651. If you had gone to the Land Office the day before Burnley went there, and had obtained the land, could you have complained then? I do not think we could have complained if we had got the land.

652. You think you ought to have the 150 acres of land that Burnley selected? We are willing to let the Government have the land, if they will give us back our money and the money we spent upon the land.

653. Have they not returned your purchase money? No, they have had our money nearly five years.

654. *Mr. Hannell.*] You would not be content with the money you paid for the land, but would require the money spent on improvements? Yes.

655. *Mr. Farnell.*] Your grievance is with the Government, and not with Mr. Burnley? Just so.

656. *Mr. Hannell.*] Where is Mr. Topham? At the High-street, West Maitland, station.

657. Have you endeavoured to get him before this Committee? I saw Mr.— to ascertain whether, if he were wanted, he could supply his place and allow him to come; and I asked Mr. Topham if he were willing to come before the Committee. He said he was very unwell—he looked unwell—and had received no summons.

658. *Chairman.*] Mr. Topham is rather advanced in years? He is; I should think upwards of 60.

659. And delicate? Very delicate.

660. *Mr. Farnell.*] Are you still in communication with the Government with reference to this matter? We have not done anything for some time, but are awaiting the issue of Mr. Burnley's case. We thought when that was decided, it would lead the way for our case.

661. You said something about having your case referred to a Committee of the House. Would it not be better to have your application refused by the Government, before appealing to a higher tribunal? I think they have injured us so much by the way they have dealt with us, that we have no further confidence in them.

662. That is, the Survey Department? Yes.

663. *Chairman.*] Are you aware that another gentleman has assumed the office of Surveyor General? I have seen it so notified.

664. *Mr. Burns.*] On what ground did the Government cancel your selection through Mr. Topham? The way it was explained to me by the Surveyor General was, that Burnley had 60 acres of this 150-acre block during the lease of Dickson and Jackson.

665. Had Mr. Burnley been in possession of the 60 acres before you made your selection? I believe he had, from what I heard. I never saw him there.

666. He had been living there? Yes.

667. Had he made any improvements? I believe he cleared about an acre and a half.

668. After he vacated the land, you made these improvements? Yes, he cleared out, knowing it was leased to Dickson and Jackson.

669. He anticipated you by a day in taking up this? That was a long time after. He applied to the Government, and said he was ill-used, and some pressure was brought to bear upon the Surveyor General with reference to this 150 acres.

670. Did the Government address no communication to you with reference to the 351 remaining acres? Not the slightest.

671. You have not been told to consider yourself the free-selector of the remaining portion? No; we have applied several times.

672. Have you ever applied for the money? No.

673. I suppose you still wish to get possession of the land? I should like to get back the money I have paid.

674. Have you made any formal application to the Government? I have applied to the Surveyor General, through Mr. Brown, my solicitor.

675. Did they state the Government would not return the money? They never said they would.

676. Have they refused? I believe so.

677. In speaking of the improvements that Mr. Burnley has made upon the land, I think I understood you to say that your valuations were based upon what other people have stated. You were not yourself aware what improvements were made? No, I could not say.

678. You have not much personal knowledge of what improvements Mr. Burnley may have made? I do not know.

679. Upon the whole 501 acres, supposing the whole amount that you advanced to Mr. Topham was expended on improvements, and also the £200 advanced by Dr. Bowker, £600 was spent in improvements? Yes, all that, but more than that with the deposit.

680. *Mr. Oatley.*] I understood you to say that nearly the whole was expended on the 150 acres? Yes.

681. In his petition, Mr. Burnley says that, in April, 1863, he "went on the said land, and commenced to work on it, having hired a man to assist him in putting up a house and clearing the land of timber. That your petitioner then remained on the land for about four months, during which time he erected a house, felled four acres of heavy timber, and put up eleven chains of log fencing of a very substantial character, which is now standing." Is that really true? There was no fence when we took up the 150 acres. There was a little bit of a place about 6 feet by 8 or 9 feet—a mere cabin.

Mr. J. B.
Winship.

18 Mar., 1868.

- Mr. J. B. Winship.
18 Mar., 1868.
682. Was there any log fencing? I did not see any fencing at all.
683. *Mr. De Salis.*] The name of Robson has been brought before us as having selected. Do you know anything about Mr. Robson? You mean Dickson, Jackson, & Robson; he was one of the firm.
684. Both you and Mr. Burnley were notified that your selection would be cancelled, because the 150 acres had been previously measured by Government? We simply took them up as marked here (*referring to the plan*).
685. You received a letter to the effect that your selection could not be granted because 150 acres had been previously measured out by Government? I did not.
686. You knew nothing about this? No.
687. About what date did Mr. Topham make the improvements you have referred to? The chief of his improvements were made during 1864.
688. Did he leave those improvements? Yes.
689. Why did he leave them? Because Mr. Burnley took up the land.
690. After Mr. Burnley had taken up the land? Yes, there was no alternative.
691. *Mr. Burns.*] Have you any correspondence between yourself and Government? No, I have none.
692. *Chairman.*] Of the £600 that you have expended on the 501 acres, £250 of the money consists of the deposit paid to the Government? Yes.
693. Another item consists of money paid for legal advice and assistance, and for letters to the Government? Yes.
694. And for expenses incurred in coming to Sydney respecting the land? Yes.
695. Of course you cannot call these items improvements on the land? They are expenses I have been put to by the Government.
696. When you have used the word "improvements" throughout the course of this evidence, you have meant the money paid by you, on account of the property, in any way? Exactly.
697. Do you know Mr. Maitland, the surveyor? Yes.
698. Do you believe that he is a tolerably good judge of the value of improvements? I think so.
699. If he went on a property and estimated the value of the improvements made upon it, would you have confidence in his estimate? I think I would.
700. Are you aware that Mr. Maitland was sent by the Government to estimate the improvements made on this land? I believe he was.
701. Are you aware that he went there after Mr. Topham had left, and when Mr. Burnley had been there one or two years? I am not. I do not think Mr. Burnley was there long after Mr. Topham left.
702. Supposing he had been there one or two years after Mr. Topham left, and that Mr. Burnley's and Mr. Topham's improvements were together, and that Mr. Maitland had visited the place and made an estimate of those improvements, would you think that estimate reliable? I think I should.
703. I have before me a statement made by Mr. Maitland, in which he values the improvements at £134. 18 acres cleared, £54; house, 42 feet by 26, unfinished, £80. That is very inconsistent with the statement you have made of the amount expended by Mr. Topham, or received by him from you? There is a wide difference.
704. Is Mr. Topham a man of good judgment in matters of this kind? Yes, I should say so; he was a man well to do, and has had a large experience in such matters.
705. About this particular time, was he in embarrassed circumstances—did he go through the Insolvent Court? I could not say, but I have no idea that he was ever insolvent.
706. You said something about pressure having been brought to bear upon the Government, with reference to something that was done in this matter—What kind of pressure did you refer to? I think Mr. Burnley employed a solicitor to write to Government.
707. That was what you meant by pressure? Yes.
708. You do not know, of your own knowledge, that Mr. Topham spent all the money you gave him upon this property? I do not, but I believe he did.
709. *Mr. Burns.*] Did not Mr. Topham assign his interest, whatever it might be, in this land, to you and some other party, in consequence of his insolvency or failure of some kind? No, he was leaving the district; that was his chief reason, I believe.
710. Who was the other party? Mr. Bishop.
711. *Chairman.*] The Surveyor General has told us that Mr. Topham's creditors had made some representations in this matter? I suppose he meant Mr. Bishop and myself—we bought his interest, for which we gave him £180—£90 each.

MR. JOHN BURNLEY.

A P P E N D I X .

A 1.

(To Evidence given by Mr. John Burnley, 9 January, 1868.)

[B.]
N.B.—This receipt will not be acknowledged by the Government unless it be presented to the Postmaster, within seven days of the date thereof, for signature and transmission of the *red ink* duplicate to the Colonial Treasury.

No. 2478.
Deed fee, £1.

Police District of Newcastle,
9 April, 1863,
at 11:25 o'clock.

RECEIVED from John Burnley, of Lambton Coal Mines, Waratah, miner, the sum of fifteen pounds, being a deposit of five shillings per acre on sixty acres of unimproved land situated at Kahibah, in the county of Northumberland, and which have been selected by a written application as a purchase, under the 21st section of the Land Alienation Regulations, dated 1st November, 1861.

HEN. BAKER,
Agent for the Sale of Crown Lands.

Duplicate hereof received and transmitted to the Colonial Treasury by me, this 9th day of April, 1863.

W. H. THOMPSON,
Postmaster.

A 2.

The Surveyor General to Mr. John Burnley.

[Urgent.]

Surveyor General's Office,
Sydney, 13 September, 1864.

Sir,

With reference to my letter of the 5th August, 1863, respecting your conditional purchase of 60 acres of land in the parish of Kahibah, I hasten to inform you that the true reason of the cancellation of your purchase was, that the land formed part of a measured portion of 150 acres, which should have been selected as measured, and not, as stated, because of its interference with Robson's mining lease, which at the time had been forfeited.

Mr. Topham's application for this land has been cancelled, for the same reason.

I may add that, if you desire to select the portion as measured, it will be necessary that you should make application to the Agent, on the next Land Office day, paying the requisite deposit thereon.

By returning to me the form of authority forwarded in my letter above referred to, together with your deposit receipt, the money paid by you upon the 60 acres will at once be returned to you.

I have, &c.,
W. R. DAVIDSON,
Surveyor General.

A 3.

[B.]
N.B.—This receipt will not be acknowledged by the Government unless it be presented to the Postmaster, within seven days of the date thereof, for signature and transmission of the *red ink* duplicate to the Colonial Treasury.

No. 1512.
Deed fee, £1.

Police District of Newcastle,
22 September, 1864,
at 1:20 o'clock.

RECEIVED from John Burnley, of Lambton Colliery, miner, the sum of thirty-seven pounds ten shillings, being a deposit of five shillings per acre on one hundred and fifty acres of unimproved land, situated at Lake Macquarie, in the county of Northumberland, and which have been selected by a written application as a purchase, under the 21st section of the Land Alienation Regulations, dated 1st November, 1861.

HEN. BAKER,
Agent for the Sale of Crown Lands.

Duplicate hereof received and transmitted to the Colonial Treasury by me, this 22nd day of September, 1864.

W. THOMPSON,
Postmaster.

A 4.

Rd. Driver, junr., to Mr. John Burnley.

Pitt-street, Sydney,
5 April, 1867.

You *ats.* Attorney General.

My dear Sir,

The plaintiff's costs herein have been taxed at the sum of £98 8s. 3d., and unless they be forthwith paid, a writ to levy for same and to put you out of possession will be issued and lodged. Your early attention to this matter is necessary, if you wish to prevent a sacrifice of the property you are possessed of. On the 27th March last I forwarded you two letters, in one of which I enclosed a document in error, and by the other the correct enclosure, with a request that you would return the correct one. I have waited patiently since then without hearing from you, and must now beg of you to comply with my request as early as possible.

Yours, &c.,
RD. DRIVER, JUNR.

B 1.

(To Evidence given by *W. R. Davidson, Esq.*, 15 January, 1868.)

Mr. Licensed Surveyor Maitland to The Surveyor General.

Maitland, 3 May, 1865.

Sir,

Referring to your favor of the 15th February, 1865 (65-117), I do myself the honor to report that by adjournment I attended before the Bench, at Newcastle, on the 19th of April, 1865, when, after hearing the case, the Magistrates dismissed the same, feeling, I believe, some difficulty as to the interpretation of the word "improvements," as preventing conditional purchase.

I remain, &c.,

D. M. MAITLAND,
Licensed Surveyor.

B 2.

The Crown Lands Agent, Newcastle, to The Under Secretary for Lands.

Police Office, Newcastle,
26 June, 1867.

Sir,

I do myself the honor to acknowledge the receipt of the papers having reference to a conditional purchase of land at Kahibah by one John Burnley, afterwards by Thomas Topham, and, on his becoming insolvent, by the said John Burnley a second time, and which were sent to me for such information as I might be able to afford as to the statements contained in such papers; and, in reply, I do myself the honor to report, that I have looked through the papers and find that it is not in my power to throw any fresh light on the case, inasmuch as my register of conditional purchases is all I have recourse to for information on the subject; and I observe that the several original applications (of which my register is a mere transcript), are amongst the papers forwarded to me.

With respect to the proceedings against Burnley before this Bench, on the 19th April, 1865, under the 32nd section of the Crown Land Alienation Act of 1861, at the suit of Mr. D. M. Maitland, licensed surveyor, for being in the unlawful occupation of the land in question, I send a copy of the proceedings in the case, by which it will appear that the Magistrates dismissed the case, not, as stated in Mr. Maitland's letter of the 3rd May, 1865, "as to some difficulty as to the interpretation of the word 'improvements,'" but because the Justices were of opinion, that from some document produced at the hearing, that the defendant Burnley's occupation was authorized by the Surveyor General.

I return all the papers sent to me in this case, under separate cover, addressed to you.

I have, &c.,

HEN. BAKER,
Agent for the Sale of Crown Land at Newcastle.

It may be pointed out to the Land Agent that he has omitted to report on the points upon which information was chiefly desired by this Department, viz., as to whether Burnley has given up the land, and what are his means of paying the costs of the action.—W.W.S.—12th.

Yes.—13.

[Enclosure.]

Police Office, Newcastle,
19 April, 1865.

Present:—Helenus Scott and C. B. Ranclaud, Esquires, Justices of the Peace.

John Burnley appears on summons to answer complaint of Mr. Duncan Mearns Maitland, licensed surveyor, duly authorized on that behalf, for being in the unlawful occupation of 150 acres of land, at Kahibah, in the District of Newcastle, in the County of Northumberland.

Duncan Mearns Maitland, on his oath, saith:—I am a licensed surveyor, residing at Maitland, in this Colony; I produce an authority from the Surveyor General to proceed against the defendant in this case, dated the 25th January last, under the 32nd section of the Crown Lands Occupation Act of 1861; the ground on which I seek to remove the defendant is, that the land sought to be recovered has improvements on it; I have seen the defendant and his family in the occupation of the land sought to be recovered.

D. MAITLAND,
Licensed Surveyor.

Taken and sworn before us, at Newcastle, the }
nineteenth day of April, A.D. 1865,— }

HELENUS SCOTT, P.M.
C. B. RANCLAUD, J.P.

Cross-examined by Mr. Mullen, for defendant:—Duncan Maitland, on his former oath, saith:—The letter now produced by you, of the 30th September, 1864, is signed by W. R. Davidson, the Surveyor General, No. 1512; the receipt, No. 1512, 22nd September, 1864, is in the handwriting of Mr. Baker, Agent for the sale of Crown Lands at Newcastle.

D. M. MAITLAND.

Taken and sworn before us, at Newcastle, the }
nineteenth day of April, 1865,— }

HELENUS SCOTT, P.M.
C. B. RANCLAUD, J.P.

The case is dismissed, as it appears by the document produced that the defendant is in occupation authorized by the Surveyor General.

HELENUS SCOTT, P.M.
C. B. RANCLAUD, J.P.

A true copy.—HEN. BAKER, C.P.S.
Police Office, Newcastle, 26th June, 1867.

B 3.

Mr. Licensed Surveyor Maitland to The Surveyor General.

Maitland, 3 May, 1865.

Sir,

Referring to verbal instructions from you herein, I do myself the honor to report that I have visited, in company with the man who actually did the work, the con. pur. claimed by Jno. Burnley, in the parish of Kahibah.

2. I estimate that Burnley, during his first occupation, in virtue of his application of the 9th April, 1863, for 60 acres, cleared about 1/2 acre of the land, erecting no house.

3. Topham, under his application of the 3rd of September, 1863, cleared 18 acres, and erected a house of 42 ft. x 26, excepting the back roof, doors and windows.

4. On the other side, I send you a memo. of the relative amount of improvement made by each claimant.

I am, &c.,
D. M. MAITLAND,
Licensed Surveyor.

Improvements on No. 30. Kahibah.

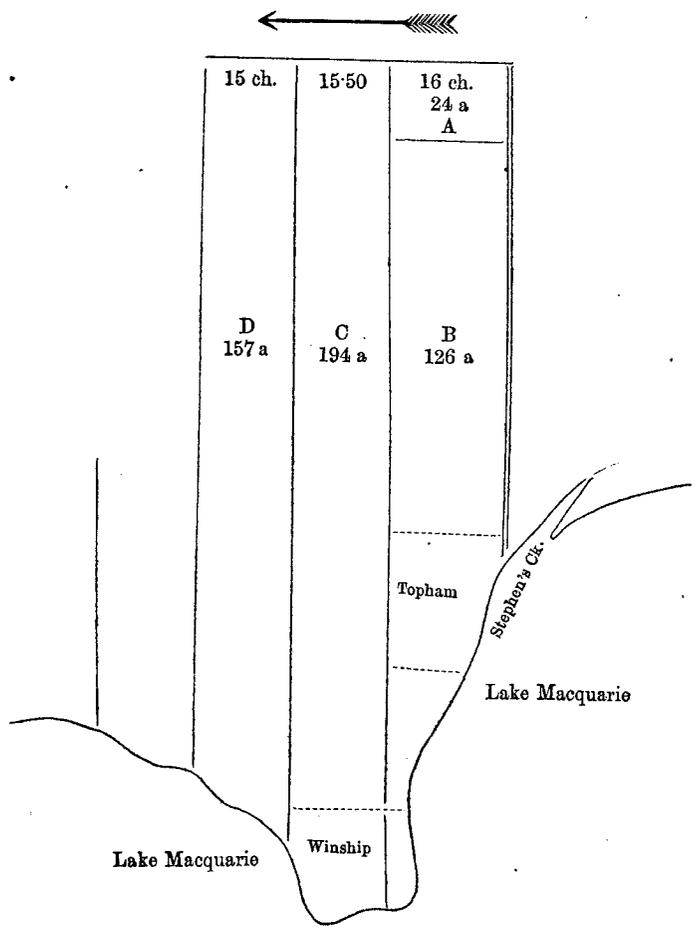
	£	s.	d.
Made by Burnley :—			
1/2 acre cleared	1	10	0
This was all done at the time of Topham's c. p.			
Made by Topham :—			
18 acres cleared	54	0	0
House 42 ft. x 26, unfinished	80	0	0
	<u>£134</u>	<u>0</u>	<u>0</u>

Since his last claim, Burnley has cleared about 2 acres more; and having put the back shingles, doors, and windows to Topham's house, resides there.

D. M. Md.

C 1.

(To Evidence given by Mr. J. B. Winship, 18 March, 1868.)



C—194 a. Applied for by Topham, 13 August, 1863.
B—126 a. Applied for by Topham, 3 Sept., 1863.

320

A— 24 a. } Applied for by Messrs. Topham.
D—197 a. }
221 a.

6th November, 1863. Agreement between Messrs. Topham, Winship, and Ottley, to hold land and pay moneys in common, each to have 25 a. for himself. The dotted lines shew portions chosen by Messrs. Winship and Topham for themselves. Mr. Ottley not yet made his choice.
Mr. Topham's piece is where money principally spent, and where Burnley lived.
7 November, 1863. Topham mortgages to Dr. Bowker for £200.
13 July, 1864. Topham sells out.

26 and 29 Sept., /64. Mr. Brown to Surveyor General.

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

CLAIM OF MR. BENJAMIN RICHARDS TO
LEASE OF YARALDOOL RUN;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
6 December, 1867.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1867.

[Price, 1s. 8d.]

185-a

1867

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1867.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES, No. 33. TUESDAY, 27 AUGUST, 1867.

5. Claim of Mr. Benjamin Richards to lease of "Yaraldool" Run :—Mr. Thornton moved, pursuant to Notice,—“That” this House shall on Friday next, resolve itself into a Committee of the Whole, to consider of an Address to the Governor, praying that His Excellency will be pleased to authorize the issue of a lease of the “Yaraldool” Run to Mr. Benjamin Richards, in pursuance of the decision of the Supreme Court of this Colony, made in the case.

Debate ensued.

Mr. Robertson moved, that the Question be amended, by omitting all the words after the word “That,” with a view to inserting in their place the words, “the Claim of Mr. Benjamin Richards to a lease of the “Yaraldool” Run, be referred to a Select Committee for consideration and report, with power to send for persons and papers—

“(2.) That the Committee consist of the following Members—viz.: Mr. Wilson, Mr. Thornton, Mr. Lord, Mr. Hart, Mr. Smart, Mr. S. Brown, Mr. Forster, Mr. Tighe, Mr. Josephson, and the Mover.”

Debate continued.

Question,—That the words proposed to be omitted stand part of the Question,—put and negatived.

Question,—That the words proposed to be inserted in the place of the words omitted be there inserted,—put and passed.

Whereupon Question,—

(1.) That the Claim of Mr. Benjamin Richards to a lease of the “Yaraldool” Run, be referred to a Select Committee for consideration and report, with power to send for persons and papers.

(2.) That such Committee consist of the following Members—viz.: Mr. Wilson, Mr. Thornton, Mr. Lord, Mr. Hart, Mr. Smart, Mr. S. Brown, Mr. Forster, Mr. Tighe, Mr. Josephson, and the Mover,—put and passed.

VOTES, No. 39. TUESDAY, 10 SEPTEMBER, 1867.

2. Claim of Mr. Benjamin Richards to Lease of “Yaraldool” Run :—

(1.) Mr. Josephson presented a Petition from John Whitford, of Redfern, near Sydney, in the Colony of New South Wales, Esquire, praying that leave be granted to the Petitioner to appear before the Select Committee now sitting on this subject, either in person or by counsel or attorney, and that he be at liberty to produce and give evidence before such Committee, with reference to the matters contained in the said Petition.

Petition received.

(2.) Mr. Josephson then (*with the concurrence of the House*), moved, without notice, that the Petition so received be referred to the said Committee.

Question put and passed.

VOTES, No. 43. TUESDAY, 17 SEPTEMBER, 1867.

3. Claim of Mr. Benjamin Richards to lease of “Yaraldool” Run :—Mr. Thornton presented a Petition from Benjamin Richards, of Richmond, in the Colony of New South Wales, grazier, praying for leave to be examined and heard by Attorney and Counsel before the Select Committee now sitting on the above subject ;—

And moved, That the said Petition be received, and referred to the said Committee. Question put and passed.

VOTES,

VOTES, No. 46. FRIDAY, 20 SEPTEMBER, 1867.

5. Claim of Mr. Benjamin Richards to lease of "Yaraldool" Run (*"Formal" Motion*):—
Mr. Thornton moved, pursuant to Notice, That the name of Mr. S. C. Brown be discharged from the Committee now sitting on "Claim of Mr. Benjamin Richards to lease of Yaraldool Run," and that of Mr. Egan be added to said Committee.
Question put and passed.
-

VOTES, No. 84. THURSDAY, 28 NOVEMBER, 1867.

2. Claim of Mr. Benjamin Richards to lease of "Yaraldool" Run:—Mr. Thornton, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and of Evidence taken before, the Select Committee for whose consideration and report this matter was referred on 27th August, 1867, together with Appendix.
-

VOTES, No. 89. FRIDAY, 6 DECEMBER, 1867.

2. Claim of Mr. Benjamin Richards to lease of "Yaraldool" Run (*"Formal" Motion*):—
Mr. Thornton moved, pursuant to Notice, That the Report of the Select Committee, on the "Claim of Mr. Benjamin Richards to Lease of 'Yaraldool' Run," be printed.
Question put and passed.
Ordered to be printed.
-

1867.

CLAIM OF MR. BENJAMIN RICHARDS TO LEASE OF
YARALDOOL RUN.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 27th August last, to consider and report upon "*the Claim of Mr. Benjamin Richards to a Lease of the Yaraldool Run—with power to send for persons and papers,*"—to whom, on the 10th September last, was referred—"a *Petition from John Whitford, of Redfern, near Sydney, in the Colony of New South Wales, Esquire, praying that leave be granted to the Petitioner to appear before the Select Committee now sitting on this subject, either in person or by counsel or attorney, and that he be at liberty to produce and give evidence before such Committee, with reference to the matters contained in the said Petition*"—and to whom, on the 17th September last, was referred—"a *Petition from Benjamin Richards, of Richmond, in the Colony of New South Wales, grazier, praying for leave to be examined and heard by attorney and counsel before the Select Committee now sitting on the above subject*"—have agreed to the following Report:—

Your Committee are of opinion that Mr. Richards is not entitled to a lease from the Government of the Yaraldool Run, but that a contract for a lease of a portion of that run was entered into by the Crown with Whitford, and that he is entitled to have from the Crown the fulfilment of it.

GEO. THORNTON,

Chairman.

No. 3 Committee Room,

Sydney, 27 November, 1867.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 6 SEPTEMBER, 1867.

In consequence of the adjournment of the House from the 4th to the 10th instant, the meeting called for this day lapsed.

THURSDAY, 12 SEPTEMBER, 1867.

MEMBERS PRESENT :—

Mr. Robertson,	|	Mr. Thornton,
Mr. Josephson,	|	Mr. Tighe.

Mr. Thornton called to the Chair.

Entry in Votes appointing the Committee,—*read*.

Petition from John Whitford, of Redfern, Esquire, praying for leave to appear in person, or by Counsel or Attorney, *referred* on the 10th instant,—*read*.

Motion made (*Mr. Josephson*), and Question,—“ That the prayer of this Petition be granted,”—*agreed to*.

Committee deliberated as to their course of proceedings.

Ordered,—That Mr. Benjamin Richards be summoned for the next meeting.

[Adjourned to Thursday next, at 11 o'clock.]

THURSDAY, 19 SEPTEMBER, 1867.

MEMBERS PRESENT :—

Mr. Thornton in the Chair.

Mr. Smart,		Mr. Lord.
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Petition from Benjamin Richards, of Richmond, grazier, praying that he “ may be examined, and heard by Attorney and Counsel,” *read*,—and *prayer granted*.

Chairman stated his intention of obtaining Mr. Speaker's opinion as to whether Mr. Holdsworth, the partner of Mr. S. C. Brown, a Member of this Committee, should be permitted to appear before them as Attorney for Mr. B. Richards.

Committee deliberated.

Parties called in, and informed that the Committee had decided to permit Counsel, &c., to appear for both Petitioners.

Present :—

For Mr. Benjamin Richards,—

Counsel—Mr. Darley.

Attorney—Mr. Holdsworth.

For Mr. John Whitford,—

Attorneys—Messrs. Want & Want.

Mr. Darley addressed the Committee on behalf of Mr. Richards, and produced certain documents and precedents in support of his client's case.

Mr. Benjamin Richards examined.

Witness handed in copies of several letters (*vide Appendix, A1 to A7*), and produced the Pleadings in the case *Richards v. Whitford*, together with Plan of the Run.

Ordered,—That the Chief Commissioner of Crown Lands be summoned to give evidence at next meeting, and to bring with him all the Papers, &c., referred to in Mr. Josephson's Notice of Motion, placed on the Votes of 23rd August last.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY,

WEDNESDAY, 25 SEPTEMBER, 1867.

MEMBERS PRESENT:—

Mr. Thornton in the Chair.

Mr. Josephson,	|	Mr. Tighe,
Mr. Egan,	|	Mr. Wilson.

Chairman stated that Mr. Brown's name had been discharged from this Committee, and Mr. Egan's substituted, upon Motion in the House.

Present:—

For Mr. Benjamin Richards,—
*Counsel—*Mr. Darley.
*Attorney—*Mr. Holdsworth.

For Mr. John Whitford,—
*Counsel—*Mr. Salomons.
*Attorney—*Mr. Want.

Mr. Benjamin Richards again examined.

Two letters handed in by witness (*Vide Appendix, A 8, A 9.*)

A. O. Moriarty, Esq., *Chief Commissioner of Crown Lands*, called in and examined.

Witness and Mr. Darley handed in certain letters and a Petition (*Vide Appendix, B 1 to B 16.*)

And objection being taken to the Petition being appended, and the Counsel on both sides being agreed that the printing of said Petition is unnecessary,—*Petition withdrawn*, by consent of Committee.

Witness withdrew.

M. Benjamin Richards again examined.

Witness withdrew.

A. O. Moriarty, Esq., again examined.

Witness handed in certain opinions given on the case, and two letters (*Vide Appendix, B 17 to B 19.*)

Ordered,—That T. G. G. Dangar, Esq., M.P., be summoned to give evidence at next meeting.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY, 2 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Thornton in the Chair.

Mr. Smart,		Mr. Josephson.
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Present:—

For Mr. Benjamin Richards,—
*Attorney—*Mr. Holdsworth.

For Mr. John Whitford,—
*Counsel—*Mr. Salomons.
*Attorney—*Mr. Want.

T. G. G. Dangar, Esq., M.P., examined.

In the course of the examination, notice was taken that there was not a Quorum present.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY, 9 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Thornton in the Chair.

Mr. Josephson,		Mr. Forster.
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Present:—

For Mr. B. Richards,—
*Counsel—*Mr. Darley.
*Attorney—*Mr. Holdsworth.

For Mr. J. Whitford,—
*Counsel—*Mr. Salomons.
*Attorney—*Mr. Want.

Mr. J. H. O. G. P. Ffrench called in and examined.

Witness withdrew.

Mr. John Whitford examined.

Witness handed in certain documents. (*Vide Appendix, C 1 to C 3.*)

A. O. Moriarty, Esq., *Chief Commissioner of Crown Lands*, again examined.

Witness handed in certain documents. (*Vide Appendix, D 1 to D 25 inclusive.*)

[Adjourned to Thursday, 17 October, at 11 o'clock.]

THURSDAY,

THURSDAY, 17 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Josephson, | Mr. Lord.

In the absence of a Quorum, the meeting called for this day lapsed.

WEDNESDAY, 30 OCTOBER, 1867.

MEMBERS PRESENT:—

Mr. Thornton in the Chair.

Mr. Josephson, | Mr. Smart,
Mr. Egan.

Present:—

For Mr. B. Richards,
Counsel—Mr. Darley.

For Mr. J. Whitford,
Counsel—Mr. Salomons.
Attorney—Mr. Want.

A. O. Moriarty, Esq., *Chief Commissioner of Crown Lands*, called in and again examined.

Witness handed in a statement of the Runs in the vicinity of "Tory Wee Wha."
(*Vide Appendix E.*)

Room cleared.

Committee deliberated on the proposal, made by one of the Counsel, to have a long interval of adjournment.

Motion made (*Mr. Smart*), and Question put,—“That the case be proceeded with.”

Committee divided.

Ayes, 1.	Noes, 2.
Mr. Smart.	Mr. Josephson, Mr. Egan.

Parties called in and informed.

Resolved,—That the Committee adjourn to next Wednesday week (13th November), with the understanding that the Chairman is authorized to call an earlier meeting if the parties interested should desire it.

[Adjourned.]

WEDNESDAY, 13 NOVEMBER, 1867.

MEMBERS PRESENT:—

Mr. Thornton in the Chair.

Mr. Hart, | Mr. Smart,
Mr. Josephson.

Present:—

For Mr. B. Richards,—
Counsel—Mr. Darley.
Attorney—Mr. Holdsworth.

For Mr. J. Whitford,—
Counsel—Mr. Salomons.
Attorney—Mr. Want.

Mr. Salomons addressed the Committee on behalf of his client, Mr. John Whitford.

Mr. Darley addressed the Committee in reply.

Room cleared.

Committee deliberated, and

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY, 20 NOVEMBER, 1867.

MEMBERS PRESENT:—

Mr. Thornton in the Chair.

Mr. Smart, | Mr. Tighe,
Mr. Josephson.

Committee deliberated.

Chairman brought up Draft Report.

Ordered,—That Draft Report be printed, and considered at next meeting.

[Adjourned to Wednesday next, at 11 o'clock.]

WEDNESDAY,

WEDNESDAY, 27 NOVEMBER, 1867.

MEMBERS PRESENT:—

Mr. Thornton in the Chair.

Mr. Smart,	Mr. Hart,
Mr. Wilson,	Mr. Tighe,
Mr. Josephson.	

Draft Report read as follows:—

“Your Committee are of opinion that Mr. Richards ‘is’ entitled (under the letter from Colonel Barney, dated 18 December, 1850) to a lease, from the Government, of the Yaraldool Run, as described in that letter.”

Amendment proposed (*Mr. Smart*),—to omit all the words after “is,” in the first line, with a view to insert the following words in lieu thereof, “not entitled to a lease from the Government of the Yaraldool Run, but that a contract for a lease of a portion of that run was entered into by the Crown with Whitford, and that he is entitled to have from the Crown the fulfilment of it.”

Question put,—That the words proposed to be omitted stand part of the Report. Committee divided.

Ayes.	Noes.
Mr. Tighe.	Mr. Smart, Mr. Hart, Mr. Josephson, Mr. Wilson.

Question then put,—That the words proposed to be inserted in lieu of the words omitted, be there inserted.

Committee divided.

Ayes.	Noes.
Mr. Smart, Mr. Wilson, Mr. Josephson, Mr. Hart.	Mr. Tighe.

Motion made (*Mr. Smart*), and *Question put*,—That the Report, as amended, be the Report of this Committee.

Committee divided.

Ayes.	Noes.
Mr. Smart, Mr. Hart, Mr. Josephson, Mr. Wilson.	Mr. Tighe.

Chairman to report.

LIST OF WITNESSES.

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1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

CLAIM OF MR. BENJAMIN RICHARDS TO LEASE
OF YARALDOOL RUN.

THURSDAY, 19 SEPTEMBER, 1867.

Present:—

Mr. LORD, | Mr. SMART,
Mr. THORNTON.

GEORGE THORNTON, Esq., IN THE CHAIR.

Mr. Darley, instructed by Mr. Holdsworth, appeared as Counsel on behalf of the Petitioner Mr. Richards.

Mr. R. J. Want appeared on behalf of the Petitioner Mr. Whitford.

Benjamin Richards, Esq., called in and examined:—

1. *Mr. Darley.*] I believe in the year 1851 you purchased a run from Mr. James Smith Adams? I did. B. Richards,
Esq.
2. What was that run? Yaraldool or Bunga Bunga.
3. Did you get a letter from Mr. Adams dated 18th December, 1850? I did. 19 Sept., 1867.
4. Do you know what became of that letter? I gave it to Mr. Holdsworth—Messrs. Rowley and Holdsworth.
5. It was produced at the trial? It was.
6. A letter from Mr. Adams that he had received from Colonel Barney? Yes.
7. Is that a copy of the letter, and a copy of the description annexed to it (*handing a letter to witness*)? It is. (*Vide Appendix A 1.*)
8. Did you buy on the faith of that letter from Mr. Adams? I did.
9. I believe some time after you bought, you received a letter from Colonel Barney, stating that there had been some error in that description? I got a letter from the District Commissioner, to the effect that he had called at Yaraldool Run, and finding no one there to assess with him, he had taken upon himself to assess; and he stated what he had assessed it at, and asked me at the same time to amend my description.
10. Is that a copy of the letter (*handing a paper to the witness*)? It is. (*Vide Appendix A 2.*)
11. Did you receive that letter? I did.
12. Did you answer that letter? I did.
13. Did you decline to alter the description? I did.
14. Upon what ground did you decline? Upon the ground that he wanted me to amend it from fourteen down to five miles, which I declined to do. I notified the same to him, and at the same time sent a full description of my run. The letter was produced at the trial; I remember it being put into my hand.
15. You declined to amend? I did.
16. You had bought on the faith of getting fourteen miles back, and you therefore declined to amend? I did.

- B. Richards,
Esq.
- 19 Sept., 1867.
17. What was the next you heard in connection with this particular matter? The next I heard was through the Crown Lands Office.
18. When was that? Some time after.
19. Was that on the 9th June, 1852? I think it was.
20. Is that a copy of the letter (*handing a paper to the witness*)? It is. (*Vide Appendix A 3.*)
21. What did you reply to that letter, or did you reply at all? I do not remember that I replied at all; I think not—I am pretty well sure not.
22. Did you, during all this time, occupy all that back country with your cattle, sheep, or stock? Yes, the whole of it.
23. After the 9th June, 1852, when did you next hear anything relating to this land? Through the Crown Lands?
24. Through any person? I heard that a portion of the back country was tendered for.
25. Was that about May, 1859? I think it was after that.
26. So that, from the time you purchased in 1851, up to May, 1859, you occupied that country without disturbance? I did.
27. In May, 1859, Mr. Whitford sent in a tender? For Barraneal.
28. Did you lodge a caveat to that? I did, through my attorney, Mr. Holdsworth.
29. On the 29th May, 1861, did you write this letter to the Commissioner (*handing a paper to witness*)? I did. (*Vide Appendix A 4.*)
30. *Chairman.*] Is that the letter you call a caveat? Yes.
31. *Mr. Darley.*] That is the letter you wrote? Yes.
32. After this letter, were any trespasses committed on your run? Yes.
33. Upon what you claim as your run? Yes.
34. Did you take any steps in consequence of these trespasses? I did.
35. Did you bring an action against Mr. Whitford? Yes.
36. I believe that case was tried before His Honor the late Mr. Justice Wise, in November, 1863? Yes.
- Mr. Darley *produced* the pleadings in the case marked E, together with plan marked F.
37. I believe there was a verdict in your favour in that case? There was.
38. I believe Mr. Whitford then moved for a new trial? Yes.
39. And that his application was refused? Yes.
40. Do you know that that judgment has been recorded in the Supreme Court reports? Yes.
41. Have you occupied that country since? Ever since.
42. In 1865 did anything take place in reference to this run—in the latter end of 1865—this trial took place in 1863? In 1863 and 1865. With reference to the appraisement?
43. Yes? Yes.
44. What took place? It was appraised; it was called on for appraisement at Wee Waa. My son attended it.
45. What took place at that appraisement—who were the appraisers? Mr. Betteridge appraised on the part of the Government, Mr. Dangar on my behalf, and Mr. Bryden was umpire.
46. State shortly what was the result—what Mr. Betteridge's opinion was, what Mr. Dangar's opinion was, and what was the ultimate result? They appraised it at ten miles by fourteen.
47. As to its value? Mr. Betteridge wanted to put £300 on it, Mr. Dangar said £200, and they divided upon that. Mr. Betteridge proposed meeting him halfway at £250. Mr. Dangar stood firm at £200, and it was then submitted to the umpire, Mr. Bryden, and he decided upon £225. That is what my son informed me; I was not present myself.
48. Do you know whether Mr. Betteridge estimated the carrying capability of the run, and if so, at what? I knew only from my son's report—what he reported to me; I am not sure upon that point.
49. You do not know of your own knowledge? No.
50. Did you receive a letter touching the assessment of this run, from the Crown Lands Office? I believe I did; I must have done, otherwise I could not have acted.
51. You have not got that letter? I have not with me.
52. Did you pay £225 into the Treasury? I did.
53. In 1865? In 1865.
54. And again in 1866? Yes, I have paid regularly ever since, whenever it was the time for payment.
55. Did you subsequently receive a letter from Mr. Moriarty, touching some of these back blocks? I did.
56. Have you got that letter with you? I think Mr. Holdsworth has all these letters.
57. Is that the letter dated 15th June, 1866 (*handing a paper to witness*)? It is. (*Vide Appendix A 5.*)
58. What did you do after receiving that letter? I did nothing in the matter.
59. Did you get your solicitor to answer it, or did you answer it yourself? I got my solicitor to say that these blocks were carved out of Yaraldool, or at least I believed so.
60. Were these blocks afterwards assessed, as a matter of fact? I believe they were—I had no act in it.
61. Were you called upon to pay rent in respect of them? I was.
62. Did you, as a matter of fact? I did. The amount of appraisement speaks for itself, inasmuch as £225 for two blocks of country would be excessive—no country there has been appraised at anything like that amount. You will observe that these two blocks, Tholoo and Burgon, although I paid for them, I gave in a written protest.
63. Is that the protest to which you refer, dated 28th December, 1866 (*handing a paper to witness*), sent in by you when you paid? It is. (*Vide Appendix A 6.*)

64. *Chairman.*] That is the letter you call a protest? Yes.
65. *Mr. Darley.*] Do you know of this letter having been sent to the Chief Commissioner at the same time (*handing a paper to witness*)? Yes. (*Vide Appendix A 7.*)
66. Can you explain how these runs came to be called Tholoo and Burgon? These blocks were tendered for as Tholoo and Burgon, by Collins and Barber. 19 Sept., 1867.
67. When was that? I think about 1859 or 1860—I am not quite sure as to the date.
68. Will you state what occurred? As to their being taken up?
69. State the whole—what you did, and what was done? These are the names these individuals tendering gave them. I only discovered it through the Crown Lands Office. I did not know of their having tendered till it was intimated to me, after which I put in a protest, and gave a description of Yaraldool Run. In fact, I carried the documents to Mr. Moriarty, and had a long conference with him.
70. Who tendered for these? Messrs. Collins and Barber.
71. What did you do when they tendered for these runs? I lodged a protest, and also went to the Crown Lands Office, to ascertain the correctness of what I had heard. I heard there were tenders for land at the back of my run, and I went to the Crown Lands Office to ascertain the correctness of the statement. I carried the documents upon which I held my run—the description of it in Colonel Barney's letter. I was informed then that there were tenders in, and Mr. Moriarty promised he would give the matter every consideration.
72. Were Mr. Collins and Mr. Barber men of substance? These blocks were afterwards gazetted in their name, and they applied to me to purchase them. Collins and Barber addressed their letter to me from Sydney, and I replied back that I would not, for that these blocks were already mine, included in my Yaraldool Run—at least I considered so.
73. *Mr. Lord.*] They were gazetted to Collins and Barber in 1859? I am not sure as to the date—about that time.
74. *Mr. Darley.*] What was done then? I heard no more about it. I afterwards saw, by an advertisement in the *Mailand Mercury*, that they were in the hands of Mr. Cadell, for sale, with a number of other blocks.
75. Had they also tendered for blocks behind your neighbour? Yes, for blocks behind Mr. Brown at Bucklebone.
76. Were these two men of substance, or what were they? I was given to understand that they were not, that they were mere run hunters, that they went about ascertaining where there was vacant country, and that if it were any good they applied for it by tender, and then disposed of it.
77. They were not station holders or stock proprietors? They were not station owners or stock proprietors.
78. You were saying something about Mr. Brown? Mr. Brown called upon me at my residence at Richmond, and asked me what I intended to do in the matter, knowing these men as having got the country behind him and me. I told him that it did not affect me, inasmuch as the country belonged to me, and I had an acknowledgment from the Government for it. He said he was less fortunate, as he had not, his was gone and he should have to buy his. He said—“You had better let me buy yours, as by buying the lot together we could get them cheaper.” He remonstrated with me, saying it would give me a great deal of trouble, and if any one took them up it would be a great annoyance, and they could be got for a nominal thing, and I consented to his doing so.
79. I suppose you did not consider these two men worth while going to law with? Of course I did not—he made that known to me.
80. To save litigation you bought these? Yes.
81. Hence these blocks became called Tholoo and Burgon? Yes. In fact, there was vacant country, at that time, back of Yaraldool. I hardly knew where these were, but I bought them to save litigation, to make myself safe.
82. *Mr. Lord.*] Could you not see the descriptions published in the *Government Gazette*? It said commencing at the back of Yaraldool, but whether it was fourteen or five miles I did not know.
83. *Mr. Darley.*] They understood it to be five, and you understood it to be fourteen? Yes.
84. The *Gazette* did not say how far from the river? No; commencing at Yaraldool, at the back of the boundary.
85. We have heard that Mr. Whitford tendered for the block which he called Barraneal? Yes. Collins and Barber tendered for that also, but Mr. Whitford was before them.
86. Did Mr. Whitford want you to purchase his interest? He did.
87. When was that? After his receiving it—after I had purchased the other. He wanted £500 for it, and after that he put on some 3,000 sheep which he wanted to sell with the block for £3,000.
88. That was the cause of the action for trespass? Yes.
89. What did you say to him when he wanted to sell Barraneal to you? I told him the country belonged to me. He made reply—“I am aware you hold a powerful document, but I hold possession from Mr. Moriarty, and I will chance it.” I said—“If you commence stocking the place I will bring an action against you.”
90. Did he say anything about your having purchased from Collins and Barber? Yes, and I said—“I am aware I did, but they are men of straw, you are a man of substance, and if you enter on it I shall action you—you are worth powder and shot.” I believe those were the words I used.
91. That was your reason for buying from Collins and Barber? That was my sole reason—to save litigation and annoyance.
92. *Mr. Want.*] I think you said Collins and Barber were not station holders? Not in New South Wales, that I am aware.

B. Richards,
Esq.

- B. Richards, Esq.
19 Sept., 1867.
93. Are you not aware that they were station holders? They may have been station holders, but I do not believe they were at the time. I have been informed that they were merely run hunters.
94. Still you will not undertake to swear they were not holders of stations at the time? I will not undertake to swear they were not holders of stations, though I think I might. They were not in New South Wales.
95. They might have a good Queensland station? They might.
96. Will you mark on that plan which you consider to be Tholoo and Burgon? I should conclude these to be. (*The witness marked the places referred to with a cross.*)
97. When did you purchase these from Collins and Barber? I did not purchase them from them at all—I purchased them from Mr. Brown. Mr. Brown purchased these blocks from them, and I then purchased them from Mr. Brown.
98. When did you purchase from Collins and Barber, through Mr. Brown? I do not know the exact date.
99. The year? Some time after they were gazetted, or the tenders were accepted—some considerable time, six or nine months.
100. In May, 1859, they tendered? Yes. The tenders were in for a considerable time before they were acknowledged—possibly two years—that would make it 1861. I think about 1861 I purchased; I am not quite clear as to the dates.
101. Were these transferred to you? They were transferred to Mr. Brown, and from Mr. Brown to me. In fact, I was not known in the matter to Collins and Barber.
102. You say these two runs you have marked with a cross were bought by Mr. Brown, and transferred by him to you? Yes.
103. Have you been in occupation of those two runs ever since? Yes.
104. Have you paid rent in respect of those two runs to Government ever since? Yes, I have paid whatever has been asked.
105. In respect of these two runs, separately from Yaraldool? I have paid for the runs described as Tholoo and Burgon.
106. Did you receive any letter, respecting the appraisalment of your run at Yaraldool, from the Government? Yes, I believe I did.
107. Where is that? It must either be in my own possession at home, or else it must be in Mr. Holdsworth's. I think I gave all these letters over to him.
108. You did get a letter for Yaraldool? I certainly think I must. I do not see how I could get the others without getting that.
109. Can you recollect the contents of that letter? No, I cannot. Yaraldool was never described only as Yaraldool to me.
110. When Mr. Betteridge and Mr. Dangar came up to assess your property, were you on the property at the time? No.
111. Then I suppose it is merely from information you received, that you stated to your counsel that the boundaries were pointed out to them? My son acted for me.
112. Did anybody point out to them what were the boundaries of Yaraldool, or describe them—did your son, or anyone else? Yes.
113. And I suppose they knew nothing of this place until it was pointed out to them—these assessors? Which place?
114. Yaraldool. They were not personally acquainted with the boundaries of the run? Of course Mr. Bryden and Mr. Dangar knew the boundaries of the run, and Mr. Betteridge also, I suppose. I was not present.
115. Is it likely that these persons knew the boundaries of the run? My son was there to act on my behalf.
116. Have you heard from him that he pointed out the boundaries to them? Of course he described the country as fourteen miles back.
117. You are quite sure of that? I have his letters to that effect.
118. Have you got them here? No.
119. However, you say that your son described Yaraldool as ten miles one way and fourteen miles back? He described that as Yaraldool, and he explained that it extended fourteen miles back.
120. And ten miles frontage? From a certain tree on the river, at a certain point, to another tree.
121. Supposed to be ten miles? Yes.
122. You recovered in that action against Mr. Whitford—what was the amount of damage? £200 in all.
123. Have you any recollection what the costs of the action were? No.
124. In the letter that you called a caveat, you informed the Government that there had been a quarrel between Mr. Adams and the former occupier of Tory Wee Wha? I think not.
125. Your memory is bad, I think? I do not think it is. I do not know anything about a quarrel with Mr. Adams. There was a question of a disputed boundary—that was prior to my having anything to do with Yaraldool—one had overlapped the other a little.
126. Was there any other point in dispute, except where they were to start from—whether it was from where the tree is marked in the centre of the water-hole? No.
127. That was the only point of dispute between the parties? That was all I am aware of. I was not the occupant at the time.
128. You alluded to it in your caveat at the time. I want to know whether, from information you had from Mr. Adams, the dispute was as to where the course of the boundary between Tory Wee Wha and Yaraldool was? I do not comprehend you.
129. Were any other boundaries in dispute between these two parties but that one? The dividing boundary between the two runs—I should infer that was the only one.
130. What is the general nature of the blocks about that part of the country? As to size?

131. Yes? They are of every size and description.
132. What is the general size? I am not aware of any general principle.
133. Do not you know that they are five miles by five? No, I do not, inasmuch as there are many runs that are not. You make them out blocks of five by five, to define their grazing capabilities—they are supposed to graze 640 head of cattle, or 4,000 sheep.
134. I ask whether, generally speaking, blocks there do not consist of five miles by five? Wherever there was vacant country you could take it by asking for it or getting it described.
135. I ask whether that is not the general size of the block? A block is generally considered to be five miles by five, or 16,000 acres.

B. Richards,
Esq.

19 Sept., 1867.

WEDNESDAY, 25 SEPTEMBER, 1867.

Present:—

MR. EGAN,
MR. JOSEPHSON,

MR. TIGHE,
MR. WILSON.

GEORGE THORNTON, ESQ., IN THE CHAIR.

Mr. Darley, instructed by Mr. Holdsworth, appeared as Counsel for the Petitioner Mr. Richards.

Mr. Salomons, instructed by Mr. Want, appeared as Counsel for the Petitioner Mr. Whitford.

Benjamin Richards, Esq., again called in and further examined:—

136. *Mr. Darley.*] I asked you, on the last occasion, in reference to a letter, whether you had received a letter from the Chief Commissioner of Crown Lands? Yes.
137. Have you found that letter? I have.
138. Will you hand it in? *(The witness handed in the same. Vide Appendix A 8.)*
139. That is the original? That is the original. *(Mr. Darley handed in a letter. Vide Appendix A 9.)*

B. Richards,
Esq.

25 Sept., 1867.

Abram Orpen Moriarty, Esq., called in and examined:—

140. *Mr. Darley.*] Will you produce a letter dated 7th October, 1864, written by Messrs. Rowley & Holdsworth to you? *(The witness handed in the same. Vide Appendix B 1.)*

Mr. Darley handed in a letter dated 6th February, 1866, from the Crown Lands Office. *(Vide Appendix B 2.)*

A. O.
Moriarty, Esq.

25 Sept., 1867.

141. I now call for a letter of the 9th February, 1866? *(The witness handed in the same. Vide Appendix B 3.)*

Mr. Darley handed in a letter dated 25th June, 1866. *(Vide Appendix B 4.)*

142. Will you now produce a letter from Messrs. Rowley & Holdsworth, dated 15th September, 1866? *(The witness handed in the same. Vide Appendix B 5.)*

Mr. Darley handed in a letter dated 21st September, 1866. *(Vide Appendix B 6.)*

143. Have you a letter of 2nd November, 1866, from Mr. Holdsworth? Yes.

144. Will you hand it in? *(The witness handed in the same. Vide Appendix B 7.)*

Mr. Darley handed in a letter dated 30th October, 1866. *(Vide Appendix B 8.)*

145. Do you produce a letter of the 17th October? I have one of the 20th November. *(The witness handed in the same. Vide Appendix B 9.)*

146. Have you a letter to the Colonial Treasurer, dated 28th December, 1866, enclosed in a letter to you of the same date? I have. *(The witness produced the original letters, copies of which were handed in on the 19th instant. Vide Appendix A 6 and A 7.)*

147. Do you produce a letter dated 26th November, 1866? I have a copy of such a letter, from Thomas Betteridge to Benjamin Richards. *(The witness handed in the same. Vide Appendix B 10.)*

148. Was that enclosed in a letter to you? Yes, dated 7th December, 1866. *(The witness handed in the same. Vide Appendix B 11.)*

Mr. Darley handed in letters dated respectively 20th December, 1866, and January 3rd, 1867. *(Vide Appendix B 12 and B 13.)*

149. Have you a letter of 15th January, 1867? Yes. *(The witness handed in the same. Vide Appendix B 14.)*

Mr. Darley handed in a letter dated 23rd January, 1867. *(Vide Appendix B 15.)*

150. Have you a letter of the 2nd November, 1866? Yes. *(The witness handed in the same. Vide Appendix B 16.)*

Benjamin Richards, Esq., again called in and still further examined:—

151. *Mr. Salomons.*] You stated that you only gave a nominal price to Mr. Brown for Tholoo and Burgon—what you call a nominal price? I stated that Mr. Brown, when he suggested the buying of these blocks, said they could be bought at a nominal price.

152. What was the price? I paid £250 for these two blocks.

153. Do you mean £250 each? £250 for the two.

154. To Mr. Brown? At the instance of Mr. Brown.

B. Richards,
Esq.

25 Sept., 1867.

- B. Richards, Esq.
25 Sept., 1867.
155. Did you pay the money to Mr. Brown? No, I was directed to pay it to another party.
156. Did you pay it on account of Barber and Collins, or on account of Brown? I paid it to Mr. Brown.
157. Do you know how much Mr. Brown gave Barber and Collins for the two stations? I do not know.
158. Have you heard it was £500? No, I have not heard.
159. There was another block, I believe you said? No; not that I had.
160. Who had the third block? It was a block that lay at the back of Bucklebone.
161. Outside of this altogether? Yes.
162. What was the name of that? I do not know even that.
163. This place you bought—the third block? I only bought two blocks.
164. You did not buy a third one? I did not.
165. *Mr. Darley.*] The fact was, that Collins and Barber took up three blocks of country, that is, two blocks out of what you say is Yaraldool, and a block out of Bucklebone? Yes; and I think they applied for several others.
166. They applied for more country at the back of Yaraldool? Yes.
167. Then Mr. Brown bought from Barber and Collins all these blocks? Yes, which they took up in that part of the country.
168. And you bought back from Mr. Brown those blocks which you say were taken out of Yaraldool? Yes.
169. *Mr. Josephson.*] Are these blocks marked here (*referring to the plan F*) those which you bought from Mr. Brown? Those are the supposed blocks.
170. Not the supposed—which are the blocks? Those are the blocks that are called Tholoo and Burgon.
171. These are the two you bought from Mr. Brown? Yes.
172. Marked on this plan as Yaraldool Station? Yes.
173. *Mr. Darley.*] Bucklebone lies to the eastward? Yes.

Abram Orpen Moriarty, Esq., again called in and further examined:—

- A. O. Moriarty, Esq.
25 Sept., 1867.
174. *Mr. Darley.*] Have you some legal opinions of the Crown Law Officers with reference to this case? Yes. (*The witness handed in the same. Vide Appendix B 17, B 18, and B 19.*)

WEDNESDAY, 2 OCTOBER, 1867.

Present:—

MR. JOSEPHSON, | MR. SMART.

GEORGE THORNTON, ESQ., IN THE CHAIR.

Mr. Holdsworth appeared on behalf of the Petitioner Mr. Richards.

Mr. Salomons, instructed by Mr. Want, appeared as Counsel on behalf of the Petitioner Mr. Whitford.

Thomas Gordon Gibbons Dangar, Esq., M.L.A., examined:—

- T. G. G. Dangar, Esq., M.L.A.
2 Oct., 1867.
175. *Mr. Holdsworth.*] You are a Member of the Legislative Assembly? Yes.
176. You are also a squatter residing on the Namoi River? Yes.
177. You know Mr. Richards' station of Yaraldool? Yes.
178. How long have you resided on the river? About nineteen years.
179. And during the whole of that period you have known this station? Yes, I have known it from the time Mr. Adams first occupied it.
180. What is the extent of that station? It has always been considered as fourteen miles back, ever since I have been on the river.
181. To a frontage of ten miles? To a frontage of ten miles.
182. Do you know Mr. Whitford's station? Yes.
183. By whom was that station first taken up? The first person who had it after I was there was Mr. Purcell.
184. What was the extent of that station? I am not aware.
185. Mr. Richards' station of Yaraldool was one continuous block? Yes, all one block. My run is on the opposite side to it.
186. On the opposite side of the river? Yes.
187. I suppose it is generally known there that Mr. Richards' station was fourteen miles back. It has always been considered so since I have been on the river.
188. Do you recollect in the year 1865 or 1866 being appointed an appraiser on Mr. Richards' behalf? In 1865, in conjunction with Mr. Betteridge, the Government appraiser.
189. Did you go over that run? I had no necessity, as from my local knowledge I knew the run.
190. Did Mr. Betteridge also? Mr. Betteridge was over the run.

191. You were unable to come to an agreement as to the value of the station? Yes.
192. What price did you put upon it? My estimate of the run was considerably lower than Mr. Betteridge's. I do not remember the exact amount, but the amount ultimately fixed was £225.
193. Fixed by the umpire Mr. Bryden? Yes.
194. Was it thoroughly understood that the station was fourteen miles back? So far as my memory serves me, some mention was made about Yaraldool not being fourteen miles back.
195. By whom was that remark made? I cannot recollect by whom it was made, but I remember the subject was brought up, and it was distinctly understood that Yaraldool was fourteen miles back; and it was upon that, that this heavy appraisement was put upon it. If it had been only five miles back, there is no doubt the appraisement would have been lighter. The decision of the Supreme Court, I believe, was tendered by Mr. Richards' son, on his part, to shew that the Supreme Court had determined it was fourteen miles back, and upon this consideration we valued it accordingly.
196. As fourteen miles back? Yes.
197. Do you know a tract of country called Barraneal? I know the locality, but not the boundaries.
198. That country would cut in half almost Mr. Richards' station of Yaraldool—it would divide the front portion from the back? I would not be prepared to say. I know there is a station in dispute between Mr. Whitford and Mr. Richards.
199. It would be carved out of Yaraldool? From my knowledge of the country, I should think it would interfere with the Yaraldool station.
200. It would spoil it? It would spoil it. I feel satisfied that both Mr. Betteridge and Mr. Bryden appraised the run fourteen miles back.
201. *Mr. Salomons.*] You were the appraiser, I believe, for Mr. Richards? I was.
202. Mr. Betteridge was the appraiser for the Government? On the part of the Crown.
203. You did not agree upon the amount you were to appraise it at? No.
204. Your appraisement was much lower than that of Mr. Betteridge? Yes.
205. Then an umpire was called in—Mr. Bryden? Yes.
206. And he fixed the amount at £225? I think it was £225.
207. Do you not remember that you stated there was some talk at the time there, whether there were only two five-mile blocks, and not ten miles by fourteen? I said there was some remark made, I think it was by Mr. Richards' son.
208. Will you state whether it was not by Mr. Betteridge on behalf of the Government that they were only five-mile blocks? I am not prepared to say that he stated anything of the sort.
209. Can you state that he did not? I cannot say whether he did or did not—my recollection does not serve me.
210. You have said that it was always considered as ten miles frontage and fourteen miles back? Yes.
211. You say it has always been understood so? Yes.
212. Do you remember when Dr. Adams was in occupation of the station? Well.
213. Did you ever see in the *Gazette* his application for these two blocks? I may have done so, or I may not.
214. If you did so, do you not know that his application was only for two five-mile blocks? I have no recollection of seeing Dr. Adams' application. I remember his telling me he had fourteen miles back.
215. I want to know whether you ever saw his application in the *Gazette*? I may, or I may not.
216. Did you ever see a word in the *Gazette* about its being fourteen miles back? I cannot say.
217. Do you think you did? It is an impossibility to say what I saw in the *Gazette*; I should have to retain in my memory the boundaries of all the runs published in the *Gazette*.
218. This is one you have known for a great number of years? I have always known it as fourteen miles back.
219. Do you know that Dr. Adams only tendered for two blocks of five miles back—You cannot say? I cannot say.
220. You say what Dr. Adams told you—Did he ever tell you that he tendered for two five-mile blocks? He did not.
221. Did he tell you that he tendered for a block fourteen miles back? He never told me that he tendered for anything—there was no conversation between Mr. Adams and myself on the subject.
222. Did you not say, just now, that Dr. Adams told you that—? In general conversation he told me the size of his run, just as one neighbour meeting another may speak of anything.
223. You say you know the station well? I have known it for the last nineteen years.
224. Do you know, as a matter of fact, that it is fifteen miles frontage that Mr. Richards occupies instead of ten? I am positive it is not—not according to the original boundaries.
225. I am not asking you about the original boundaries—? I am positive that from Yaraldool to Tory Wee Wha Waterhole it is not fifteen miles.
226. Do you not know that Yaraldool, as Mr. Richards holds it, has fifteen miles frontage instead of ten? I do not.
227. Will you state it has not? To the best of my knowledge it has not.
228. To the best of your knowledge has it more than ten? To the best of my knowledge I am not certain whether it is more or less.

T. G. G.
Dangar, Esq.,
M.L.A.

2 Oct., 1867.

- T. G. G. Dangar, Esq., M.L.A.
 2 Oct., 1867.
229. You said it was always known or reputed in the neighbourhood as fourteen miles back—that it was at first so considered? In 1849 or 1850.
230. Do you or do you not know that the boundaries of stations adjoining are defined by the length of Yaraldool? I know nothing about the adjoining runs.
231. Is not the general size of blocks of country five miles by five? No, not on old established runs; anything but that.
232. Do you say the majority of runs are not five miles by five? Not on the old established runs. Since the rules issued by the Crown Lands Department that tenders would not be received—
233. Since what year? I cannot say the date, but rules were issued that tenders should not be received for more than 16,000 acres.
234. Has not that been since the Orders in Council in 1847? These were previous to that. I cannot say.
235. You happen to be wrong. You had better not speak of things of which you cannot possibly know. Will you state that since 1847 the blocks have been usually five miles by five? I will not say. You say it is; and if so, it is on record and can be told.
236. Is not the grazing capability of a five-mile block 640 head of cattle? That is a matter of opinion.
237. Is not that the usual number at which it is rated? 800, I think, is the Government estimate; that is, pending appraisalment.
238. Do not you know that the whole of Yaraldool was estimated to carry only 800 head of cattle? I am not aware of that.
239. Taking Yaraldool as being ten miles frontage by fourteen miles back, what do you think is its carrying capability? I do not think I am called upon to state that.
240. You do not come here as an advocate? I do not come here as an appraiser.
241. You do not wish to answer that? No.
242. How long have you known Mr. Richards? About ten years.
243. Have you any business relations with him? No.
244. How far is your station from his? A portion of my station is immediately opposite; the Namoi divides the two.
245. Did you know Dr. Adams? Yes.
246. Do you remember Mr. Richards purchasing from Dr. Adams? I remember about the time.
247. Was Dr. Adams a man of substance? What do you mean by a man of substance?
248. Was he reputed to be worth anything? I decline to express my opinion.
249. Do you know that he remained in New South Wales after he sold this station to Mr. Richards? I do not.
250. When you appraised this run, were the boundaries or the extent of it shewn to you by the son of Mr. Richards? Not that I recollect.
251. Have you stated that they were not? No, I have no recollection of it.
252. You have stated that, by limiting this country to two five-mile blocks it would interfere with the station—would it not still leave the whole of the river frontage. This is not on the side of the river—the river frontage is on the ten-mile side? Yes.
253. It would leave the river frontage—is not that so—if you took away these four miles at the back? I do not understand the question.
254. It is said to be ten miles frontage, and the other fourteen. If these four miles were taken away, it would not interfere with the river frontage? But the frontage materially depends upon the back. Do you mean to ask me whether the run would be prejudiced?
255. Would the river frontage remain the same—it would affect the value of the run—it would not affect the length to the river? No.
256. Do you remember Messrs. Collins and Barber occupying those two stations? Not to my knowledge; I do not think they ever did occupy them.
257. Where is Mr. Brown's station? The station he held?
258. Had he a station directly abutting on Yaraldool? An adjoining run.
259. Was it immediately adjoining, or one or two off? Berryabah station immediately adjoins it.
260. And his was the next to it? Both it and Bucklebone were in the hands of Mr. Brown.
261. *Chairman.*] I think you made use of a name which I do not think you intended—you said Mr. Whitford's son? As far as I remember, Mr. Whitford's son was in the Appraisalment Court.
262. *Mr. Salomons.*] What do you think Mr. Whitford's son did? I think Mr. Whitford's son made some objection to a decision in the Supreme Court.
263. *Mr. Smart.*] Who produced that? I do not think there was any recorded decision produced. I think both Mr. Richards' son and Mr. Whitford's son were present. Mr. Richards' son referred to a decision of the Supreme Court, and I went by that decision in the appraisalment.
264. *Mr. Holdsworth.*] Was it, in fact, Mr. Richards' son or Mr. Whitford's son, who produced the report? I think it was Mr. Richards' son who referred to the decision.
265. Do you recollect, when you were appraising, whether a description from the Crown Lands Commissioner's Office was produced? There was a letter, I think, from the Crown Lands Office describing the land as fourteen miles back—from Colonel Barney.
266. *Mr. Salomons.*] Colonel Barney was not Commissioner then? No, I think it was the original letter—the letter to Mr. Adams.
267. By whom was that shewn to you—that letter, whether the original or a copy—by whom was it shewn to you—was it not by Mr. Richards? I think it was shewn to me by Mr. Betteridge.

- 268. Did not Mr. Betteridge shew to you a letter in which the Government notified to Mr. Richards that there was a mistake—a clerical error? No.
 - 269. Did not Mr. Betteridge mention to you that a clerical error had been pointed out to Mr. Richards? Not that I am aware of.
 - 270. Can you state that he did not? To the best of my recollection, he did not.
 - 271. Are you sure that Mr. Betteridge, the appraiser to the Government, shewed you that letter you spoke of, and no other? To the best of my knowledge, he did.
 - 272. Have you ordinarily a good memory? Perhaps none of the best.
 - 273. It is very likely you may be mistaken, being so many years back? I may have forgotten.
 - 274. It was not mentioned to you that there had been a clerical error, and that it had been pointed out to Mr. Richards, with regard to its being fourteen miles back? It was not a matter of any moment to me.
 - 275. Was not that mentioned at the time? Not that I remember.
 - 276. You were the appraiser upon that very run? Yes; and when Mr. Betteridge mentioned to me about appraising a run fourteen miles back, that point was decided.
 - 277. Did you or did you not hear that an amended description was sent up to Mr. Richards? I did not. The description of the run I was called upon to appraise was fourteen miles by ten.
- Mr. Holdsworth stated that this closed his case.
- 278. Mr. Josephson.] You were there before this run was taken up? Not before it was taken up. It was taken up before I went on my run.
 - 279. When you first went up there, persons soon became acquainted with the neighbouring runs? Dr. Adams had it first.
 - 280. You were opposite to him? I was not opposite to him when I first went on to the Namoi. I became a neighbour subsequently by purchase.
 - 281. Were you in the neighbourhood? Yes, and I have been over it a great many times, gathering cattle.
 - 282. What was the frontage supposed to be by repute? Between two certain points which I suppose to be about ten miles apart.
 - 283. Can you point out by repute what were the two certain points which comprised the river boundary of this run? Yaraldool and Tory Wee Wha Waterhole.
 - 284. The centre of that waterhole determined the boundary of that run? That is what I understood from above—Yaraldool to the Tory Wee Wha Waterhole.
 - 285. What was the frontage? I should think about ten miles.
 - 286. That would be frontage of two blocks? In those times the blocks were taken up very irregularly.
 - 287. And the Government afterwards determined on how many blocks they should be? No; Mr. Durbin, when he came down to appraise these runs, appraised the old original runs as they stood.

T. G. G.
Dangar, Esq.,
M.L.A.
2 Oct., 1867.

WEDNESDAY, 9 OCTOBER, 1867.

Present :—

MR. FORSTER, | MR. JOSEPHSON.
GEORGE THORNTON, Esq., IN THE CHAIR.

Mr. Darley, instructed by Mr. Holdsworth, appeared as Counsel for the Petitioner Mr. Richards.
Mr. Salomons, instructed by Mr. Want, appeared as Counsel for the Petitioner Mr. Whitford.

Mr. John Henry Ogilvie Gore Power Ffrench called in and examined :—

- 288. Mr. Salomons.] What is your position? I am Second Clerk in the Revenue Branch of the Treasury.
- 289. Can you give the particulars with regard to the payment of rent of Barraneal by Mr. Whitford—when was his first payment with regard to Barraneal? The 23rd October, 1861.
- 290. How much is that? £13 for rent to June, 1861,* and £20 assessment for the year 1861.
- 291. I believe, at that rate, the rent has been paid ever since up to the present time, by Mr. Whitford? Up to the date of appraisement.
- 292. Up to when? Up to 1866.
- 293. Up to when in 1866? Up to December, 1866.
- 294. Since that, have there been any payments made? It was paid at that rate up to December, 1866, and then, on the 29th of December, 1866, the rent of 1867 was paid.
- 295. What was that? That was £95.†

Mr. J. H. O.
G. P. Ffrench.
9 Oct., 1867.

296.

* NOTE (on revision) :—1862.
† NOTE (on revision) :—£45 to be substituted.

- Mr. J. H. O. 296. Were there any payments made before,* in regard to Barraneal, by any one? I am
G. P. Ffrench. not aware of any.
297. You believe there were not? I believe there were not.
- 9 Oct., 1867. 298. You get notice when the runs are tendered for? Yes.
299. From whom? From the Chief Commissioner, whether the tender for the run has been accepted, and what we are to receive.
300. As far as you know, no tender for Barraneal was sent in, and no tender was accepted? No tender was accepted, as far as I know.
301. And no payments were made, except those by Mr. Whitford? No.
302. With regard to the runs Tholoo and Burgon, when was the first payment made with regard to Tholoo? The 10th December, 1861, Tholoo No. 3.
303. By Mr. Richards, I believe? No, it is in Collins & Barber's name.
304. The persons by whom it was taken up? Yes.
305. Does not Mr. Richards' name appear in connection with that? It does.
306. When does Mr. Richards' name appear as paying for that? It was transferred to him 7th May, 1862; he stands in the books since that date.
307. Since that date he has paid the rent for that? Yes.
308. And assessment? And assessment.
309. When was the first payment made with regard to Burgon? Burgon No. 4, the first payment was made 10th December, 1861, rent and assessment.
310. Is that by Collins & Barber? By Collins & Barber.
311. That was when they took it up? They took it up 11th October, 1861.
312. With Tholoo? Yes; or rather, I should say, that is the date of the Chief Commissioner's notice.
313. When was the first payment made, with regard to Burgon, by Collins & Barber? 10th December, 1861.
314. When was the first payment made by Mr. Richards with respect to Burgon? It stood in Mr. Richards' name after 7th May, 1862.
315. And he has paid the rent and assessment with respect to it ever since? Ever since.
316. You do not know, of course, when the lease of the runs Tholoo and Burgon was actually bought by Mr. Richards from Collins & Barber? No; we have only the date of the notification to our office from the Chief Commissioner.
317. When was the first payment made, with regard to Yaraldool, by Mr. Richards? It was transferred to Mr. Richards some time in 1851 or 1852, but the book does not show when.
318. When does the first payment appear on your books, with regard to Yaraldool, by Mr. Richards?—If you cannot tell, say what was the yearly rent paid by Mr. Richards with regard to Yaraldool? £12 10s. at that time.
319. When was that £12 10s. paid? Either in 1851 or 1852.
320. After 1858 what was the rent and assessment? Rent £12 10s., assessment £37 10s.
321. What did Dr. Adams pay? £12 10s. rent.
322. The same as Mr. Richards paid? When he first took it up.
323. And Mr. Richards, on the transfer to him, paid the same? He paid these charges.
324. He has paid for Yaraldool up to this time the rent and assessment? Yes.
325. Mr. Darley.] I suppose you have no means of knowing whether Tholoo No. 3 and Burgon were not paid for as being within Yaraldool? No, we could not state that.
326. Mr. Salomons.] But, as a matter of fact, there has been a separate assessment of Tholoo and Burgon, apart from Yaraldool, and separate payments by Mr. Richards in regard to Tholoo and Burgon? Yes.
327. Mr. Darley.] But, for aught you know, Mr. Richards may have been paying two rents for the same run—he may have been paying for this denominated Yaraldool, and also paying for it as Tholoo and Burgon? We have nothing to shew that he did so.
328. Or that he did not do so? Or that he did not do so.

John Whitford, Esq., called in and examined:—

- J. Whitford, 329. Mr. Salomons.] You know the run of Tory Wee Wha? I do.
Esq. 330. You were the holder, I believe, of that run, by purchase from Mr. Purcell? Yes,
from him.
- 9 Oct., 1867. 331. That run runs fronting the Namoi River, on the western side of Yaraldool? Yes.
332. And adjacent to it? It adjoins it.
333. You, I believe, purchased that run from Mr. Purcell? I purchased it from a man named Hellyer; indirectly I purchased it from Mr. Purcell.
334. He was the person who purchased it before you? Yes.
335. When? In 1853.
336. Is that a cattle or a sheep station? A cattle station.
337. Did you go into possession in 1853? I went on the 1st February, 1853.
338. And have been in possession ever since? And have been in possession ever since.
339. I believe, on 3rd May, 1859, you tendered for a fourteen years' lease of Barraneal? Yes
340. Which is adjoining the run called Tory Wee Wha—the back run? Yes.
341. Was anybody in possession at the time you tendered, to your knowledge? No one to my knowledge.

342.

* NOTE (on revision) :—Add "the 23rd October, 1861."

- 342. Your tender, I believe, was accepted by the Government? Yes. If you will allow me, I would state that I came to Sydney to ascertain the fact whether it was so. I saw the Chief Commissioner, and he told me that Mr. Richards only held two five-mile blocks, and that all the back country was open to tender.
- 343. That was before you tendered? Yes.
- 344. Was that Mr. Moriarty? Yes; and also, the Commissioner of the District came personally to me and told me so—that it was open to any person who chose to tender for it.
- 345. What is his name? Mr. Durbin; he came personally to me and told me.
- 346. On that you tendered? Yes.
- 347. Your tender, I suppose, was put in the *Government Gazette*? Yes, it was in the *Government Gazette*.
- 348. It was accepted by the Government, and officially notified to you by letter? Yes.
- 349. Is that the tender you have referred to, dated 3rd May, 1859 (*handing a paper to witness*)? Yes. (*Vide Appendix C1.*)
- 350. Shortly afterwards, you paid £13—the first year's rent and premium? Yes.
- 351. On that you were promised by the Government a lease of the country for five years? Yes. I applied soon afterwards, but I did not get a lease—only a promise.
- 352. To count from a date to be subsequently fixed? I think somewhere about 1863 or 1864 I first applied for it.
- 353. Is that the promise you received, dated 13th January, 1862 (*handing a paper to the witness*)? It is. (*Vide Appendix C2.*)
- 354. I believe that is the acceptance of the tender (*handing a paper to the witness*)? It is. (*Vide Appendix C3.*)
- 355. You shortly afterwards, I believe, purchased 3,000 sheep, or thereabouts? Yes.
- 356. And stocked Barraneal with them? Yes.
- 357. And some cattle? The cattle were always there.
- 358. Before you stocked it, were there any cattle there at all? Mr. Richards had some 700 or 800, but I had 1,000. My cattle ran also over these back runs all the time since I purchased Tory Wee Wha.
- 359. And ever since that time, I believe, you have paid the rent and assessment for the station? I have always paid the rent and assessment latterly.
- 360. Including the last payment that was demanded? The last payment was £45. I paid it all.
- 361. When was the last payment due? On 30th December, 1866, for 1867.
- 362. I believe you continued to occupy the run without interruption till the action which has been referred to was brought against you by Mr. Richards? No, I could not say that—there was always plenty of interruption from Mr. Richards.
- 363. Except the interruption from Mr. Richards under this alleged claim, had you any interruption? No other except from Mr. Richards and his family.
- 364. In the year 1862 he brought an action against you? He did.
- 365. To recover damages for trespass at Barraneal? Yes, and the other run also.
- 366. I believe you lost that action? I did.
- 367. Will you state, in round numbers, what was the amount of damages and costs you incurred in that action brought by Mr. Richards—how much in all was it? I had to pay, for costs and damages, £1,800.
- 368. What have your losses been in consequence of having been deprived of your station? My losses, through selling my sheep, and from being deprived by Mr. Richards of the station I ought to have had, and from Mr. Richards and his men continually driving off my cattle, would be three thousand and odd pounds.
- 369. Were there any proposals, after you had obtained Barraneal, from Mr. Richards, for the purchase of it, or were there any conversations between you and Mr. Richards? Yes, there were conversations. Mr. Richards told me if I did not give up the run he should bring an action against me for trespass. I told him that actions in the Supreme Court were very expensive. If my sheep had injured him to any extent, I was willing to leave the damages to be decided by two respectable men, to pay him from £100 up to £400 or £500, if he could prove I had done that damage to him. He said—"No, I will not take it; but give me £1,000 and give up the run, and I will stop the action."
- 370. *Mr. Darley.*] This was after the action commenced? Yes, after the first commencement of the action.
- 371. *Mr. Salomons.*] What did you say to that? I told him I would not pay him £1,000, neither would I give up the run.
- 372. Before the commencement of the action, did he make any offer to you to purchase Barraneal? Yes, he did. I did not understand the question—I am not quick of hearing. I was stopping at Mrs. Parkinson's, in Prince-street, and his son came to me one day and asked me whether I would sell Barraneal—Mr. Robert Richards, son of Mr. Benjamin Richards. I said I came down to Sydney entirely to buy some sheep to stock it. I said "What will you give me for it, Mr. Richards?" He said "£50, Mr. Whitford." I said "No, I will not sell it for that; it is too little." "Well," he said, "if you do not, we will bring an action against you." That was before the commencement of the action.
- 373. An action was afterwards brought against you? Yes.
- 374. And he has commenced, I believe, another action against you? Yes, about six weeks ago. I do not know what it is for.
- 375. Is it not for trespass on Barraneal? I do not know what it is for.
- 376. Do you believe it is in regard to Barraneal—you know of no other dispute? I do not.
- 377. The declaration has not been delivered to you? No, I believe not.
- 378. You say you sold your sheep? Yes.

J. Whitford,
Esq.
9 Oct., 1867.

- J. Whitford, Esq.
9 Oct., 1867.
379. Was it only in consequence of being driven? Only in consequence of being driven off the run. Mr. Richards was so annoying that I could not keep a sheep on the run. I had to put them on the front run, and I had not sufficient ground there to keep them.
380. It was only in consequence of this action of Mr. Richards' that you were induced to sell them? Yes, that was the only thing that induced me to sell them.
381. Did you know Dr. Adams? I did.
382. Was he a man of substance? We always believed he was.
383. Was he reputed to be so? Yes. I saw him in Sydney, and asked him about Tory Wee Wha Station. I knew he was resident there, and thought he would give me some information about it, before I bought it.
384. No lease has been issued to you yet of Barraneal? No lease has been issued yet.
385. You heard Mr. Richards say, I believe, that the assessment of Yaraldool, if it were only two five-mile blocks, would be very high—higher than other runs there in that part of the country? Yes.
386. Is that so? It is not assessed so high as I am—not in proportion to the frontage.
387. Do you know that other runs in that part of the country are assessed quite as high, and higher? Runs opposite me, assessed as five-mile blocks, are quite as high.
388. Is not that the usual size of blocks—five-mile blocks? That has been the usual size of blocks issued by the Government since I have been a squatter.
389. Before Mr. Richards' son made a proposal to you to purchase Barraneal, did you make any offer to him? I never made an offer; I never saw Mr. Richards after I tendered for it, till his son came to me.
390. *Mr. Darley.*] What frontage have you got to the Namoi? Hardly seven miles.
391. I thought you said Tory Wee Wha was a five-mile block? Yes, but there was a piece of moor land that I applied to the Government for, and it was assessed and licensed to me as half a block.
392. Did you ever tender for that half a block? No. I had a letter from the Commissioner stating that my run exceeded five miles, and was I willing to take it up, or should he put it up for tender? I said I would leave it to himself and another gentleman to assess it, and they assessed it and I paid it. Mr. Newman, in conjunction with the Commissioner, assessed it.
393. Seven miles you say you held? Yes.
394. Are you sure it is not more? I do not think there is hardly that.
395. You are sure it is not? I am positive it is not.
396. How has that block been assessed by the new assessment? At £130.
397. Seven miles, at £130? Yes.
398. Five miles back, I presume? Five miles back.
399. How is it you say you are more highly assessed than Mr. Richards would be if he had ten miles by five miles back? I think I am assessed quite equally, if not more—I think I may say quite equal. My reason for saying so is, that Surveyor Chauncey measured Mr. Richards' run and made it fifteen miles frontage, and then after that there was a piece that Mr. Richards claimed from a certain point to a marked tree at Tory Wee Wha Waterhole.
400. Assuming it to be ten miles frontage by five miles back, do you not consider that £225 for that is considerably more than £130 for seven miles frontage by five miles back? At that rate, but not if he holds fifteen miles, as I measured it.
401. When did you first know that country? I think early in 1853 I went up there to see it.
402. Did you not know that Mr. Richards claimed to occupy as Yaraldool ten miles frontage by fourteen miles back—claimed to occupy? Not at that time.
403. When did you first know that? Some five or six months after that, I was out camping upon the back runs of what Mr. Richards claims as the back of Yaraldool—camping to get my cattle—my cattle were there as well as Mr. Richards'; and his man (George I think he was called) told me "Mr. Whitford, we owns this part of the country." I said "I was informed by my predecessor, Mr. Purcell, you do not own it; you have grazed upon it, but it is Government ground. So," I said, "it is useless for you and me to talk the business over, we will get our cattle, and when I go to Sydney I will ascertain."
404. This was in 1853? Some time in 1853.
405. When did Mr. Purcell tell you that? When I was about buying the station Tory Wee Wha.
406. Are you quite accurate as to that? I am talking of Mr. Purcell the younger. Mr. Purcell was killed a year or two before that.
407. His son told you? Yes.
408. What was the conversation in which his son told you this with respect to the back of Yaraldool? Mr. Hely and young Mr. Purcell said he was the owner of Tory Wee Wha, and another man called Cane came to me once, and asked me whether I would buy this station of Tory Wee Wha.
409. Which was represented as a five-mile block? Yes. They asked me so much money for it, and I told them I thought it was a great deal too much. "At any rate," they said, "we can tell you there is a great deal of Government ground there which you can tender for—any amount. There are some ten miles behind Yaraldool, five or ten behind your own, and we think you can tender, if you like, further west."
410. They told you there were ten miles behind Yaraldool? Yes.
411. Did they then tell you how far Yaraldool ran back? Five miles they told me. Mr. Hely stated that he was present at the time.
412. When did you first hear of Mr. Richards' letter—the letter he had from Colonel Barney? I think some three or four months after the action commenced.

413. That was the first you heard of it? The first I heard of it was through Mr. Richards, up at the Post Office—he came to me and said he had a letter from Colonel Barney.
414. That was the first you ever heard of it at all? Yes.
415. Had you ever a conversation with Mr. Richards to this effect—with Mr. Richards himself, and not with one of his sons—did you ask him to buy you out of Barraneal, telling him you had tendered, and asking him to buy you out? When I put the 3,000 sheep on it and he was constantly annoying me, driving my sheep all over the country, and my men could not keep them together, he asked me whether I would sell the sheep and sell the station. I said I would. “It is a great trouble to be in this way—I will sell the whole to you.” He asked “What for?” I said “£3,000—I will take your bills for it.”
416. Did you ever offer to sell him Barraneal for £500? Never. I said I would leave it to two gentlemen up to £500—what they decided upon I would be bound by, as I have already stated. That was all I said about £500.
417. *Mr. Salomons.*] That was as to damages? Yes, that was all I said about £500.
418. *Mr. Darley.*] Did you ever offer to sell this Barraneal for £500? No, I never did.
419. Did Mr. Richards refuse to buy Barraneal from you? Yes, he refused to buy when his son came.
420. Not his son—Did Mr. Richards himself refuse to buy? He refused to buy for £3,000.
421. Did you say to Mr. Richards, when he refused,—“You bought out Collins & Barber, and you may as well buy me out?” No, I never knew he bought out Collins & Barber, until two years afterwards.
422. Do you recollect his saying to you, in answer to that, or did he say, that “Collins & Barber were men of straw, and not worth powder and shot, but you are, and if you enter upon it I shall bring an action against you”? He did. He said—“Mr. Whitford, you had better let me have that station, or else I will leave you not a shirt to your back.” I said—“Why did not you go to law with Collins & Barber as well as me?” He said—“They are men of straw—they have not got anything.” I said—“They are not men of straw, for they have both got stations, to my knowledge.”
423. When was this? I cannot tell the date.
424. Was it before the action? Before the action came on.
425. Did you not say to him—“No, Mr. Richards, you hold a powerful document, but I will chance it, as Mr. Moriarty has told me I am right, and that I will have the country”? I never saw the document.
426. Answer the question—Did you not say so? I did not—I never said it—I could not say so. Mr. Richards has said so to me.
427. Mr. Richards has said what? Mr. Richards has said I hold a powerful document.
428. When? When he offered to take £1,000 and give up the action.
429. Has he not told you about that document before any action was brought? I never saw it.
430. Did he never tell you? I never heard anything about it till about three months or more after, when I saw Mr. Richards at the Post Office, and he told me he had got a document. The action had then commenced two or three months.
431. Where did this conversation with Mr. Robert Richards take place? At Mrs. Parkinson’s lodging-house, in Prince-street. He came there, and a young man was with him.
432. When? Some time before the action commenced, I think. I know it must have been.
433. Who was the young man? I do not know. He was a stranger to me.
434. Do you happen to know his name? I did not know his name.
435. Do you know now? I should not know it.
436. When did you tender for Tory Wee Wha back run? The same day I tendered for Barraneal.
437. Who was the Commissioner of your district at that time? Mr. Durbin, I think; he was when he came to me. He left soon after, and I think Mr. Kingsmill was appointed after that.
438. I want to know at that time? I think Mr. Durbin. Mr. Durbin came to my station in 1853.
439. Had you conversation with Mr. Durbin about this back country of Yaraldool? He came to my station and inquired for me.
440. Did Mr. Durbin then tell you the back of Yaraldool was vacant? I asked him personally whether it was occupied by Mr. Richards or not, and he distinctly told me that Mr. Richards had no right to this—that it was all Crown land.
441. Did not Mr. Durbin tell you about this letter? No, I never heard anything about it at all.
442. You knew from this man George that Mr. Richards claimed the country? Yes, George said that Mr. Richards claimed the country.
443. *Mr. Salomons.*] That was when you were in possession? It was when I was out camping, as I have said.
444. *Mr. Darley.*] Did Mr. Richards himself tell you that he claimed the country—about that time did he tell you? He and his sons have frequently told me so.*
445. At what time? I think perhaps in 1853 or 1854, but I always contradicted them, and said I had been to the Crown Lands Office in Sydney, and seen their runs on the Government books, and they only stated two five-mile blocks; that I had seen the Chief Commissioner of Crown Lands.
446. When you were at the Crown Lands Office did you see a copy of this letter? No.
447. Were you never told of this at the Crown Lands Office? No, I never heard of it.

448.

NOTE (on revision) :—After the conversation between the man George and myself.

- J. Whitford, Esq.
9 Oct., 1867.
448. The gentlemen at the Crown Lands Office never mentioned it to you? No, I never heard of it; latterly I have.
449. *Mr. Salomons.*] Up to when do you mean? I should think I heard of it some three or four years ago—soon after the action was commenced, three, or four, or five months.
450. *Mr. Darley.*] That piece of country—the two miles extension. Are you aware that Mr. Murray had a tender in for that two miles at the time Mr. Durbin gave it to you? I am not aware of it; I never heard of it in my life.
451. *Mr. Salomons.*] You have stated that you believe the frontage of Yaraldool, as occupied by Mr. Richards, to be more than fifteen miles? About fifteen miles.
452. Do you know the frontage, of your own knowledge? I helped to measure it—I carried the chain.
453. You have no doubt it is somewhere about fifteen miles? To the best of my knowledge, it is fully fifteen miles.
454. *Mr. Darley.*] Do you recollect Mr. Pitt surveying the line—did he survey for you, or for Mr. Richards? For Mr. Richards.
455. Do you recollect Mr. Pitt being examined at the trial? Yes.
456. Mr. Pitt, of Richmond, is a licensed surveyor, is he not? Yes.
457. Do you recollect Mr. Pitt surveying the frontage, and saying it was under eleven miles? I do not remember hearing him say that; I heard him say something about the run backwards. I believe he did not run very correctly. He never had any chain that I know of.
458. *Mr. Josephson.*] What did he line with—a circumferentor? The steps of a horse, I was told.
459. *Mr. Darley.*] Do you not know that he chained the frontage? I do not remember.
460. Was not your son with him when he chained? I do not remember hearing that my son was with him at all.
461. Try and tax your recollection—Was not your son with him when he chained? I never heard.
462. Did not your son swear that he was? I cannot say.
463. *Chairman.*] Fifteen miles from one point of the compass to the other—Was it taken from point to point, or did you take the bends? We took rather the bends of the river in measurement; we did not run the chain exactly as the crow flies.
464. *Mr. Josephson.*] Were you running to make length? Our object was, I believe, to see what quantity of land Mr. Richards had; and the instructions that Mr. Chauncey had was to keep in sight of the river, to keep between the bends of the river, and as the crow flies.
465. *Mr. Darley.*] You say he kept the river in sight? Not always in sight, because sometimes I went with the horse, and found he was three miles from the river.
466. Some of these bends are five miles deep, taking a good base line? They go a good depth.

Abram Orpen Moriarty, Esq., again called in and further examined:—

- A. O. Moriarty, Esq.
9 Oct., 1867.
467. *Mr. Salomons.*] You are the Chief Commissioner of Crown Lands? I am.
468. Do you produce the tender of Dr. Adams for Yaraldool—application for a lease? (*The witness handed in the same. Vide Appendix D 1.*)
469. Do you produce the notification in the *Gazette* with regard to Yaraldool? (*The witness handed in the same. Vide Appendix D 2.*) The next thing in order is the caveat by Dr. Adams against the issue of a lease to Mr. Charles Purcell, of Tory Wee Wha. (*The witness handed in the same. Vide Appendix D 3.*)
470. Will you give Mr. Purcell's application for Tory Wee Wha? Yes. (*The witness handed in the same. Vide Appendix D 4.*)
471. Have you Purcell's and Adams' memorial with regard to it? Yes. (*The witness handed in the same. Vide Appendix D 5 and D 6.*)
472. Have you the agreement as to boundary? Yes, the memorandum of agreement as to the boundary between Tory Wee Wha and Yaraldool. (*The witness handed in the same. Vide Appendix D 7.*)
473. Will you produce Commissioner Scott's report upon the boundary? Yes. (*The witness handed in the same. Vide Appendix D 8.*)
474. Have you Dr. Adams' letter to the Commissioner requesting the transfer of Yaraldool to Mr. Richards, dated 17th September, 1851? Yes. (*The witness handed in the same. Vide Appendix D 9.*)
475. Have you the letter of Colonel Barney—the notification of transfer? Yes. (*The witness handed in the same. Vide Appendix D 10.*) The next thing in the order of date is the report from the District Surveyor that there had been an error in this description, and a certificate from Boundary Commissioner Scott to the same effect. (*The witness handed in the same. Vide Appendix D 11.*)
476. What is the next paper you have connected with this matter? A letter addressed by the District Commissioner to Mr. Richards, dated 5th February, 1852, and Mr. Richards' reply. (*The witness handed in the same. Vide Appendix D 12.*) Also, a letter from an agent of Mr. Richards to the same effect. (*The witness handed in the same. Vide Appendix D 13.*) I have also a reply to Mr. Richards' letter of 29th May, 1861, dated 20th June, 1861. (*The witness handed in the same. Vide Appendix D 14.*) The next thing in order of date is the valuation of Yaraldool by Hugh Bryden, the umpire. (*The witness handed in the same. Vide Appendix D 15.*)

477. That is the letter you referred to in your letter? Yes. The next thing is the report from the Treasury of the payment according to the valuation fixed by Mr. Bryden, the umpire. (*The witness handed in the same. Vide Appendix D 16.*)
478. Have you not also a letter to Messrs. Richardson and Wrench, and to Mr. Loxton, in reference to Barraneal? There are a number of letters about Barraneal.
479. What is the usual size of blocks—is it not five miles, under the regulations? I am not prepared to say. The regulations prescribe the maximum, but leave a discretion to exceed that maximum by reference to the character of the country. (*The witness handed in certain papers. Vide Appendix D 17, D 18, D 19, D 20, D 21, D 22, D 23, D 24, and D 25.*)

A. O.
Moriarty, Esq.
9 Oct., 1867.

WEDNESDAY, 30 OCTOBER, 1867.

Present:—

MR. EGAN,

MR. SMART.

MR. JOSEPHSON,

GEORGE THORNTON, ESQ., IN THE CHAIR.

Mr. Darley, instructed by Mr. Holdsworth, appeared as Counsel for the Petitioner
Mr. Richards.

Mr. Salomons, instructed by Mr. Want, appeared as Counsel for the Petitioner
Mr. Whitford.

Abram Orpen Moriarty, Esq., again called in and further examined:—

480. *Mr. Want.*] At your last examination you were asked, "What is the usual size of blocks—is it not five miles, under the regulations?"—I understand you have since made some inquiries with reference to the matter? The question I was not in the position to answer at the moment, as it would have required me to strike a balance of the whole of the runs in the Colony; but I understood from Mr. Want and Mr. Salomons, on leaving the Committee, that the inquiry was intended to relate to the runs in the immediate vicinity. I then promised to inquire, and directed one of the clerks in my office to give me a statement of the runs immediately above and immediately below Tory Wee Wha on the same river. This is the paper he prepared. (*The witness handed in the same. Vide Appendix E.*)

A. O.
Moriarty, Esq.
30 Oct., 1867.

**CLAIM OF MR. BENJAMIN RICHARDS TO LEASE OF
YARALDOOL RUN.**

—
APPENDIX.
—

A 1.

(*To Evidence given by Benjamin Richards, Esq., 19 September, 1867.*)

The Chief Commissioner of Crown Lands to Jas. Smith Adams, Esq.

Crown Lands Office,
Sydney, 18 December, 1850.

Sir,

His Excellency the Governor having been pleased to confirm the final report of the Commissioner appointed under the Act of Council 11 Victoria, No. 61, to investigate the case of disputed boundary noted in the margin, I am now directed to forward for your information a description of the approved boundaries, subject to which the leases of the respective runs will be prepared. Adams v. Purcell.

I have, &c.,
GEO. BARNEY,
Chief Commissioner of Crown Lands.

—
YARALDOOL.

On the north side of the Namoi River, having a frontage of ten miles to it; bounded on the east by the run of Brown and Selwyn from a tree marked T, running north fourteen miles; on the west from a line running north and south fourteen miles; the northern boundary line joining the east and west lines; on the west side joining Purcell's run, dividing the water-holes known as Torraweeeah into two equal parts.

GEO. BARNEY, C.C.C.L.

—
A 2.

John H. Durbin, Esq., U.S., to Benjamin Richards, Esq.

Crown Lands Office,
Liverpool Plains,
5 February, 1852.

Sir,

I have the honor to inform you that, on the 10th of November, 1851, I visited your station Yaraldool, on the Namoi River, and not finding any person of responsibility on the station to act with me in valuing your run, I thought it advisable to call upon John Glennie, Esq., to act for you in this matter, as otherwise it might put you to considerable inconvenience by sending a person out to meet me at a future time.

Yaraldool estimated to carry (800) eight hundred head of cattle. I beg to inform you that if you object to this valuation you will be good enough to inform me without delay, as you are not bound by it unless you please.

If, however, you are satisfied with the valuation of your run, be good enough to sign the enclosed documents and re-enclose the same to me.

I beg to enclose an amended description of your run, and I have to request you will at your earliest convenience have the vacancies left in the description filled up (and the trees branded), according to the description of the lines you agree upon with your neighbours, and then returned to me, with the signatures of your neighbours appended to the description, by the 23th of March at the latest, or otherwise you will be put to the expense of a survey.

I have, &c.,
JOHN H. DURBIN, U.S.

—
A 3.

The Chief Commissioner of Crown Lands to Benjamin Richards, Esq.

Crown Lands Office,
Sydney, 9 June, 1852.

Sir,

It having been deemed necessary to refer to Mr. Boundary Commissioner Scott on the subject of the description drawn up by him of the Yaraldool Run, in your occupation, I now do myself the honor to inform you, that it appears from that officer's report, that the distance back from the river stated to be fourteen miles is an error, and that the lease of the station will be made out agreeably to the description sent in by Mr. J. S. Adams, and gazetted on the 20th September, 1848.

I have, &c.,
GEO. BARNEY,
Chief Commissioner of Crown Lands.

A 4.

Benjamin Richards, Esq., to The Chief Commissioner of Crown Lands.

Richmond, 29 May, 1861.

Sir,

I have the honor to inform you, in reference to the tenders of the 2nd and 3rd May, 1859, of Mr. John Whitford, for leases of two runs on the Namoi, named by him therein, 1st Barrawell and 2nd Barrawell, that I object to leases of the said two runs being granted to him, on the ground that the country which he claims therein forms a portion of the back part of my run called Yaraldool.

Mr. Whitford bases his claim to the two runs mentioned on the assumption that they do not form any part of my run called Yaraldool, because he contends that it only extends back five miles, instead of fourteen miles, as I maintain it does.

I purchased Yaraldool about ten years ago from Mr. J. S. Adams, on the faith of a letter to him from the then Chief Commissioner of Crown Lands, of the 18th December, 1850, in which the description states that Yaraldool runs north (that is, back) fourteen miles, and on the strength of Mr. Adams' previous occupation to the extent of fourteen miles back under this letter.

I paid for my run under these circumstances, and it was not until some time afterwards that I was informed that it was only by a clerical error that Mr. Adams' description was described as extending north fourteen miles instead of five. I had no notice or knowledge before I thus purchased and paid for my said run of any such clerical error, neither had I any means of ascertaining the fact, nor, in short, anything to lead me to suppose any such clerical error to exist; on the contrary, all the circumstances under which I purchased were such as to assure me I was buying fourteen miles back, and not five.

I would here observe, that the description in the letter of the 18th December, 1850, to which I have referred, was given by the Boundary Commissioner to Mr. Adams, after a reference to him in a case of Adams v. Purcell, when these two gentlemen were litigating their rights to their respective runs.

I desire also to mention that I have from the date of my purchase to the present time occupied up to and inclusive of the fourteen miles north of my run, which fact was and is well known to my neighbours; and if I had any idea that I had not a just claim to the whole of the run as described in the letter of the 18th December, 1850, I would most decidedly have protected myself, by tendering for it in the usual way.

I beg also to inform you that, if the tenders of Mr. Whitford be accepted, almost the best portion of my run of Yaraldool will be taken from me, and the remainder will become useless, or, at all events, comparatively valueless.

I beg, however, respectfully to maintain that I am, under the circumstances detailed, entitled to the whole of my run as described in the letter of the 18th December, 1850, upon the faith of which, and of Mr. Adams' occupation thereunder, I alone purchased; or, at all events, the Government who have caused the error, if error it be, will give me license to occupy as I have hitherto done, upon payment of any further rent or assessment which may be deemed reasonable.

By the latter course (should the Government be against my views of my rights to the run without any further condition or restriction), no mischief or injustice shall be done to Mr. Whitford or any other tenderer, inasmuch as it was generally believed that the runs for which he tendered formed the back part of my said run Yaraldool, and have been occupied by Dr. Adams and myself for upwards of twelve years as part of Yaraldool.

I have, &c.,

BENJAMIN RICHARDS.

A 5.

The Chief Commissioner of Crown Lands to Benjamin Richards, Esq.

Crown Lands Office,
Sydney, 15 June, 1866.

Sir,

Pursuant to the twenty-third clause of the "Crown Lands Occupation Act of 1861," I beg to give you notice that Philip Wentworth Wright, Esq., has been appointed appraiser on the part of the Crown, to determine the fair annual value for pastoral purposes of the land comprised in the run called Burgen No. 4, situate in the District of Liverpool Plains, and held by you. I append a copy (marked A) of such appointment, and have to request that you will either concur in the appointment of Mr. P. W. Wright as sole appraiser, or nominate an appraiser on your behalf.

2. Should you concur in the appointment of Mr. P. W. Wright as sole appraiser, you will be good enough to sign the certificate (marked B) at the foot of the above-mentioned document, and transmit the same to him forthwith, and the appraisement will thereupon be made by him without expense to you.

3. Should you however claim to appoint an appraiser on your own behalf, it will be necessary that the appointment should be made in writing under your hand, and delivered to the person whom you may nominate, within sixty days from the date of service of this notice. I append a form which may be used for the purpose (marked C), but you must understand that, in the event of such being your decision, it will involve the expense not only of an appraiser on your behalf, but also of an umpire, and that you will be required to pay all costs of their remuneration.

4. If you fail either to concur in the appointment of a sole appraiser or to appoint an appraiser on your behalf in manner above stated, the appraisement will, on the expiration of the allotted period, be made by the appraiser appointed by the Government, and as provided by the Act.

5. As it is desirable that the appraisement should be completed and received into this office not later than the middle of October next, I have to request that the matter may receive your immediate attention.

I have, &c.,

A. O. MORIARTY,
Chief Commissioner of Crown Lands.

APPENDIX.

3

A 6.

Benjamin Richards, Esq., to The Colonial Treasurer.

Sydney, 28 December, 1866.

Sir

A demand having been made upon me for the payment of £40 in respect of the appraisement of a tract of country called Tholoo No. 3, and of a similar sum in respect of another tract of country called Burgen No. 4, for both of which tracts I have already been appraised, and have paid the appraisement as being a portion of my Yaraldool Run in the Liverpool Plains District,—and such demand as aforesaid having been accompanied by an intimation that, unless the rents were paid by the end of the year, the so-called runs of Tholoo No. 3 and Burgen No. 4 would become forfeited, and would be disposed of by public auction,—I now do myself the honor of paying you the said two sums of £40 and £40; but it must be distinctly understood that I do so under protest, and to prevent the threat of the said runs being forfeited and disposed of by public auction from being carried into effect.

And I give you notice that it is my intention forthwith to commence an action against you, for the recovery of the money which has been so illegally demanded from me.

I have, &c.,

BENJAMIN RICHARDS.

By his Attorney—

RICHD. HOLDSWORTH.

A 7.

R. Holdsworth, Esq., to The Chief Commissioner of Crown Lands.

69, Pitt-street,
28 December, 1866.

Sir,

I am still instructed that you are labouring under a misapprehension in demanding rent of the so-called runs of Tholoo and Burgen, which, in point of fact, are portions of Mr. Richards' run of Yaraldool, for which he has been already heavily assessed; and I have advised my client to pay the rent demanded, under protest.

Were it not for the threat held out by you that the runs would, in default of payment, be forfeited and advertised for sale, I should have advised him to resist payment. I enclose copy of the protest made on payment of the rent into the Treasury this day.

I have, &c.,

RD. HOLDSWORTH.

A 8.

(To Evidence given by Benjamin Richards, Esq., 25 September, 1867.)

The Chief Commissioner of Crown Lands to Benjamin Richards, Esq.

Crown Lands Office,
Sydney, 29 November, 1865.

Sir,

The fair annual value for pastoral purposes of the Yaraldool Run, in the District of Liverpool Plains, having been appraised, pursuant to the Crown Lands Occupation Act of 1861, at the sum of £225 £225 (two hundred and twenty-five pounds), I have the honor to inform you that the present lease of the said run may be converted into a lease for five years under the said Act, by payment of that amount into the Colonial Treasury, on or before the 31st December next.

The existing lease, if not so converted by the date above specified, will be held to have lapsed, and the run will in due course be offered to competition as vacated.

The run will no longer be liable to assessment under the Increased Assessment and Rent Act of 1858.

I have, &c.,

A. O. MORIARTY,

Chief Commissioner of Crown Lands.

A 9.

The Chief Commissioner of Crown Lands to Benjamin Richards, Esq.

Crown Lands Occupation Office,
Sydney, 5 October, 1864.

Sir,

I have the honor to inform you that I have received from Mr. Whitford an application for the issue of his lease of the Barraneal Run, and I shall be glad to receive any further representation that you may desire to make on the subject before dealing with this application.

I have, &c.,

A. O. MORIARTY,

Chief Commissioner of Crown Lands.

B 1.

B 1.

(To Evidence given by A. O. Moriarty, Esq., 25 September, 1867.)

Messrs. Rowley & Holdsworth to The Chief Commissioner of Crown Lands.

81, New Pitt-street,
7 October, 1864.

Sir,

We have the honor to acknowledge the receipt, this morning, on behalf of Mr. Benjamin Richards, of your letter of the 5th October instant, wherein you inform him that you have received from Mr. John Whitford an application for the issue of a lease of the Barraneal Run, and that you would be glad to receive any further representation that Mr. Richards might desire to make before dealing with the application.

We beg to call your attention to a judgment of the Supreme Court of New South Wales, delivered on the 6th day of August last, in a cause wherein Mr. Richards was the plaintiff and Mr. Whitford was the defendant, whereby the Court decided that a letter written by your predecessor in office, Colonel Barney, on the 18th day of December, 1850, was a promise of the run mentioned, from a duly authorized agent of the Crown for the granting under the Orders in Council of leases, and had, as between the said parties, the same effect as if a lease from the Crown of such run had been duly issued, in pursuance of such promise, to the party entitled thereto, under and by virtue of the twenty-eighth section of the "Crown Lands Occupation Act of 1861." We desire to mention that Mr. Whitford, by his pleadings in the action referred to, put in issue the effect and extent of the letter of your predecessor, the question of his authority to make any promise, engagement, or contract, and the duration of any lease which he might promise; and also pleaded a promise from you, bearing date the 31st day of January, 1862, of the run mentioned, thereby raising the question of the right and title thereto, and that the Court decided such question in favour of Mr. Richards, and held that he was entitled to the run for the residue of a term not yet expired.

Mr. Richards is totally at a loss to conceive upon what grounds Mr. Whitford bases his application, or what pretence he has for making any further claim to the run; and he protests against the granting of any lease thereof to Mr. Whitford.

We shall, in the event of your proceeding to grant any lease after this explanation, be obliged to apply to the Court for an injunction to restrain you from doing so.

We have, &c.,
ROWLEY & HOLDSWORTH.

B 2.

The Chief Commissioner of Crown Lands to Benjamin Richards, Esq.

Crown Lands Office,
Sydney, 6 February, 1866.

Sir,

I have the honor to inform you that the Crown Law Officers have advised, in the matter in dispute between yourself and Mr. Whitford, as to the boundaries of your respective runs, Yarraldool and Barraneal, that a lease should issue to Mr. Whitford or his transferees; a fair and undeniable contract for lease having been entered into on the part of the Crown with Mr. Whitford, of which he is entitled to claim the fulfilment; whereas your claim is only a colourable one, not founded in equity or justice. Instructions have accordingly been issued to the Commissioner for the appraisalment of the run, with a view to the issue of lease.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

B 3.

Messrs. Rowley & Holdsworth to The Chief Commissioner of Crown Lands.

81, New Pitt-street,
9 February, 1866.

Sir,

We have the honor, on behalf of Mr. Benjamin Richards, to acknowledge the receipt of your letter to him of the 6th instant, relating to the runs of Yarraldool and Barraneal, and to request that you will suspend your instructions for the appraisalment of the run referred to therein, until our client shall have time to obtain the answer of the Executive Council to a petition which he intends to address to that body forthwith.

We have, &c.,
ROWLEY & HOLDSWORTH.

B 4.

Mr. Commissioner Kingsmill to Benjamin Richards, Esq.

Crown Lands Office, Liverpool Plains,
Tamworth, 25 June, 1866.

Sir,

I beg to enclose the accompanying notices of appraisalment for the runs named in the margin, from which you will perceive P. W. Wright, Esq., has been appointed appraiser on the part of the Government.

You will exceedingly oblige by acknowledging the receipt of these notices in course of post.

I have, &c.,
A. J. KINGSMILL,
C.C.L.

Tholoo No. 3.
Burgan No. 4.

B 5.

B 5.

Messrs. Rowley & Holdsworth to The Chief Commissioner of Crown Lands.

81, Pitt-street,
15 September, 1866.

Sir,

Having reference to certain notices of appraisements of the so-called runs mentioned in the margin, which have been forwarded to our client, Mr. Benjamin Richards, by the Commissioner of Crown Lands for the Liverpool Plains District, we have the honor to inform you that these blocks of country form part of the Yaraldool Run, which was appraised last year; Mr. Betteridge being the Government appraiser, Mr. T. G. Dangar the appraiser appointed by Mr. Richards, and Mr. Bryden being the umpire. The assessment then fixed was £225, being for ten miles of frontage with fourteen miles back—a tract of country which embraces the block which it is now sought to appraise under other names.

We therefore submit that Mr. Richards cannot be called upon to make any payment for the country in question, having paid the appraisement of £225 so as aforesaid made on the Yaraldool Run last year.

Whilst the subject of the Yaraldool Run is before us, we would crave to be informed whether any instructions have been given by the Executive Council, touching the subject of Mr. Richards' petition against a claim set up by Mr. Whitford to a portion of Yaraldool, which petition was sent in in February last.

We have, &c.,

ROWLEY & HOLDSWORTH.

19 September.

Inform that they are in error as to the blocks in question having been included in the appraisement of Yaraldool, which was valued as a run 10 miles by 5.

I am not yet in a position to convey to them a reply to this memorial under date, further than by referring them to my letter of the 6th February, 1866, to Mr. Richards.

B 6.

The Chief Commissioner of Crown Lands to Messrs. Rowley & Holdsworth.

Crown Lands Office,
Sydney, 21 September, 1866.

Gentlemen,

In reply to your letter of the 15th instant, respecting the recent appraisement of the blocks of Liverpool Plains country named in the margin, I have the honor to inform you that you are in error as to the blocks in question having been included in the appraisement of Yaraldool, which was valued as a run 10 miles by 5.

I am not yet in a position to convey to you a reply to your memorial under date 10th February last, further than by referring you to my letter of the 6th of that month to Mr. Richards.

I have, &c.,

A. O. MORIARTY,

Chief Commissioner of Crown Lands.

B 7.

Richd. Holdsworth, Esq., to The Chief Commissioner of Crown Lands.

81, Pitt-street,
2 November, 1866.

Sir,

I do myself the honor of calling your attention to a manifest error which has been made with regard to the appraisement of Mr. Benjamin Richards' run of Yaraldool, in the Liverpool Plains District. According to the original description of the run, Mr. Richards had a tract of country 10 miles by 14 miles, possessing an estimated carrying capacity of 800 head of cattle. Mr. Betteridge considered that the run was considerably under-estimated, and he wished to appraise it at £300 a year, calculating it was a run 10 miles by 14, equal to six blocks of country, with an estimated area of 108,000 acres. Mr. Dangar, the umpire of Mr. Richards, would not agree to this, thinking that £200 for six blocks was sufficient, and it then became necessary to call in Mr. Bryden as the referee, who also, acting on the assumption that he was appraising the six blocks, valued the run at £225 a year. On referring to the papers in your office, it will be seen that Mr. Bryden makes his appraisement according to the description "thereunto annexed." There is, in fact, no description annexed, but one written on the same sheet of paper, in another hand; and I have no doubt on inquiry it will be found that Mr. Bryden never saw the description, and that by some clerical error in filling in the description, the boundaries have been given as 10 miles by 5, instead of 10 by 14, as the umpire intended. As bearing out my view of the case, I would call your attention to the fact that the run is estimated by Mr. Betteridge as capable of carrying 3,500 head of cattle, which would be an impossibility if the country were only 10 miles by 5; and before the late appraisement, when the run was avowedly 10 miles by 14, the estimated carrying capacity was only 800 head.

Under these circumstances, I have the honor to request that you will cause the appraisements of Thooloo No. 3 and Burgen No. 4 to be annulled, as being, in fact, portions of the run of Yaraldool, in respect of which Mr. Richards has already been appraised at a high rate.

I have, &c.,

RICHARD HOLDSWORTH.

B 8.

The Chief Commissioner of Crown Lands to Benjamin Richards, Esq.

Crown Lands Office,
Sydney, 31 October, 1866.

Sir,

The fair annual value for pastoral purposes of the runs enumerated in the margin, in the District of Liverpool Plains, having been appraised, pursuant to the Crown Lands Occupation Act of 1861, at the several sums noted in connection therewith, I have the honor to inform you that the present lease of the said run may be converted into a lease for five years under the said Act, by payment of that amount into the Colonial Treasury, on or before the 31st December, 1866.

The existing lease, if not so converted by the date above specified, will be held to have lapsed, and the run will in due course be offered to competition as vacated.

The run will no longer be liable to assessment under the Increased Assessment and Rent Act of 1858.

I have, &c.,

A. O. MORIARTY,

Chief Commissioner of Crown Lands.

B 9.

B 9.

Richard Holdsworth, Esq., to The Chief Commissioner of Crown Lands.

69, Pitt-street,
20 November, 1866.

Sir,

Tholoo No. 3,
£40.
Bergen No. 4,
£40.

Mr. Benjamin Richards, of Richmond, has handed me your letter to him of 31st ultimo, notifying the appraisalment of the runs (so called) mentioned in the margin; and, as you will have gathered from my previous communications on the same subject, Mr. Richards denies his liability to be assessed for the country in question. He instructs me to protest against the appraisalment, which I hereby do accordingly.

I am instructed that the blocks of country now called Tholoo No. 3 and Bergen No. 4 form portions of Yarradool, in respect of which Mr. Richards has already been heavily assessed, and the title to which, as coming within the fourteen miles back country, Mr. Richards successfully proved as being in him, in the action brought by him against Whitford, which will be fresh in your recollection.

I have, &c.,
RICHD. HOLDSWORTH.

B 10.

Thomas Betteridge, Esq., to Robert Richards, Esq.

Walgett,
26 November, 1866.

Dear Sir,

In reply to your question as to the extent of your run Yarradool, which was appraised for renewed lease in October, 1865, when I acted as appraiser on behalf of the Crown:—

The run was stated to have between ten and eleven miles frontage to the Namoi, and to go fourteen miles back, and was appraised as such.

I remember that a judgment of the Supreme Court, and also a copy of license from Lands Office, were submitted to the appraisers, which appeared conclusively to fix the extent of the run.

I am, &c.,
THOMAS BETTERIDGE.

B 11.

Richard Holdsworth, Esq., to The Chief Commissioner of Crown Lands.

69, Pitt-street,
7 December, 1866.

Sir,

Referring to my previous letters to you on the subject of the assessment of Mr. Benjamin Richards' run of Yarradool, in the Liverpool Plains District, I now do myself the honor of forwarding you a copy of a letter from Mr. Betteridge, the Government appraiser, which, as you will see, bears out Mr. Richards' statement that he was appraised for a tract of country running back 14 miles, embracing the block now called by you Tholoo No. 3, and Burgan No. 4, in respect of which it is again sought to assess him. Mr. Richards instructs me to renew his protest against this being done.

I have, &c.,
RICHD. HOLDSWORTH.

I must decline to be guided in any way by Mr. Betteridge's views or recollections as to this matter, in which specific instructions were given to him as to the run which he was to appraise, and no authority was given to alter its limits, or otherwise enter into questions of boundary. The appraisalment was moreover made, not by Mr. Betteridge, but by the umpire, Mr. Bryden, by whom the run is properly set forth in his appraisalment.

The rent of the runs Tholo No. 3 and Burgan No. 4 must therefore be paid for the ensuing year, as already demanded; otherwise they will become forfeited, and will be disposed of by public auction.—
21 Decr.

B 12.

The Chief Commissioner of Crown Lands to Richard Holdsworth, Esq.

Crown Lands Office,
Sydney, 20 December, 1866.

Sir,

In reply to your letter, on behalf of Mr. Benjamin Richards, of the 7th instant, I have the honor to inform you that I must decline to be guided in any way by Mr. Betteridge's views or recollections as to the matter therein referred to, in which specific instructions were given to him, as to the run which he was to appraise, and no authority was given to alter its limits, or otherwise enter into the question of boundary. The appraisalment was, moreover, made not by Mr. Betteridge, but by the umpire, Mr. Bryden, by whom the run is properly set forth in his appraisalment.

The rent of the runs Tholoo No. 3 and Burgen No. 4 must therefore be paid for the ensuing year, as already demanded; otherwise they will become forfeited, and will be disposed of by public auction.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

B 13.

Collymongool, 3 January, 1867.

My dear Sir,

I acted as umpire in the appraisalment of the Yaraldool Run, and am certain the description of the run was fourteen miles back, and ten miles frontage to the river.

I think Mr. Hook, the Bucklebone appraiser, made an observation that Yaraldool had been lightly appraised in comparison with Bucklebone, as Yaraldool extended so far back.

Yours truly,
HUGH BRYDEN.

B 14.

B 14.

Richard Holdsworth, Esq., to The Chief Commissioner of Crown Lands.

69, Pitt-street,

15 January, 1867.

Sir,

Referring to my previous letters written on behalf of Mr. Benjamin Richards, concerning the assessment on his run of Yarraldool, and the illegal demand from him of assessment on what has been called Tholoo No. 3 and Bergen No. 4, I now do myself the honor of forwarding you a copy of a letter from Mr. Bryden, the umpire who appraised Yarraldool, from which you will clearly see that Mr. Richards has been twice assessed in respect of the same country, so far as Tholoo and Bergin are concerned; and I ask you, as an act of justice to Mr. Richards, to cause the assessments on the last-named runs to be refunded him, otherwise I must adopt measures for effecting that end.

I have, &c.,

RICHD. HOLDSWORTH.

B 15.

The Chief Commissioner of Crown Lands to Richard Holdsworth, Esq.

Crown Lands Office,

Sydney, 23 January, 1861.

Sir,

In reply to your letter of the 28 December last, covering copy of a communication addressed by you on the same date to the Honorable the Colonial Treasurer, in reference to the runs Tholoo No. 3 and Burgen No. 4, I have the honor to state that I can only refer you to my previous communications in this matter.

I have, &c.,

A. O. MORIARTY,

Chief Commissioner of Crown Lands.

B 16.

Richard Holdsworth, Esq., to The Minister for Lands.

81, Pitt-street,

2 November, 1866.

Sir,

In the month of February last, Mr. Benjamin Richards, of Richmond, presented a petition to the Honorable the Executive Council, praying for relief in the matter of an application by Mr. John Whitford for a lease of a tract of country in the Liverpool Plains District, which had been the subject of an action at law, and in which action (subsequently confirmed by an appeal to the full Court) Mr. Richards had proved his title, but as to the result of which petition Mr. Richards has not yet been made acquainted.

The immediate cause of Mr. Richards forwarding the petition, was a letter received by him from the Chief Commissioner of Crown Lands, in which he stated that it was intended to issue a lease in favour of Mr. Whitford; a course which, after the decision of the Supreme Court of Judicature of the land to the contrary, appeared to be so contrary to all principles of law or equity, that Mr. Richards was advised to petition the Executive prior to adopting other steps. Not having heard anything since on the subject, and fearing that the petition may have been overlooked, I have now the honor, on behalf of Mr. Richards, to request that I may be informed whether the Government intend to regard the decision of the Supreme Court, or whether Mr. Richards must seek redress elsewhere.

I have, &c.,

RICHD. HOLDSWORTH.

Chief Commissioner of Crown Lands, 5 March.—M.F.

B 17.

COPY OPINION.

ALTHOUGH I hesitate much in differing in any opinion of Mr. Attorney General Darvall, as I cannot, after a full and careful perusal of all the papers placed before me, bring my mind to agree in the opinion and advice Mr. Darvall has given, I am bound to give my own opinion. The facts of the case are so fully recited, over and over again, in these papers, that it is unnecessary for me to do more than to refer to the difference of the description of Yarraldool. There appears to be no doubt that the original run, as held and described by Adams, was only to the extent of *five miles* back from the river. The claim made by Purcell does not appear in any way to require or justify an extension of *fourteen miles* in place of *five*. It appears to have been a mere clerical blunder of the boundary Commissioner, and Adams (into whose shoes Richards stepped by the transfer) must have known of the blunder and mistake, and ought not, in common honesty, to have connived at it or concealed it. The Government, by consenting to the transfer, are not bound (*at least, in equity*) to convey more to Richards than Adams was entitled to; and if a bill for specific performance were to be filed against the Government, claiming the fourteen miles, it is clear to me that a Court of Equity would not decree more than five miles. It appears to me that the best and soundest advice was given by Mr. Moriarty, in his paper dated 11th November, 1864. In the last paragraph he recommended that a lease should be given to Whitford, and to leave Richards to his remedy. I perceive that Messrs. Rowley & Holdsworth, in their letter of 7th October, 1864, give notice that in case the Crown propose to grant a lease to Whitford, they would apply for an injunction on the part of Richards. If they do so, the facts of the error and mistake would then be fully before the Court, and would, in my opinion, be sufficient to prevent the granting of an injunction. In the action referred to, the Crown was not represented, and the defendant in a mere possessory action was in a helpless condition for such a defence as the Crown itself could make. It appears to me, that the decision of the Court on the pleadings between those parties is not conclusive on the Crown. It may be a question whether, in case Mr. Richards files a bill or applies for an injunction, the Crown ought not also to take steps in equity to rectify the mistake, at the same time, or even in anticipation. I agree with Mr. Moriarty, that a fair and undeniable contract for a lease was entered into on the part of the Crown with Whitford, and he is entitled to claim from the Crown the fulfilment of it, whereas Richards has only a *colourable claim* that is not founded in equity or justice. I cannot see how that part of Mr. Darvall's advice could be carried out, as to giving compensation to Whitford, either in measure or kind; whereas even at law, if the Crown were sued by Richards under an equitable plea (which might be pleaded), if the Crown did not even fully succeed in the case, the damages could not, in any view of it, be so much as Whitford's claim would be.

J. H. PLUNKETT,

Attorney General.

B 18.

B 18.

2 March, 1865.

It appears that Mr. Richards has established his right in law to a lease of the land in question, on a full investigation of law and fact before a competent tribunal. The inconvenience that has arisen to Mr. Whitford, so far as it may be referred to the mistake of the Crown in promising land to him which was already promised, may fairly be a matter for compensation; but that compensation must not, in my view, be made at the cost of Mr. Richards, but of the Crown, by a lease of equivalent land or other means. The exact matter at issue between Richards and Whitford was the legal effect of the act of the Crown; and although it may seem hard, each party was bound to know the law, and Mr. Whitford, instead of defending the action, should have *then* submitted this matter to the Crown for protection or compensation; and he cannot, I think, claim compensation for the costs which he incurred.

J. B. DARVALL,
A.G.

B 19.

The Crown Solicitor to The Under Secretary for Lands.

Crown Solicitor's Office,
Sydney, 16 July, 1866.

In re Yarraldool and Baraneal Runs—Mr. Richards and Mr. Whitford.

Sir,

I have the honor to return to you, herewith, the papers received by me from your department, relative to the claims of Mr. Richards and Mr. Whitford to a lease of the above-named runs, and to state that I have laid them before Mr. Solicitor General Isaacs, who has been pleased to write an opinion in the matter—a copy of which I send to you on the annexed half-sheet.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.
(Per J. J. JACKSON.)

I CONCUR in the opinion given by Mr. Attorney General Darvall:—Mr. Whitford having litigated the matter with his opponent before a Court of competent jurisdiction, and having been defeated, ought not, I conceive, to be allowed to turn round and repudiate the decision arrived at. As Mr. Attorney General Darvall remarks, the exact matter at issue, in the action between the parties, was the legal effect of the act of the Crown, and that being decided in Richards' favour, I think he is entitled to the benefit of the decision.

No doubt the Crown was not a party to the proceeding, but it is clear that the point raised was the substantial one to have settled, and this is all which could have been done if the Crown had been a party.

ROBERT M. ISAACS,
S.G.

(To Evidence given by Mr. John Whitford, 9 October, 1867.)

C 1.

Tender for a Lease of a new Run of Crown Lands.—Intermediate or Unsettled Districts.

IN accordance with the provisions contained in Her Majesty's Order in Council, published in the New South Wales *Government Gazette* of the 7th October, 1847, and of the Regulations of the local Government published in pursuance thereof, I, John Whitford, of Muswellbrook, do hereby propose to take a lease for fourteen years of the Crown Lands known as "Barraneal," in the District of Liverpool Plains, which lands are particularly described in the schedule annexed to this tender.

2. And in consideration of such lease, I am willing, and hereby offer to pay in advance, minimum rent below which it is provided by the said Order in Council that no run shall be let, namely, ten pounds per annum, with two pounds ten shillings per annum added thereto for every thousand sheep, or their equivalent in cattle, beyond four thousand sheep, or their equivalent, which the run shall, under the provisions of the said Order in Council, be estimated as capable of carrying; and also, in consideration of such lease, and by way of premium for the same, I do offer to pay yearly, in advance, the further sum of three pounds, in addition to the amount of the said minimum rent.

3. And I do agree that, in the event of this tender being accepted by His Excellency the Governor General, and of such acceptance being notified in the New South Wales *Government Gazette*, I will, within sixty days after such notification, pay into the hands of the Colonial Treasurer, at Sydney, as and for the first year's rent of the said run, notwithstanding that the lease of the said run may not have been executed, the sum of thirteen pounds, being the amount, according to my computation, of the grazing capabilities of the run, of the payments which I have above offered to make, viz.:—

	£	s.	d.
Minimum yearly rent below which no run can be let	10	0	0
Further payment, at the rate of £2 10s. per thousand, for the number of stock above four thousand sheep, or their equivalent, which the run applied for is estimated to be capable of carrying	3	0	0
Additional yearly payment offered by way of premium	3	0	0
Total	£13	0	0

Such payment, nevertheless, to be without prejudice to the subsequent adjustment of the rent, according to the second and third sections of the second chapter of the above-mentioned Order in Council.

4. And I do agree that, in the event of this tender being accepted, to subscribe to the following conditions, viz.:—That, in addition to all other terms prescribed by the present Regulations, the occupancy of the said run, and the lease to be ultimately issued, shall be subject to any new or modified conditions which the Legislature may impose.

5. And in consideration of this tender being accepted, and in the event of such payment not being made within the before-mentioned period of sixty days, I further agree to forfeit to Her Majesty the sum of twenty pounds by way of liquidated damages, and to forfeit any right acquired by virtue of this tender and such acceptance thereof as aforesaid.

Given under my hand, this 3rd day of May, A.D. 1859.

To the Chief Commissioner of Crown Lands,
Sydney.

JOHN WHITFORD.

P.S.—Tenderers for runs are requested to be particular in affixing their signatures to the tender in the proper places; and, to prevent inconvenience and delay, to name an agent in Sydney to attend to their interests in the tender.

Schedule

Schedule referred to in the foregoing Tender.

Commissioner's District and General Locality.	Name of Run.	Estimated Number of Acres.	Estimated Capability.		Description of the Lands, by reference to leading geographical features and marked or determined boundary lines.
			Cattle.	Sheep.	
Liverpool Plains ...	Barraneal	16,000	640, or	4,000	Bounded on the west by my Tory Wee Waa Back Run, and on the south by 5 miles of Mr. Richards' Yarradool Run; thence on the east by a line north 5 miles; and on the north by a line west 5 miles, to meet the north-east corner of the Tory Wee Waa Back Run.

JOHN WHITFORD.

Under the report of the Commissioner, we recommend that this tender be accepted.

W. C. MAYNE, A.G.

A. ORPEN MORIARTY.

C 2.

The Chief Commissioner of Crown Lands to Mr. John Whitford.

Crown Lands Office,

Sydney, 31 January, 1862.

Sir,

The Colonial Treasurer having reported that you have paid into his hands the amount of the first year's rent to the 30th June next, for the run in the District of Liverpool Plains called Barraneal, your tender for which was accepted in my letter of the 30th August, 1861, I have the honor to convey to you the authority of His Excellency the Governor for your occupying the said run, subject, however, to the following conditions:—

1. The Government reserves to itself the right of excluding from the run any lands which it may be deemed proper to reserve for public purposes.
2. As soon as the run shall have been appraised under the Crown Lands Occupation Act of 1861, the annual rent to be paid will be fixed in accordance with such appraisement until the rent shall have been thus determined. You will continue to pay rent according to your tender, but in the event of the rent so paid proving to have been less than that determined by appraisement, you will be required to make up the difference previously to the execution of the lease.
3. You will be entitled to a lease of the run for five years, commencing from a date to be hereafter notified, subject to all the conditions prescribed in the said Act.
4. The boundaries of the run (of which a description is annexed) must be regarded as temporary only, and subject to any alteration or amendment found necessary on a proper measurement of the land.

I have, &c.,

A. ORPEN MORIARTY,

Chief Commissioner of Crown Lands.

BARRANEAL.

Bounded on the west by my Tory Wee Waa Back Run, and on the south by 5 miles of Mr. Richards' Yarradool Run, thence on the east by a line north 5 miles, and on the north by a line west 5 miles to meet the north-east corner of the Tory Wee Waa Run.

C 3.

The Chief Commissioner of Crown Lands to Mr. John Whitford.

Crown Lands Office,

Sydney, 30 August, 1861.

Sir,

Referring to my letter of the 23rd June, 1855, I do myself the honor to inform you that His Excellency the Governor has been pleased to accept your tender for the run in the district of Liverpool Plains called Barraneal, subject, however, to the right of hereafter reserving any portion of the run for any of the purposes stated in the 9th section of chap. II of Her Majesty's Order in Council dated 9th March, 1847. You will, therefore, be good enough to pay into the Colonial Treasury the sum of £10, being the amount of the rent for the period from the beginning of the current quarter to the 30th June next, computed according to your estimate of the grazing capabilities of the run, namely,—640 cattle or their equivalent in sheep, with the annual premium of £3.

I beg to remind you, that until the rent shall have been paid, you will acquire no right whatever to the occupation of the land; and further, that if the payment be not made within sixty days from this date, you will forfeit any right acquired by virtue of your tender, and incur a further penalty of twenty pounds, under its terms.

As soon as the Colonial Treasurer shall have reported the receipt of the first year's rent and premium, I will make a further communication to you.

This tender is accepted subject to the following conditions, viz.:—That, in addition to all other terms prescribed by the present Regulations, the occupancy of the said run, and the lease to be ultimately issued, shall be subject to any new or modified conditions which the Legislature may impose.

The assessment for the current year, namely, £20, will have to be paid on or before the 30th of September next.

I have, &c.,

A. ORPEN MORIARTY,

Chief Commissioner of Crown Lands.

(To Evidence given by A. O. Moriarty, Esq., 9 October, 1867.)

D 1.

Application for a Lease of Waste Lands of the Crown beyond the Settled Districts in the Colony of New South Wales.

I, Jas. Smith Adams, of the Namoi River, do hereby claim to have issued to me, under and in pursuance of Her Majesty's Order in Council published in the *Government Gazette* of New South Wales of the 7th day of October, 1847, a lease of the Waste Lands of the Crown described in the schedule hereunder written.

The said lands are now in my licensed occupation, and, at the date of the publication of the above Royal Order, and for thirty-one months previously thereto, the same were held under license by me.

Given under my hand, this tenth day of March, A.D. 1848.

To the Honorable

The Colonial Secretary, Sydney.

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Schedule.

APPENDIX.

Schedule.

Commissioner's District and General Locality.	Name of Run.	Estimated Number of Acres.	Estimated Capability for Grazing.		Description of the Lands, by reference to leading geographical features and marked or determined boundary lines.
			Cattle.	Sheep.	
Liverpool Plains, Namoi River	Yarraldool	30,000	1,000, or	4,000	On the east by a line running north 5 miles, joining Messrs. Brown and Selwyn's run Bucklebone; on the north by a line 10 miles in extent running parallel with the Namoi River as far as the western line; on the south by the Namoi River ten miles in extent; on the west by a north and south line 5 miles in extent, parting it from Mr. Purcell's station.

JAMES SMITH ADAMS.

D 2.

No. 5.

Adams James Smith. Name of run—Yarraldool. Estimated area—30,000 Acres. Estimated grazing capabilities—1,000 cattle, or 4,000 sheep.

On the east by a line running north 5 miles, joining Messrs. Brown and Selwin's run Bucklebone; on the north by a line 10 miles in extent, running parallel with the Namoi River, as far as the western line; on the south by the Namoi River 10 miles in extent; on the west by a north and south line 5 miles in extent, parting it from Mr. Purcell's station.

D 3.

J. S. Adams, Esq., to The Colonial Secretary.

Cucubindi, Namoi River,
15 October, 1848.

Sir,

Having noticed in the *Government Gazette* of the 20th September, 1848, the application for lease of run made by Charles Purcell, name of run Toryweewha, wherein he states—"On the east by a marked tree about half a mile east from the Toryweewha Waterhole"—

Yarraldool is the name of run on the east from Purcell, and takes in the Toryweewha Waterhole; the west boundary being the crossing-place below the Toryweewha Waterhole; the boundaries of this run having been marked and determined by the late Commissioner Francis Allman, Esq.

I have, &c.,
JAMES S. ADAMS.

D 4.

Application for a Lease of Waste Lands of the Crown beyond the Settled Districts in the Colony of New South Wales.

I, Charles Purcell, of Penrith, do hereby claim to have issued to me, under and in pursuance of Her Majesty's Order in Council, published in the *Government Gazette* of New South Wales of the 7th day of October, 1847, a lease of the Waste Lands of the Crown described in the schedule hereunder written.

The said lands are now in my licensed occupation, and at the date of the publication of the above Royal Order, and for thirty-six months previously thereto, the same were held under license by me.

Given under my hand, this eighth day of March, A.D. 1848.

CHARLES PURCELL.

To the Honorable
the Colonial Secretary, Sydney.

Schedule.

Commissioner's District and General Locality.	Name of Run.	Estimated Number of Acres.	Estimated Capability for Grazing.		Description of the Lands, by reference to leading geographical features and marked or determined boundary lines.
			Cattle.	Sheep.	
Rodk. Mitchell, Esq., Commissioner. Flat country.	Tory Wee Wha.	5 miles v. 5 miles.	500	Nil.	On the south by the Nomia River, on the east by a marked tree about $\frac{1}{2}$ mile east from the Tory Wee Whooe Waterhole, and on the north and north-east by the lines as to be pointed out.

CHARLES PURCELL.

Colonial Secretary's Office,
Sydney, 7 October, 1847.

Leases of Crown Lands beyond the Settled Districts.

1. His Excellency the GOVERNOR, in reference to his Proclamation of this date, publishing Her Majesty's Order in Council, regulating the occupation of Waste Lands of the Crown within this Colony, deems it proper to caution the licensed occupants of Waste Lands of the Crown beyond the Settled Districts, that the rights conferred on them by the 11th section of cap. II of the Regulations must be exercised within the periods in that section prescribed, by relation to the date of the Proclamation above referred to, publishing the said Order in Council.

2. The applications must be lodged in the Office of the Colonial Secretary, in Sydney, if the lands for which the lease is applied for be situated within the Sydney or Middle District; or of His Honor the Superintendent at Melbourne, if within the Southern or Port Phillip District; and in order to preserve uniformity, the applicants will be required to use the printed forms—copies of which may be obtained from the Commissioners of Crown Lands beyond the Settled Districts, as well as at the Office of the Superintendent at Melbourne, and at this Office.

3. All such applications must set forth the names and clear descriptions of the runs applied for, and of the boundaries of the same, as prescribed with respect to new runs, by the 13th section of chap. II of the Order in Council. In such descriptions it will be necessary to refer to leading geographical features and marked or determined boundary lines, as well as to the names of the occupants of adjacent lands, and to give the length and general direction of the several boundary lines with reasonable certainty; and also to state the supposed extent of the runs, and the number of sheep, or equivalent number of cattle, which each run may be estimated as capable of carrying.

4. An abstract of all applications received will, from time to time, be published in the *New South Wales Government Gazette*, or *Port Phillip Government Gazette*, for the information of all parties concerned.

5. Persons who object to the claims of others, either wholly or in part, as comprising lands to the lease of which they may conceive themselves entitled, are recommended to lodge, in the Office of the Colonial Secretary, or Superintendent of Port Phillip, caveats referring to such claims, and specifying the lands to which their objections extend, and the grounds on which they prefer their claims to the same.

6. It will be impossible that the issue of leases should take place immediately on demands being made for them. In many cases the Government may not be able, until the end of the year 1848, to determine whether the particular runs applied for will be included in the *Intermediate* or *Unsettled* Districts; and, in all cases, it will be necessary to consider and decide on the claims of applicants, to verify the descriptions of the runs, and to estimate the number of sheep or cattle which each run will carry, and the rent accordingly to be paid. His Excellency, however, desires at the same time to intimate that all practicable despatch will be used, for the purpose of putting the occupants of Crown Lands in possession of the leases to which they may be entitled under Her Majesty's Regulations.

By His Excellency's Command,

E. DEAS THOMSON.

D 5.

Memorial No.

District of Liverpool Plains.

To W. F. Scott, Esq., Commissioner appointed under "An Act for appointing Commissioners to examine and report upon Disputes as to Boundary between the Claimants of Leases under Her Majesty's Order in Council of 9th March, 1847."

The Memorial of James Smith Adams, resident at Bunga Bunga, in the District of Liverpool Plains,—

Sheweth :—

That your Memorialist claims to be entitled to a lease of a run of Crown Lands situated on the Namoi River, in the District of Liverpool Plains, and bounded as follows, that is to say :—Bounded on the east by Berrybar Run, in the occupation of Messrs. Selwyn and Brown; on the north by waste lands; on the south by the Namoi River; and on the west by a run now in the occupation of Charles Purcell, which commences from the crossing-place on the Namoi, below the Tory Wee Waa Waterhole.

And the following is a true statement of the circumstances under which your Memorialist's claim is made :—The boundaries of this run were marked and determined by Francis Allman, Esq., late Commissioner of Crown Lands, as pointed out to him by a person known as "Big Tom," then living at Berrybar, in the employ of Messrs. Selwyn and Brown, now living at Eura Eura, a station of Messrs. G. and R. Rouse, on the Barwin River—I believe in the presence of two orderlies (William Graham and Murray), prior to any claim or occupation on the part of Purcell for the run he at present occupies, it being then unoccupied.

Your Memorialist, therefore, prays you, the Commissioner aforesaid, to proceed to hear, examine, and report upon your Memorialist's claim, in manner as in said Act mentioned.

Dated at Cucubindi, Namoi River, this 20th day of September, 1849.

JAMES S. ADAMS.

List of documents deposited with Memorial, and of names and places of abode of all witnesses by whose evidence the Memorialist's claim is supported :—

Not knowing the name of the principal witness in this case, or having had an opportunity of finding it out since this notice has been received, I can only designate him as Big Tom, at Rouse Station, Eura Eura, on the Barwin River. He is generally known in the aforesaid district as "Rouse's Big Tom."

William Graham, orderly for Roderick Mitchell, Esq., Tamworth.

— Murray, late orderly to Francis Allman, Esq., residence unknown.

P.S.—We have ascertained, since the above was written, that the name of "Big Tom" is Thomas White, and is still at Eury Eury, or Eura Eura, Rouse's Station, on the Barwin River.

D 6.

Memorial No.

District of

To D. C. F. Scott, Esq., J.P., Commissioner appointed under "An Act for appointing Commissioners to examine and report upon Disputes respecting Boundaries of Runs between the Claimants of Leases under Her Majesty's Order in Council of 9th March, 1847."

The Memorial of Charles Purcell, resident at Penrith, in the District of Penrith,—

Sheweth :—

That your Memorialist claims to be entitled to a lease of a run of Crown Lands situated at the Namoi River, in the District of Liverpool Plains, and bounded as follows, that is to say :—On the south by the Namoi River ; on the east by a marked tree about half a mile east of the Tory Wee Whaa Waterhole ; and on the north and west by lines as to be pointed out.

And the following is a true statement of the circumstances under which your Memorialist's claim is made :—On the 4th March, 1845, I received an order from Roderick Mitchell, Esq., Commissioner of Crown Lands, to occupy the Tory Wee Whaa Run, which order I have by me, and will produce at the trial, and have ever since held and regularly paid for my license of the same to the present moment.

Your Memorialist, therefore, prays you, the Commissioner aforesaid, to proceed to hear, examine, and report upon your Memorialist's claim, in manner as in said Act mentioned.

Dated at Penrith, this 23rd day of August, 1849.

CHARLES PURCELL.

List of documents deposited with Memorial, and of names and places of abode of all witnesses by whose evidence the Memorialist's claim is supported :—

I will produce any documents I hold at the day of trial, and will take on myself to take with me such witnesses as I consider necessary to support my case on the same day ; and Roderick Mitchell, Esq., Commissioner of Crown Lands, is an essential witness in the same, as also John Healy, overseer, now living in the employment of myself, at the same run of Tory Wee Whaa. Those will have to be subpoenaed.

D 7.

Memorial No. 133.

Tamworth, 10 January, 1850.

*Memorandum.**In re Adams v. Purcell.*

We, the undersigned, mutually agree that our disputed boundaries shall be amicably arranged as follows :—

Dr. Adams' run named Yaraldool, "on the north side of the Namoi River, having a frontage of 10 miles to it ; on the east side, bounded by the run of Browne and Selwyn, from a tree marked T ; on the west from a line running north and south ; the back undefined ; Government ground forming the northern boundary ; on the west side joining Mr. Purcell's run, and dividing the waterhole known as Tooraweewah into equal parts."

Mr. Purcell's run named Tooraweewah, "bounded on the south by the Namoi River, with 5 miles river frontage ; on the east by Dr. Adams' run Yaraldool ; on the north by waste Government land ; on the west bounded by Robert Campbell's station, formerly Abercrombie's, the line running north and south from a lagoon named Baraneel ; the eastern boundary divides the waterhole named Tooraweewah in equal parts."

JAMES S. ADAMS.
CHARLES PURCELL.

Signed before me, this 10th day of January, 1850,—

D. C. F. SCOTT, D.B.C.

D 8.

District of Liverpool Plains.

Report on Memorial No. 133, dated 10th January, 1850. By D. C. F. Scott, Commissioner appointed to examine and report upon Disputes respecting Boundaries of Runs between Claimants of Leases beyond the Settled Districts.

Claimant's name and address—J. S. Adams, Bunga Bunga, Liverpool Plains.

Name of run—Torryweewah.

Opponent's name and address—Charles Purcell, Penrith.

Situation and description of run for which a lease is recommended to issue.

1. J. S. Adams' run Yaraldool, on the north side of the Namoi River, having a frontage of 10 miles to it ; bounded on the east by the run of Brown and Selwyn, from a tree marked T running north 14 miles ; on the west from a line running north and south 14 miles, the northern boundary line joining the east and west lines ; on the west side joining Purcell's run, and dividing the waterhole known as Tooraweewah into equal parts.

2. C. Purcell's run Tooraweewah, bounded on the south by the Namoi River, with 5 miles river frontage ; on the east by Dr. Adams' run Yaraldool ; on the north at right angles by waste Government land ; on the west by Robert Campbell's station, formerly Abercrombie's, the line running north and south from a lagoon named Baraneel ; the eastern boundary divides the waterhole named Tooraweewah in equal parts.

Commissioner's Report.

These parties having settled their dispute amicably and paid their fees, I have the honor to recommend that their arrangement be sanctioned.

D. C. F. SCOTT, D.B.Comr.

Recommended for approval.—GEO. BARNEY, C.C.C.L.

I am not aware of any reason why this report should not be approved.—M.F.
30 September, 1850.

Approved.—CHAS. A. FITZ ROY.

SCHEDULE

SCHEDULE OF ACCOMPANYING DOCUMENTS.

(Enclosure.)

1. Report.
2. Two Memorials.
3. Application for Lease.
4. Caveat.
5. Mutual agreement.

Fees were paid by both parties.

D. C. F. SCOTT, D.B.Comr.

D 9.

Sydney, 17 September, 1851.

Sir,

I have to request that the lease of my run known as Yaraldool, or Bunga Bunga, on the Namoi River, in the District of Liverpool Plains, may be transferred in favour of Mr. B. Richards, of Richmond, to whom I have disposed of my right, title, and interest in the same.

I have, &c.,
JAMES S. ADAMS.

Witness to signature,—
D. C. F. SCOTT, J.P.

D 10.

The Chief Commissioner of Crown Lands to B. Richards, Esq.

Crown Lands Office,
Sydney, 13 November, 1851.

Sir,

I have the honor to inform you, that the interest held by James S. Adams in the run called Bunga Bunga, or Yaraldool, in the District of Liverpool Plains, has been transferred, with the sanction of Government, to you.

I have, &c.,
GEO. BARNEY,
Chief Commissioner of Crown Lands.

D 11.

The Crown Commissioner of Liverpool Plains to The Chief Commissioner of Crown Lands.

Crown Lands Office,
Liverpool Plains,
14 May, 1852.

Sir,

With reference to the accompanying description of the Yaraldool Run, I have the honor to inform you that I conceive the Boundary Commissioner has made a clerical error in his description of this run.

It will be seen, on reference to the confirmed description of that officer, that the distance of *fourteen miles* is given as the distance back from the Namoi River, instead of *five miles*, applied for by Mr. Richards, predecessor of Mr. J. S. Adams. (*Vide Government Gazette*, No. 5.)

Mr. Richards has refused to adopt an amended description of his run as furnished, and which I beg to enclose.

I should wish to know what steps I am to take in this matter.

I also beg to forward my predecessor's description of this run, shewing that the boundaries are merely five miles back.

I have, &c.,
JOHN H. DURBIN, C.C.L.

Name of Lessee.	Name of Run.	Area.	Estimated Capabilities.
Richards Benjamin	Yaraldool	32,000 acres ...	800 head of cattle.

Amended Description, conformable to the decision in Disputed Boundary Court.

On the north side of the Namoi River, having a frontage of ten miles to it; bounded on the east by the run of Brown and Selwyn, from a tree marked T, running north [fourteen miles] *five miles*; on the west from a line running north and south [fourteen miles] *five miles*, the northern boundary line joining the east and west lines; on the west side joining Purcell's run, and dividing the waterhole known as Torawewah into equal parts.

I have this day agreed with Mr. Commissioner Durbin that the capabilities of this run shall be eight hundred head of cattle.

JOHN H. DURBIN, C.C.L.
JOHN GLENNIE.

27 November, 1851.

NOTE.—It will be seen that the Boundary Commissioner has given the distance back from the line as fourteen miles, and which I have altered to *five*, presuming that it is a clerical error.

JOHN H. DURBIN, C.C.L.

NOTE.—I certify that it was a clerical error, in stating that Mr. Adams' run Yaraldool ran north fourteen miles; instead of which it ought to have been five miles, as in the original description. The arrangement signed by the parties states the distance to be undefined, which it clearly was not, as above.

D. C. F. SCOTT, D.B.C.

Name

Name of Lessee.	Name of Run.	Area.
Adams, J. S.....	Yaraldool, or Bunga Bunga	acres. 32,000

Description.

Bounded on the south by the Namoi River; on the east by a line running north from a marked tree on the river; on the north by a line running east and west parallel with the river, and at a distance of five miles from it; and on the west by a north and south line joining the river at a point called Tuleewewaa.

D 12.

Crown Lands Commissioner Durbin to Benjamin Richards, Esq.

Crown Lands Office,
Liverpool Plains,
5 February, 1852.

Sir,

I have the honor to inform you that, on the 10th of November, 1851, I visited your station Yaraldool, on the Namoi River, and not finding any person of responsibility on the station to act with me in valuing your run, I thought it advisable to call upon John Glennie, Esq., to act for you in this matter, as otherwise it might put you to considerable inconvenience by sending a person out to meet me at a future time.

Yaraldool, estimated to carry 800 (eight hundred) head of cattle.

I beg to inform you that, if you object to this valuation, you will be good enough to inform me without delay, as you are not bound by it unless you please.

If, however, you are satisfied with the valuation of your run, be good enough to sign the enclosed documents, and re-enclose the same to me.

I beg to enclose an amended description of your run, and I have to request you will, at your earliest convenience, have the vacancies left in the description filled up (and the trees branded), according to the direction of the lines you agree upon with your neighbours, and then returned to me, with the signatures of your neighbours appended to the description, by the 28th of March, at the latest, or otherwise you will be put to the expense of a survey.

I have, &c.,

JOHN H. DURBIN, C.C.L.

Description.

Bounded on the west by the Tory Wee Waa Run, being a line commencing at a tree marked situate on the north bank of the Namoi River, at the centre of the Tory Wee Waa Waterhole, about five miles above the Tory Wee Waa present hut and stockyard; thence running north five miles to a tree marked ; thence on the north by a line running easterly parallel with and five miles distant from the Namoi River, about ten miles to a tree marked ; thence on the east by a line running south five miles to a tree marked A and situate on the north bank of the Namoi River, about one hundred yards east of the Yaraldool hut and stockyard, thus separating the Yaraldool Run from the Berryabar Station; and thence by the river Namoi downwards to the starting point.

Benjamin Richards, Esq., to Crown Lands Commissioner Durbin.

Richmond, 20 February, 1852.

The above description I received from you, requesting me to fill up the vacancies, which I decline to do, inasmuch as the boundaries do not correspond with those reported by the Boundary Commissioner; but I herewith enclose you a true copy of the boundaries as reported by the Commissioner.

I have, &c.,

BENJ. RICHARDS.

D 13.

Mr. John Healy to Crown Lands Commissioner Durbin.

Tory Wee Waa,
10 January, 1852.

Sir,

Enclosed I beg to forward you a copy from a letter received by Henry Keyes, the person in charge of Mr. Richards' station, from the said Mr. Richards, respecting the Yaraldool Run. His orders to Keyes are that the run is to be as stated, and no other way.

I have had an interview with Mr. Purcell, and he has left the affair with me to settle. I consider their claim an unreasonable one, as it would leave my run not worth notice.

I am, &c.,

JOHN HEALY.

Yarradool, north side of Namoi River, having a frontage of 10 miles west; bounded on the east by Brown and Selwyn, from a tree marked T, running north 14 miles; on the west from a line running north and south 14 miles; the northern boundary line joining the east and west lines; on the west side joining Purcell's run, and dividing the waterhole known as Toorawewah into equal parts.

D 14.

The Chief Commissioner of Crown Lands to Benjamin Richards, Esq.

Crown Lands Office,
Sydney, 20 June, 1861.

Sir,

With reference to your letter of the 29th ultimo, I have the honor to inform you, that in again going carefully into the matter therein referred to, I am unable to find any ground upon which I should be

be justified in admitting your claim to 14 miles back run for the Yarradool Run, which has been rented, claimed in the demand for lease, and assessed, at 5 miles only.

The Boundary Commissioner's report submitted, and Colonel Barney communicated to the holder of the run, a description of boundaries, embodying, not a boundary determined officially after investigation, but an agreement as to boundaries arrived at between the parties to the dispute; and although it appears that, in the description thus forwarded, a back run of 14 miles not claimed in the demand for a lease was inserted, this clerical error (as the Commissioner designated it) was corrected by a subsequent letter addressed to you by my predecessor, under date 9th June, 1852, expressly explaining the matter, and by the valuation of the run several years before any tenders for the land were made by other parties.

I can therefore only express my regret that you should not have acted upon the information communicated to you; and if you desired to obtain a legal title to the extended run, tendered for it in the only way in which it could be obtained, in the long period that it was open to you to do so without opposition.

I have, &c.,

A. ORPEN MORIARTY,
C. C. C. Lands.

D 15.

Appraisement.

District of Liverpool Plains. Name of run—Yarradool. Claimant of a lease—B. Richards.

Under and in pursuance of the provisions in that behalf contained in the "Crown Lands Occupation Act of 1861," I, Hugh Bryden, Esquire, the umpire duly appointed in the matter of the appraisement of the rent of the run known as Yarradool (of which a description is appended hereto), now held, under the promise of a lease from the Crown, by B. Richards, do hereby certify and declare that I have gone over and inspected the lands comprised in the said run, and made diligent inquiry and examination as to the fair annual value thereof for pastoral purposes; and I do hereby appraise such value to be equivalent to the sum of two hundred and twenty-five pounds per annum, which said sum I do adjudge and determine shall be the annual rent to be paid for and in respect of the said run during the term of such lease.

Given under my hand, at Wee Waa, this fourth day of October, A.D. 1865.

HUGH BRYDEN.

Description.

Estimated Area—30,000 acres."

Boundaries:—On the east by a line running north five miles, joining Messrs. Brown and Selwyn's run Bucklebone; on the north by a line ten miles in extent, running parallel with the Namoi River as far as the western line; on the south by the Namoi River, ten miles in extent; on the west by a north and south line, five miles in extent, parting it from Mr. Purcell's station.

D 16.

The Under Secretary for Finance and Trade, to The Chief Commissioner of Crown Lands.

The Treasury, New South Wales,
29 March, 1866.

Sir,

With reference to the notice in the *Government Gazette*, dated 30th October, 1865, notifying that the undermentioned run had been appraised under the Crown Lands Occupation Act of 1861, at its fair annual value for pastoral purposes, I am directed to inform you that the adjusted rental for the year 1866, of the run in question, was paid on 30 December last.

£225.

Lessee—Benjamin Richards. District—Liverpool Plains. Run—Yaraldool.

I have, &c.,

W. NEWCOMBE.
(Pro Under Secretary.)

D 17.

The Chief Commissioner of Crown Lands, to The Under Secretary for Lands.

Yaraldool and Baraneal Runs. Benjamin Richards and John Whitford, Claimants of Leases.

The documents relating to the above runs, respecting which an action has recently been decided in the Supreme Court, are now submitted for the commands of the Honorable the Minister for Lands, who may probably see fit to obtain the advice of the Crown Law Officers as to the course which the Government should pursue in the circumstances therein set forth. It will be observed, that the holder of Baraneal—Whitford, who was defendant in the action, and against whom a verdict was given, now applies to be placed in possession of the lease for which he has contracted with the Government, and of which he holds a promise, dated 31st January, 1862; and that the claimant of Yaraldool protests against the issue of such lease, claiming the land as his by virtue of a previous promise of a lease, bearing date 18th December, 1850, and of the recent verdict affirming the validity of such prior promise.

There can be no question that the respective promises conflict, as to the facts which led to their being severally granted, the history of which, as shown by the accompanying original documents, is as follows:—

In 1848, the then holder of a license for the Yaraldool Run demanded a lease of it, under the Orders in Council, describing it as having frontage to the Barwin River within certain limits, and as extending back five miles from the river. The claimant of an adjoining run on the river disputed the right of the licensee of Yaraldool to a portion of the frontage so claimed by him, and the dispute was referred for investigation to a Boundary Commissioner appointed under the Act of Council 11 Victoria, No. 61. The parties then settled their dispute by an amicable arrangement entered into before the Boundary Commissioner, who forwarded, in his report, a memorandum embodying such arrangement, signed by the parties, and

and recommended that leases should be issued in accordance therewith. This recommendation was approved by the Governor; and letters intimating such approval, and promising leases, were thereupon addressed to the respective parties, by my predecessor, the late Colonel Barney, under the date already mentioned, viz., 18th December, 1850. (The letters were in similar terms to the enclosed original letters, written on the same date, to the District Commissioner.) In his report, however, the Boundary Commissioner, while purporting to recommend the approval of the arrangement between the parties, gave description of the respective runs, and described Yaraldool as extending for *fourteen* miles back from the river, in place of *five* miles, as applied for and licensed; and this description having been endorsed on my predecessor's communication, constitutes the promise of a lease of the land beyond five miles, upon which Mr. Richards, the present holder of Yaraldool, has successfully relied.

The attention of the Boundary Commissioner having subsequently been drawn to the error in his description, he wrote the enclosed certificate that the error was a clerical one; and on receipt thereof, my predecessor addressed the letter herewith forwarded, dated 9th June, 1852, to Mr. Richards, who had then become the holder of Yaraldool, informing him of the error, and that the lease would be granted for a back run of *five miles* only. Previously to the receipt of this letter, Mr. Richards had refused to concur in a valuation of his run as being limited to five miles in depth, but thereafter he took no steps whatever, by tender or application, to obtain a further recognition of his claim, or to obtain a lease of the additional land, until after it had been applied for by tender (seven years subsequently) by Mr. Whitford, whereupon he wrote to me claiming to have his boundary fourteen miles back from the river. This claim I declined to recognize, finding that the land beyond the five mile limit had not been included in the license or demand for a lease of the run originally, or in the estimate of its capabilities for which, from 1852, rent had been charged and paid; and that the implied promise was no more than a clerical error, subsequently explained and corrected, in a letter which formed the last step in the course of an investigation as to conflicting claims in which the depth of the runs was not at issue.

Mr. Whitford applied for his run in 1859, by tender, in the regular manner, under the Orders in Council. His tender was accepted, and his rent thereunder demanded and paid; and he was in the usual course authorized to occupy, and promised a lease.

Contrasted one with the other, the respective promises thus represent,—the first, a clerical error in a communication the substance of which was as to a different matter, and of which the party was warned by the officer who made that communication, seven years before any other application was received (during the whole of which time Mr. Richards might have, had he so chosen, obtained the land by tendering for it), and a promise, so asked, in excess of the claim, and without consideration passing,—the second, a specific contract for a lease of the particular land in question, for which the party has regularly paid the prescribed rent.

The Court having decided that Colonel Barney's letter to Richards was a promise, which, being prior to that held by Whitford, must prevail over the latter, the further treatment of the matter becomes one for the grave consideration of the Government. Both parties cannot have the land, and there can be no doubt that to whomsoever it may be leased, the other party may be expected to claim to be compensated. So far as my recommendation may be considered entitled to weight, I have no hesitation in submitting it, to the effect that the promise of a lease to Whitford having represented a contract, and been given for valuable consideration, should be fulfilled by the issue of a lease in his favour, and that the so-called promise held by Richards, which rests upon an avowed inadvertence, and to which the faith of the Government can hardly be said to be committed at all, should be permitted to rest as *disavowed* by the letter of Colonel Barney, dated 9th June, 1852, leaving the party to any remedy that he may elect to take avail of, for its nonrecognition now.

11th November, 1864.

A. O. MORIARTY, C.C.C.L.

This matter would justify a reference for legal advice.—15 Nov.

Refer to Crown Law Officers.—J.B.W.—16 Nov.

Crown Solicitor.—M.F.—B.C., 17 Nov.

D 18.

The Crown Solicitor to The Under Secretary for Lands.

Crown Solicitor's Office,
4 March, 1865.

In re Yarraldool and Baraneal Runs.—Mr. Richards v. Mr. Whitford.

Sir,

I have the honor to return to you, herewith, the papers received by me from your department, relative to the claims of Mr. Richards and Mr. Whitford to leases of the above-named runs, and to state that I have laid them before Mr. Attorney General Darvall, who has been pleased to write an opinion in the matter, a copy of which I send to you, herewith.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Considering the time that has elapsed since this opinion was given, perhaps the Chief Commissioner of C. Lands would desire to offer some suggestion on the case.—B.C., 6 Nov.

Without presuming to question the opinion of the late Attorney General, I take leave to point out that some considerations suggest themselves thereunder, as to which it would probably be well that further advice should be obtained before finally dealing with the case.

The Crown was not a party to the trial between Richards and Whitford. When, by acting upon the verdict, the Crown becomes a party, the question arises—Should not Mr. Richards be required to pay the arrears of the rent and assessment which he would have had to pay annually since the date of the letter of Colonel Barney—which has been held to constitute the promise of a lease—to prevent that promise from lapsing? Mr. Richards' run was valued, and his rent charges have been fixed, *exclusive* of the land leased to Whitford; and (without taking into account any sums that might have been payable for assessment on stock, under the Acts 19 Victoria, No. 26, and 20 Victoria, No. 39) the rent and assessment upon the additional land that the promise seemed to include, would amount to—

Rent, £20 per annum	...	...	...	...	£270
Assessment, £60	...	...	...	...	480
					£750

If the Crown is now called upon to cancel its contract with the party who *has*, during portion of the time, been paying rent for portion of the land, and compensate him, on the ground of the prior right of Richards' disabling it from carrying out that contract, I cannot but think that the latter party should, at the same time, be required to pay up the difference between what he has paid and what he would have had to pay had he been recognized as the holder of the promise of a lease by the Government.

With

With regard to the mode of compensating Whitford, which the late Attorney General suggested should be by a lease of equivalent land, or other means, I think it would be well to have further advice, as to how a lease of equivalent land, assuming this compensation to be decided upon, could legally be granted. I have necessarily been conversant with the Acts relating to Crown Lands and their administration, since the Orders in Council were first promulgated; and no case has previously occurred, to my knowledge, in which land has been leased except in recognition of a right previously existing, or under a tender regularly made, for the particular land to be leased; and I am not acquainted with any provision in the late or present laws which would authorize such a course being taken. It seems probable that the suggestion was a casual one merely.

The lease which was promised to Richards by Colonel Barney's letter will expire on 31st proximo. His run, as recently appraised for a new lease under the Crown Lands Occupation Act of 1861, is not inclusive of the land in dispute; so that it may be presumed that the relations of the parties will be considerably modified after that date.

The Under Secretary for Lands.

A.O.M.

B.C., 15th November, 1865.

I shall be glad if the Attorney General will kindly advise upon the points raised by the Commissioner of Crown Lands.—C.C.—18 Nov.

Crown Solicitor.—M.F.—B.C., 20 Nov.

D 19.

RECURRING to the minute of the Honorable the Secretary for Lands, dated 3rd March last, and to the enclosed opinion of the Honorable the Solicitor General, in the case of Richards and Whitford, I have now the honor to point out that the matter is one entirely for the decision of the Government upon the merits of the respective claims, as to the facts of which there is no question; the law, also, with respect to them being very fully and elaborately laid down, not merely in the several opinions that have been given by the Crown Law Officers, from time to time, but also in the judgments delivered by their Honors the Judges in the case itself, and in others in which it is prominently referred to, as noticed by His Honor the Chief Justice, in his letter (enclosed), dated in May last. Further, it is to be observed, that the question now for decision is not merely the original case, but whether the decision of the late Government upon the case should be revoked, and the action taken thereupon repudiated.

It cannot be pretended that any new light has been thrown upon the case since the decision already given was arrived at, or that any new fact has been brought to light which would alter the aspect of the merits as described by the Honorable the late Attorney General, Mr. Plunkett, when he says that "a fair and undeniable contract for a lease was entered into on the part of the Crown with Whitford, and he is entitled to claim from the Crown the fulfilment of it, whereas Richards has only a *colourable claim*, that is not founded in equity or justice."

I feel bound to repeat the recommendations made by me on former occasions, that the lease promised to Mr. Whitford, and paid for by him, should not be withheld; and that Mr. Richards be left to his remedy, or to any steps he may elect to take, to enforce his "colourable claim."

A.O.M.

B.C., 20 December, /66.

D 20.

The Chief Commissioner of Crown Lands to Messrs. Richardson and Wrench.

Crown Lands Office,
Sydney, 6 February, 1866.

Gentlemen,

I have the honor to inform you, as the transferees of Mr. Whitford, that the Crown Law Officers have advised, in the matter in dispute between that gentleman and Mr. Richards, as to the boundaries of their Barraneal and Yarraldool Runs, that a lease should issue to Mr. Whitford or his transferees—a fair and undeniable contract for lease having been entered into on the part of the Crown with Mr. Whitford, of which he is entitled to claim the fulfilment; whereas Mr. Richards' claim is only a colourable one, not founded in equity or justice. Instructions have therefore been issued to the Commissioner to appraise thereon with a view to the issue of lease.

I have, &c.,

A. O. MORIARTY,
Chief Commissioner of Crown Lands.

D 21.

The Chief Commissioner of Crown Lands to Mr. John Whitford.

Crown Lands Office,
Sydney, 16 October, 1866.

Sir,

I have the honor to inform you that I have forwarded to the Surveyor General copies of the descriptions of the Tory Wee Wha, Tory Wee Wha back, and Barraneal Runs, with a view to the necessary instructions being issued to Mr. Licensed Surveyor Chauncey, for the survey of these runs at your expense.

I have, &c.,

A. O. MORIARTY,
Chief Commissioner of Crown Lands.

D 22.

The Chief Commissioner of Crown Lands to Messrs. Richardson and Wrench.

Crown Lands Office,
Sydney, 30 January, 1866.

Gentlemen,

Pursuant to the 23rd clause of the Crown Lands Occupation Act of 1861, I beg to give you notice that A. T. Kingsmill, Esq., has been appointed appraiser, on the part of the Crown, to determine the fair annual value for pastoral purposes of the land comprised in the run called Barraneal, situate in the District of Liverpool Plains, and held by you. I append a copy (marked A) of such appointment, and have to request that you will either concur in the appointment of Mr. A. T. Kingsmill, as sole appraiser, or nominate an appraiser on your behalf.

2.

2. Should you concur in the appointment of Mr. A. T. Kingsmill as sole appraiser, you will be good enough to sign the certificate (marked B) at the foot of the above-mentioned document, and transmit the same to him forthwith; and the appraisalment will thereupon be made by him, without expense to you.

3. Should you, however, claim to appoint an appraiser on your own behalf, it will be necessary that the appointment should be made in writing, under your hand, and delivered to the person whom you may nominate, within sixty days from the date of service of this notice. I append a form which may be used for the purpose, marked (C); but you must understand that, in the event of such being your decision, it will involve the expense not only of an appraiser on your behalf, but also of an umpire, and that you will be required to pay all costs of their remuneration.

4. If you fail either to concur in the appointment of a sole appraiser, or to appoint an appraiser on your behalf, in manner above stated, the appraisalment will, on the expiration of the allotted period, be made by the appraiser appointed by the Government, and as provided by the Act.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

D 23.

The Chief Commissioner of Crown Lands to Thomas Loxton, Esq.

Crown Lands Office,
Sydney, 31 October, 1866.

Sir,

The fair annual value for pastoral purposes of the Barraneal Run, in the District of Liverpool Plains, having been appraised, pursuant to the Crown Lands Occupation Act of 1861, at the sum of £45, I have the honor to inform you, that the present lease of the said run may be converted into a lease for five years under the said Act, by payment of that amount into the Colonial Treasury, on or before the 31st December, 1866.

The existing lease, if not so converted by the date above specified, will be held to have lapsed, and the run will in due course be offered to competition as vacated.

The run will no longer be liable to assessment under the Increased Assessment and Rent Act of 1858.

I have, &c.,
A. O. MORIARTY,
Chief Commissioner of Crown Lands.

D 24.

Tender for a Lease of a new Run of Crown Lands.—Intermediate or Unsettled Districts.

In accordance with the provisions contained in Her Majesty's Order in Council, published in the New South Wales *Government Gazette* of the 7th October, 1847, and of the Regulations of the local Government published in pursuance thereof, we, Alexander Keith Collins and George Barber, of Gundagai and Goulburn, do hereby propose to take a lease for fourteen years of the Crown Lands known as Thoolo No. 3, in the District of Liverpool Plains, which lands are particularly described in the schedule annexed to this tender.

2. And in consideration of such lease, we are willing, and hereby offer to pay, in advance, minimum rent below which it is provided by the said Order in Council that no run shall be let, namely, ten pounds per annum, with two pounds ten shillings per annum added thereto for every thousand sheep or their equivalent in cattle, beyond four thousand sheep or their equivalent, which the run shall, under the provisions of the said Order in Council, be estimated as capable of carrying; and also, in consideration of such lease, and by way of premium for the same, we do offer to pay yearly, in advance, the further sum of two pounds ten shillings, in addition to the amount of the said minimum rent.

3. And we do agree that, in the event of this tender being accepted by His Excellency the Governor General; and of such acceptance being notified in the New South Wales *Government Gazette*, we will, within sixty days after such notification, pay into the hands of the Colonial Treasurer, at Sydney, as and for the first year's rent of the said run, notwithstanding that the lease of the said run may not have been executed, the sum of twelve pounds ten shillings, being the amount, according to our computation, of the grazing capabilities of the run, of the payments which we have above offered to make, viz. :—

Minimum yearly rent below which no run can be let	... ..	£10 0 0
Further payment at the rate of £2 10s. per thousand for the number of	} stock above four thousand sheep, or their equivalent, which the run applied for is estimated to be capable of carrying	
Additional yearly payment offered by way of premium		2 10 0
Total	... ..	£12 10 0

Such payment, nevertheless, to be without prejudice to the subsequent adjustment of the rent, according to the second and third sections of the second chapter of the above-mentioned Order in Council.

4. And we do agree that, in the event of this tender being accepted, to subscribe to the following conditions, viz. :—That, in addition to all other terms prescribed by the present Regulations, the occupancy of the said run, and the lease to be ultimately issued, shall be subject to any new or modified conditions which the Legislature may impose.

5. And in consideration of this tender being accepted, and in the event of such payment not being made within the before-mentioned period of sixty days, we further agree to forfeit to Her Majesty the sum of twenty pounds by way of liquidated damages, and to forfeit any right acquired by virtue of this tender and such acceptance thereof as aforesaid.

Given under our hands, this thirtieth day of June, A.D. 1859.

A. K. COLLINS & G. BARBER.
By their Agents,
GARLAND & BINGHAM.

To the Chief Commissioner
of Crown Lands, Sydney.

P.S.—Tenderers for runs are requested to be particular in affixing their signatures to the tender in the proper places; and, to prevent inconvenience and delay, to name an agent in Sydney to attend to their interests in the tender.

Messrs. Garland & Bingham, 115 York-street, agents.

Schedule referred to in the foregoing Tender.

Commissioner's District and General Locality.	Name of Run.	Estimated Number of Acres.	Estimated Capability.		Description of the Lands, by reference to leading geographical features and marked or determined boundary lines.
			Cattle.	Sheep.	
Liverpool Plains ...	Thoolo No. 3.	16,000.	640, or	4,000	No. 3, commencing at the eastern boundary of Block No. 1 and the back boundary of the Yarraldool Run, and extending thence north 5 miles, thence east 5 miles, thence south 5 miles to the back boundary of the Yarraldool Run, and by that boundary west 5 miles to the starting point.

A. K. COLLINS & G. BARBER.

By their Agents,

GARLAND & BINGHAM.

Under the report of the Commissioner, dated the 25th of June last, we recommend that this tender be accepted.

W. C. MAYNE.

A. G. McLEAN.

A. ORPEN MORIARTY.

D 25.

The Crown Solicitor to The Under Secretary for Lands.

Crown Solicitor's Office,

Sydney, 10 January, 1866.

Sir,

In re Yarraldool and Baraneal Runs, Mr. Richards and Mr. Whitford, I have the honor to return to you, herewith, the papers received by me from your department, relative to the claims of Mr. Richards and Mr. Whitford to a lease of the above-named runs, and to state that I have laid them before Mr. Attorney General Plunkett, who has been pleased to write an opinion in the matter, a copy of which I send to you herewith.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Approved.—J.R.

Chief Commissioner of Crown Lands.—M.F.

B.C., 13 Jan.—Instructions for appraisalment of Barraneal may be sent to Mr. Kingsmill, with a view to issue of lease. The Commissioner should revise the description, so that it may indicate with certainty the land proposed to be leased.

E.

*(To Evidence given by A. O. Moriarty, Esq., 30 October, 1867.)**Walgett.*

From confluence of Barwan and Namoi Rivers to western boundary of Tory Wee Wha.
Back line parallel to and 5 miles distant from the Namoi River.

Tory Wee Wha.

From eastern boundary of Walgett to western boundary of Yarraldool.
Back line parallel to and 5 miles distant from the Namoi River.

*Yarraldool.**Berryabar North.*

From eastern boundary of Yarraldool to western boundary of Bugilbone.
Back line parallel to and 5 miles distant from the Namoi River.

Bugilbone.

From eastern boundary of Berryabar North to western boundary of Mille or Coolga.
Back line parallel to and 5 miles distant from the Namoi.

Mille or Coolga.

From eastern boundary of Bugilbone up the Namoi River.
Back line parallel to and 5 miles distant from the Namoi River.

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ALIENATION ACT OF 1861.

(PETITION—INHABITANTS, MACLEAY RIVER DISTRICT.)

Ordered by the Legislative Assembly to be Printed, 3 October, 1867.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the Inhabitants of the Macleay River District, in Public Meeting assembled,—

RESPECTFULLY SHEWETH:—

That, in the opinion of your Petitioners, it would be highly conducive to the best interests of this Colony if inferior land could be purchased at a price proportionate to its value.

Your Petitioners would most respectfully call your attention to the evils which have arisen from that clause in the present Land Bill which requires that a uniform rate of one pound per acre be paid for all lands sold by the Government. Under the operation of this clause, the only description of land sold (or likely to be sold) is that of a rich alluvial character, generally situated on the banks of navigable rivers, such land, in most instances, being purchased for the cultivation of maize. Your Petitioners beg leave to inform your Honorable House, that the greater portion of such lands are liable to inundation, and that, in the opinion of your Petitioners, the present depressed state of a great portion of the Colony is mainly attributable to the over production of maize, and the liability to floods of lands situated for the growth of that cereal.

Your Petitioners believe, that if inferior back lands were sold at a price varying from two shillings and sixpence to ten shillings an acre, that the land revenue of the Colony for the next twenty years would be more than quadrupled.

Your Petitioners would respectfully suggest that if the principle of Free-selection was applied to all lands, according to their value, without limitation as to quantity, it would greatly tend to allay the spirit of antagonism which exists between the different classes of society, and would, in the opinion of your Petitioners, be a great inducement to persons of moderate capital to emigrate to this Colony instead of America.

Your Petitioners respectfully suggest, that in the event of your Honorable House acceding to your Petitioners' prayer in reducing the price of inferior lands, that you would, in all cases, compel the persons purchasing such lands to expend one pound an acre in fencing or otherwise improving such lands, such improvements to be completed within five years from the date of selection.

Your Petitioners respectfully call the attention of your Honorable House to the great hardships under which Free-selectors labour, in being compelled to reside on their selection within one month of paying the deposit. This restriction, in many cases, prevents the most eligible class of persons availing themselves of the provisions of the present Land Law.

Your Petitioners believe that the operation of this clause causes many persons to make declarations which are not warranted by truth, and that its continuance is calculated to demoralize most persons who select land subject to its provisions.

Your Petitioners believe that the greater portion of the lands of the Colony are of such a character, that there is no probability of their being purchased at one pound per acre.

Your Petitioners are of opinion, that if these lands are offered for sale at such a price as will lead to their purchase, that the resources of the Colony will be greatly augmented by the cultivation of artificial grasses in enclosed paddocks.

Your Petitioners respectfully suggest that, in their opinion, the general Revenue of the Colony would be increased to a great extent, in the event of your Honorable House acceding to the prayer of this Petition, inasmuch as the improvements which your Petitioners suggest would necessitate the consumption of such a large amount of dutiable goods as would, in the opinion of your Petitioners, more than compensate for the difference in the price of the land.

Your Petitioners, therefore, pray that you will take these premises into your consideration, and afford your Petitioners such redress as your Honorable House shall deem meet.

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

J. H. KEMP,
Chairman.

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS ALIENATION ACT OF 1861.

(CIRCULAR TO CROWN LANDS AGENTS RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 23 March, 1868.

[*Vide Question No. 4 of Votes and Proceedings No. 123, 23 March, 1868.*]

(Circular.)

Department of Lands,
Sydney, 11 March, 1868.

SIR,

With reference to my circular letter of the 9th April last, specifying the various Forms of Notification to be used in cases of Alienation of Conditional Purchases made under the different sections of the Crown Lands Alienation Act,—I am now directed by the Secretary for Lands to inform you, that it has been held to be contrary to the provisions of the Crown Lands Alienation Act to allow the transfer of Conditional Purchases made under the 22nd section of the Act, apart from the freeholds in virtue of which they were made.

2. I am therefore to request that you will, in every instance, in conformity with the above decision, reject all notifications sent to you of the alienation of land selected under the particular section of the Act alluded to, unless each notification is accompanied by proof that the freehold has also been transferred, which should be specified in the notification of transfer of the Conditional Purchase.

I have the honor to be,

Sir,

Your most obedient servant,

MICHL. FITZPATRICK.

THE CROWN LANDS AGENT,

1867.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GARDEN ISLAND.

(CORRESPONDENCE, &c., RESPECTING DEDICATION OF.)

Ordered by the Legislative Assembly to be Printed, 10 July, 1867.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22 November, 1866, That there be laid upon the Table of this House,—

“Copies of all Correspondence, Minutes of Executive Council, or other Papers not already laid on the Table of the House, connected with the dedication of Garden Island.”

(Mr. Macpherson.)

SCHEDULE.

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GARDEN ISLAND.

No. 1.

CAPTAIN LORING to THE GOVERNOR GENERAL.

H. M. S. "Iris,"
Sydney, 15 May, 1859.

SIR,

In the exchange of Garden Island for Fort Macquarie, for the use of Her Majesty's ships, one of the principal local conveniences that induced my predecessors to recommend such exchange to my Lords Commissioners of the Admiralty was the insularity of the place; as it is necessary that the stores, boat-houses, piers, &c., and the working parties of seamen, should not be liable to the interruption of persons or boats not on duty.

I find that Garden Island has been much frequented by the inhabitants of Sydney for recreation, and they still resort there as usual.

The present requirements of Her Majesty's ships are not such as to occupy the whole space of the island, but it is necessary that such part as is used should not be open to the public.

With your Excellency's concurrence, I would propose that, without in any way giving up the right of possession of the island, the convenience and gratification of the public should be consulted, by permitting them to land and enjoy the unoccupied space.

In this case, it would be necessary that a ditch and a 6-foot paling should be placed and maintained in repair at the expense of the Colony, round that part of the island required for naval purposes at present, and to be removed further back should any increase of the Squadron render it requisite; and also, that the Colonial authorities should support this arrangement, by the prosecution of any persons offending against it.

If your Excellency thinks fit to recommend that this suggestion shall be attended to, and will appoint some person to estimate the expense of the work, I will meet him at Garden Island at any time you may name, to mark off the boundary; and I will recommend to my Lords Commissioners of the Admiralty that they shall sanction the arrangement.

I have, &c.,
WILLIAM LORING,
Captain, R.N.

No. 2.

MINUTE OF THE GOVERNOR GENERAL.

It strikes me that this arrangement would meet and obviate the complaint made as to the occupation of Garden Island; but I think it would be worth considering, with reference to the accommodation of the Navy, and the probable establishment of Sydney as the head quarters of a large Naval Establishment, whether it might not be as well to appropriate a portion of Cockatoo Island as a Naval Depot. Garden Island is too exposed to be made a Depot for Naval Stores.

W. D.—16 May, /59.

Ex. Council.—16 May, /59.

This paper had better be forwarded to the Under Secretary for Works.—M.F.—
7 June, 1860.

No. 3.

COMMODORE LORING to THE GOVERNOR GENERAL.

"Iris," at Sydney,
12 October, 1859.

SIR,

I enclose a copy of a letter which I have received from my Lords Commissioners of the Admiralty; and I request your Excellency will be pleased to take the subject into consideration as soon as possible, so that I may be able to answer it in full by the November mail.

I have, &c.,
WILLIAM LORING,
Commodore and Senior Officer.

[Enclosure

GARDEN ISLAND.

3

[Enclosure in No. 3.]

W. G. Romaine, Esq., to Commodore Loring.

Admiralty, 18 August, 1859.

Sir,

In reply to your letter of the 2nd June last, No. 18, I am commanded by my Lords Commissioners of the Admiralty to request that you will report whether a good site can be obtained at Cockatoo Island for a Naval Establishment, upon a satisfactory tenure; and whether the Government of New South Wales is prepared to make compensation for the expense already incurred on Garden Island, in case it is given up by this Department.

And I am further to request, that you will send a sketch of the general plan which you would propose for a Naval Establishment on Cockatoo Island, allowing for possible increase in the establishment in course of time.

I am, &c.,
W. G. ROMAINE.

No. 4.

MINUTE OF GOVERNOR GENERAL.

THIS is a question which we should do well to consider with reference to the future appropriation of Cockatoo Island. My opinion at present is, that we should do wisely to build a store on Cockatoo Island sufficient for the wants of the Navy. This would render available a large space in the store on the wharf. That we should allow the Navy to occupy the ground in the vicinity of the store, to fence it, and to build thereon such boat-sheds and workshops as they may require.

As to the buildings on Garden Island, they are of no use to the Colony; some of them can be moved to Cockatoo Island, if wanted. I do not see that we are called upon to pay for them.

W. D.—13 Oct.,/59.

The Secretary for Public Works, B.C., 26 Oct.—C.C.

The Superintendent and Engineer-in-Chief, Fitz Roy Dock Establishment, may be asked to report upon this matter.—B.H.M.—28/10.

Let Captain Mann report *at once* whether there is a site at Cockatoo Island suitable for a Naval Depot, as requested.—G.E.—31/10/59.

No. 5.

THE ENGINEER OF FITZ ROY DOCK to THE UNDER SECRETARY FOR PUBLIC WORKS.

Engineer Office,
Sydney, 3 November, 1859.

SIR,

In acknowledging the receipt of your B.C. of 31st ultimo, marked "urgent," covering a communication from Commodore Loring, in which my Lords Commissioners of the Admiralty request to be informed whether a good site can be obtained at Cockatoo Island for a Naval Establishment, I do myself the honor to report, for the information of the Honorable the Secretary for Public Works, that an area of fully one acre on the south-west side of the Dry Dock is available, and might be at once appropriated for the service in question.

2. I enclose a tracing of the locality proposed, shewing its relative position with reference to the dock and workshops.

3. Should the arrangement in contemplation be definitely decided on, it will be necessary at once to fence off the lines parallel to the side of the dock, and at right angles thereto, at 40 feet from it, and to arrange for the erection of all requisite buildings beyond that boundary; such buildings to include general store-room, sail-loft, workshops for the crews of vessels in dock or refitting, and boat-house and slips.

4. At the present there is ample depth of water for vessels of heavy burden to lie within reach of the shore by staging, but the completion of a proper facing to the wharfs is requisite, and this work could be proceeded with as circumstances permitted.

This would considerably increase the area of the proposed site; and, in addition to this, further accommodation could be given on the island hereafter sufficient to meet the contingency of any possible increase in the establishment.

5. I would beg to be informed whether I am to consider myself instructed to survey and value the building now erected on Garden Island, for the information of the Government.

I have, &c.,
GOTHER K. MANN.

Submitted. I presume Captain Mann need take no steps relative to the buildings on Garden Island.—B.H.M.—3/11.

No steps need be taken at present.—G.E.—4/11/59.

No. 6.

No. 6.

MINUTE OF GOVERNOR GENERAL.

I do not think that the site proposed by Captain Mann, shut in as it is by the dock, would be the best site for the purpose proposed. It would be better to leave the matter altogether as a question to be arranged hereafter, should the Admiralty wish to carry out their scheme. All that they want to know now is, whether the Government is willing to be a party to it.

W.D.—5 Nov., /59.

No. 7.

THE SECRETARY FOR PUBLIC WORKS *to* THE GOVERNOR GENERAL.

SIR,

I have considered your Excellency's Minute, of date, and beg to say that I forwarded the said letter and plan to your Excellency as an expression of opinion on the part of Captain Mann, in relation to the matter then under notice, fully concurring with your Excellency, that the question of a Naval Station on Cockatoo Island is quite an open one, and that matters of detail will necessarily depend upon the wish of the Admiralty hereafter to carry out this scheme.

I have, &c.,
G.E.—5 Nov., 1859.

No. 8.

THE UNDER SECRETARY FOR PUBLIC WORKS *to* THE ENGINEER OF DOCK ESTABLISHMENT,
COCKATOO ISLAND.

Department of Public Works,
Sydney, 9 November, 1859.

SIR,

Adverting to your letter of the 3rd instant, reporting, with reference to the site for the proposed Naval Establishment on Cockatoo Island, in the last paragraph of which you enquire whether you are to survey and value the building erected on Garden Island for naval working parties, I am directed by the Secretary for Public Works to state that no steps with regard to the building in question need be taken at present.

I have, &c.,
B. H. MARTINDALE.

No. 9.

MINUTE OF SECRETARY FOR PUBLIC WORKS.

GARDEN ISLAND having been long and very generally used as holiday recreation ground, and its advantages for this purpose highly appreciated, it is desirable that no more of the area be appropriated to any exclusive purpose than is absolutely necessary. In order to permit free access to the island, it will be desirable to enclose the portion occupied by the Navy, and the Colonial Architect may meet the Senior Naval Officer by appointment, and report what is necessary to be done to carry out this view and the estimated expense.

W.M.A.—5/7/60.

No. 10.

THE UNDER SECRETARY FOR PUBLIC WORKS *to* COMMODORE LORING.

Department of Public Works,
Sydney, 9 July, 1860.

SIR,

In reply to your letter of the 15th May last, to His Excellency the Governor General, drawing attention to the inconvenience of the public frequenting, for the purpose of recreation, Garden Island, which is now used as a Naval Depôt, and suggesting as a remedy, that the portion at present required for naval purposes should be divided from the remainder of the island by a ditch and a 6-foot paling, to be erected and kept in repair by this Government,—I am directed by the Secretary for Public Works to inform you that the Colonial Architect has been instructed to place himself in communication with you, and afterwards to report the extent and cost of the works required.

2. I am to add, that as Garden Island has been so long and generally used for purposes of recreation; Mr. Secretary Arnold would suggest that it is desirable that no more of its area should be retained for any exclusive purpose than is absolutely necessary.

I have, &c.,
B. H. MARTINDALE.

No. 11.

No. 11.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE COLONIAL ARCHITECT.

Department of Public Works,
Sydney, 9 July, 1860.

SIR,

I am directed by the Secretary for Public Works to enclose herewith, for your information, a copy of a letter which has been addressed to Commodore Loring, R.N., or the Senior Naval Officer present, and to request that you will place yourself in communication with that gentleman for the purpose therein indicated, and report to this Department your estimate of the cost of fencing off the land, &c., required by the Naval Authorities on Garden Island. No. 10.

I have, &c.,
B. H. MARTINDALE.

No. 12.

COMMODORE LORING to THE UNDER SECRETARY FOR PUBLIC WORKS.

"Iris" at Auckland,
22 October, 1860.

SIR,

I have the honor to acknowledge the receipt of your letter of the 9th July, regarding Garden Island, and to request that you will inform the Colonial Architect that I will communicate with him on the subject on my return to Sydney. No. 10.

The disturbances in New Zealand are likely to detain H.M. ships in these waters for an indefinite time, and, during their absence, the proposed work will not be required.

I have, &c.,
WILLIAM LORING,
Commodore & Senior Naval Officer.

No. 13.

THE UNDER SECRETARY FOR PUBLIC WORKS to COMMODORE LORING.

New South Wales,
Department of Public Works,
Sydney, 23 November, 1860.

SIR,

I am directed by the Secretary for Public Works to acknowledge the receipt of your letter of the 22nd October last, stating that you will communicate with the Colonial Architect as to the means of dividing from the remainder that portion of Garden Island required for a Naval Depôt, on your return to Sydney.

I have, &c.,
B. H. MARTINDALE.

No. 14.

COMMODORE WISEMAN to HIS EXCELLENCY THE GOVERNOR.

"Curagoa," at Sydney,
27 June, 1864.

SIR,

The buildings, roads, and slip, on Garden Island, at present used by Her Majesty's ships of war, requiring extensive and immediate repairs, to prevent their falling into complete ruin, it is desirable that, before I undertake any expense in repairing them on the part of the Admiralty, some understanding should be come to as to the tenure by which they and the island are held by the Navy.

It is absolutely necessary that some suitable place on shore should be appropriated for the use of the Navy, and I can see none so suitable in this harbour as Garden Island; but as the Squadron has been much increased of late, and is likely, I fancy, to be still further increased, it has become more than ever necessary that such a place should *entirely* be given up for our use.

I have, therefore, to request that your Excellency will inform me as to what portion (if any) of Garden Island may be considered the property of the Admiralty,—if the portion allotted to the Admiralty may be fenced off,—and if the buildings on the island are to be considered Admiralty property or not.

I allude to the fencing off, for the safety of much valuable property belonging to H. M. ships, accumulating on the island.

I have, &c.,
W. WISEMAN,
Commodore.

Executive Council referred to Secretary for Lands.—J.Y.—28 June, 1864.

No. 15.

MINUTE OF SECRETARY FOR LANDS.

THERE is a long correspondence in the Votes and Proceedings for 58-59, vol. 2, from which it appears that the Government agreed to appropriate a portion of Garden Island for the use of the Navy, and a plan prepared by the Officers of H.M.S. "Herald," upon which a line was marked defining the portion so set apart; and £200 was voted for building a store, as similar accommodation had formerly been provided at Fort Macquarie. The Surveyor General may be requested to place himself in communication with Commodore Wiseman, with the view of again marking off a portion for the permanent use of the Admiralty, which it would be advisable to fence off.—J.B.W.—29 June, 1864.

The Secretary for Lands has informed me that he intends, to-morrow, having a personal interview with the Commodore on the subject. May stand over.—M.F.—1 July, 1864.

I understand the Secretary for Lands has arranged the matter with the Commodore.—M.F.—6 July, 1864.

Settled, I am told.—J.Y.—7 July, 1864.

The Lands Department will perhaps report, when what is proposed has been done, and send a sketch of the land.—B.C., 12 July, 1864.—W.E.

Surveyor General.—14 July.—M.F.

No. 16.

SURVEYOR DEBENHAM TO SURVEYOR GENERAL.

27 July, 1864.

SIR,

Vide Appendix. In compliance with your verbal instructions to mark off a portion of Garden Island, applied for by Sir W. Wiseman, on behalf of the Admiralty, I have the honor to transmit herewith a plan of my survey of the portion you described, containing 4 acres 1 rood 25 perches.

I have, &c.,

JNO. DEBENHAM, C.E,
Surveyor.

No. 17.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 16 August, 1864.

It is recommended to His Excellency the Governor and the Executive Council that, in compliance with the urgent request of Commodore Wiseman, the portion of Garden Island within described, which has for several years past been used as a Depôt for the use of Her Majesty's ships in this Port, be formally dedicated to that purpose, in terms of the 5th clause of the Alienation Act of 1861, 25 Vict. No. 1.

J. BOWIE WILSON.

Minute 64-1-32, 17 August, 1864.—Confirmed, 25 August, 1864.

UPON the recommendation of the Honorable the Secretary for Lands, the Executive Council advise that the portion of Garden Island described in the accompanying Schedule, and which has for several years past been used as a Depôt for the use of Her Majesty's ships in this port, be formally dedicated to that purpose, in terms of the 5th clause of the Crown Lands Alienation Act of 1861.

ALEX. C. BUDGE,
Clerk of the Council.

25 August, 1864.

Approved—J. Y.

[Enclosure in No. 17.]

DESCRIPTION.

4 acres 1 rood and 25 perches, County of Cumberland, parish ———, on Garden Island, Port Jackson: Commencing on high water line of the waters of Port Jackson, at a point bearing about north 2 degrees west, and distant 6 chains and 55 links from the northern corner of the Admiralty Boat-shed on Garden Island; and bounded thence on the north-east by a marked line (crossing the island) bearing south 54 degrees east 5 chains and 86 links to high water line of the waters of Port Jackson aforesaid; on the east, on the south, and on the west, by that water line, southerly, westerly, and northerly, to the point of commencement.

GARDEN ISLAND.

7

No. 18.

NOTICE IN GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 10 January, 1865.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to dedicate the Crown Lands hereunder described to the several public purposes mentioned in connection therewith—an Abstract of such intended dedication having been duly laid before Parliament, in accordance with the 5th section of the "Crown Lands Alienation Act of 1861."

Extract from—
ABSTRACT of Crown Lands authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th section of Act 25 Victoria, No. 1.

Place or Town.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.
Sydney	Cumberland ...	.....	.....	Portion of Garden Island, in the Harbour of Port Jackson	a. r. p. 4 1 25	For the purpose of a Naval Depôt.

No. 19.

THE UNDER SECRETARY FOR LANDS to THE ACTING PRINCIPAL UNDER SECRETARY.

Department of Lands,
Sydney, 18 April, 1865.

SIR,

I am directed by Mr. Secretary Robertson to inform you, that His Excellency the Governor and the Executive Council have approved of the portion of Garden Island which has for several years past been used as a Depôt for Her Majesty's ships in this port, being formally dedicated to the above purpose, in terms of the 5th clause of the Alienation Act, 25 Vict. No. 1.

2. I am at the same time to forward to you, herewith, for transmission to His Excellency the Governor, for the use of the Commodore, a tracing and a description of the land thus to be dedicated, together with a copy of the *Government Gazette* containing notice of dedication. See enclosures to Nos. 16 and 17.
See No. 18.

I have, &c.,
MICL. FITZPATRICK.

No. 20.

HIS EXCELLENCY THE GOVERNOR to COMMODORE WISEMAN.

Government House,
Sydney, 29 April, 1865.

SIR,

I have the honor to enclose the original documents which exhibit the permanent dedication of a portion of Garden Island in Port Jackson as a Depôt for the use of Her Majesty's ships, in terms of the 5th clause of the Alienation Act, 25 Vic., No. 1.

2. A tracing and description of the dedication so made will be found with these papers, as also a copy of the *Government Gazette* of January 10th, 1865, containing the notice usual in such cases. See enclosures to Nos. 16 and 17.
See No. 18.

I have, &c.,
JOHN YOUNG.

No. 21.

COMMODORE WISEMAN to HIS EXCELLENCY THE GOVERNOR.

H. M. Ship "Curaçoa,"
Sydney, 1 May, 1865.

SIR,

I have the honor to acknowledge the receipt of your Excellency's letter of the 29th ultimo, enclosing the original documents, exhibiting the permanent dedication of a portion of Garden Island, in Port Jackson, as a Depôt for the use of Her Majesty's ships, in terms of the 5th clause of the Alienation Act, 25th Victoria, No. 1, and beg to thank your Excellency for the same.

I have, &c.,
W. WISEMAN,
Commodore.

No. 22.

No. 22.

MEMORANDUM OF COMMODORE WISEMAN.

DARVALL thinks that we had better have the *whole* of the island, merely reserving the right of the Government to erect any works for defence. He thinks it would be as easy to grant the whole as a part, and of course it would be of infinite advantage to the Admiralty, looking to the probability of a European or American War, to have the island entirely, and might induce them to go to some expense in buildings, as the Squadron out here would be much increased in the event of war.

No. 23.

MINUTE OF HIS EXCELLENCY THE GOVERNOR.

I am anxious, knowing what I do of the views and proceedings of the Admiralty, that this request of Sir W. Wiseman's should be complied with—any necessary reservations as to fortifications being made.

J.Y.
10 May, /65.

No. 24.

NOTE to THE COLONIAL SECRETARY from THE PRIVATE SECRETARY.

10 May, 1865.

MY DEAR MR. COWPER,

Sir John directs me to forward the enclosed original papers *in re* Garden Island, and to beg you to bring them under the notice of the Attorney General, when you have considered the matter.

Yours, &c.,
F. TURVILLE.

The Attorney General.—C.C.—13 May.

No. 25.

OPINION OF THE ATTORNEY GENERAL.

I AM entirely of Mr. Darvall's opinion,—that it is better to give to the Admiralty the whole of Garden Island, with the reservation suggested, "for the erection of any works for the defence of the Harbour and the City of Sydney." The remaining portion of it cannot be applied to a purpose better calculated to advance the interests of the Colony, than to offer such an inducement to continue it as the chief Naval Station. The proviso of the 5th section of the Crown Lands Alienation Act requires that the dedication of the remaining portion should be laid before both Houses of Parliament one calendar month before it is made.

J. H. PLUNKETT, A.G.
26 October, 1865.

The Honorable the Colonial Secretary.—B.C., 26 October, 1865.—W.E.P.

The Secretary for Lands.—B.C., 31 October.—C.C.

Surveyor General.—[Very urgent.]—B.C., 2 November.—M.F.

[Immediate.] Mr. Adam,—Have a description prepared of the remaining portion of Garden Island, the other portion being already dedicated as a Naval Depot.—W.R.D.—3 November.

A description of the portion of the island not already dedicated is now enclosed.—B.C., 7 November, 1865.—W.R.D.

[Enclosure.]

DESCRIPTION.

6 acres 3 roods 21 perches, county of Cumberland, parish —, on Garden Island, Port Jackson : Commencing on high water line of the waters of Port Jackson, at a point bearing about north 2 degrees west, and distant 6 chains and 55 links from the northern corner of the Admiralty Boat-shed on Garden Island ; and bounded thence on the south-west by the north-eastern boundary line of the 4 acres 1 rood and 25 perches granted to the Admiralty (crossing the island), bearing south 54 degrees, east 5 chains and 85 links to high water line of the waters of Port Jackson aforesaid ; on the south-east, on the north-east, and on the north-west, by that water line, north-easterly, north-westerly, and south-westerly, to the point of commencement.

No. 26.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 15 November, 1865.

REFERRING to the Minute of His Excellency the Governor and the Executive Council, authorizing the dedication of a certain portion of Garden Island as a Depôt for the use of Her Majesty's Ships of War in this Port, it is now recommended to His Excellency and the Council that, subject to the reservation suggested by the Attorney General, for the erection of any works for the defence of the Harbour and the City of Sydney, the remaining portion of the island in question, of which a description is enclosed, be *Vide supra.* dedicated to the same purpose.

CHARLES COWPER.

No. 27.

Minute, 65/46, 17th November, 1865.—Confirmed, 24th November, 1865.

For the reasons herein stated, the Executive Council advise that the remainder of Garden Island, a description of which is herewith submitted, be dedicated as a Depôt for the use of Her Majesty's Ships of War in this Port, in the same manner as the portion already dedicated to that purpose, subject, however, to the reservation of the right of the Government to erect any works for the defence of the Harbour and City of Sydney. Encl. to 25.

ALEX. C. BUDGE,
Clerk of the Council.

Approved—J.Y.
28th November, /65.

This dedication should be included in the next Abstract of Lands appropriated for religious and other public purposes, for Parliament.

The Surveyor General.—B.C., 30th November, 1866.—M.F.

No. 28.

NOTICE IN GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 5th June, 1866.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to dedicate the Crown Lands hereunder described, to the several public purposes mentioned in connection therewith, an Abstract of such intended dedication having been duly laid before Parliament, in accordance with the 5th section of the Crown Lands Alienation Act of 1861. See No. 27.

J. BOWIE WILSON.

Extract from—

ABSTRACT of Crown Lands authorized to be dedicated to Religious and Public Purposes, in accordance with the 5th section of the Act 25 Vic., No. 1.

Place.	County.	Portion.	Locality.	Area.	To what purposes dedicated.
Sydney	Cumberland .....	.....	On Garden Island, Port Jackson.	a. r. p. 6 3 21	Naval Depôt.

No. 29.

HIS EXCELLENCY THE GOVERNOR to COMMODORE WISEMAN.

Government House,
Sydney, 28 June, 1866.

SIR,

In my communication to you of date April 29th, 1865, I duly informed you of the permanent dedication of a portion of Garden Island, in Port Jackson, for naval purposes. No. 20.

2. I have now the honor to inform you that, in accordance with your wishes, the remainder of the island has been similarly dedicated.

No. 27. 3. This latter dedication was recommended and brought before the Executive Council by the late Ministry (Mr. Cowper's), on the 17th November, 1865. The necessary intimation was made to both Houses of the Legislature, in February, 1866. The dedication was again recommended for approval at the Executive Council, by the present Ministry (Mr. Martin's), on the 19th May, 1866; and finally, the requisite notification was duly published in the *Government Gazette* of the 5th instant, a copy of which I enclose.

No. 27.
No. 28.

4. The whole of Garden Island is now therefore permanently dedicated as a Depôt for the use of Her Majesty's Ships, in terms of the 5th clause of the Alienation Act, 25th Victoria, No. 1.

I have, &c.,
JOHN YOUNG.

No. 30.

THE SECRETARY OF STATE FOR THE COLONIES to HIS EXCELLENCY THE GOVERNOR.

Downing-street,
26 September, 1866.

SIR,

The Lords Commissioners of the Admiralty have informed me that they have received a communication from the Senior Naval Officer at Sydney, stating that the whole of Garden Island, Port Jackson, has been assigned in perpetuity by the Colonial Government as a Naval Depôt, for the use of Her Majesty's Ships in those waters; and their Lordships have requested me to convey to you the expression of their cordial thanks, for the liberality shewn by the Government of New South Wales, in thus promoting the interests of Her Majesty's Service.

I request that you will communicate a copy of this despatch to your Responsible Advisers.

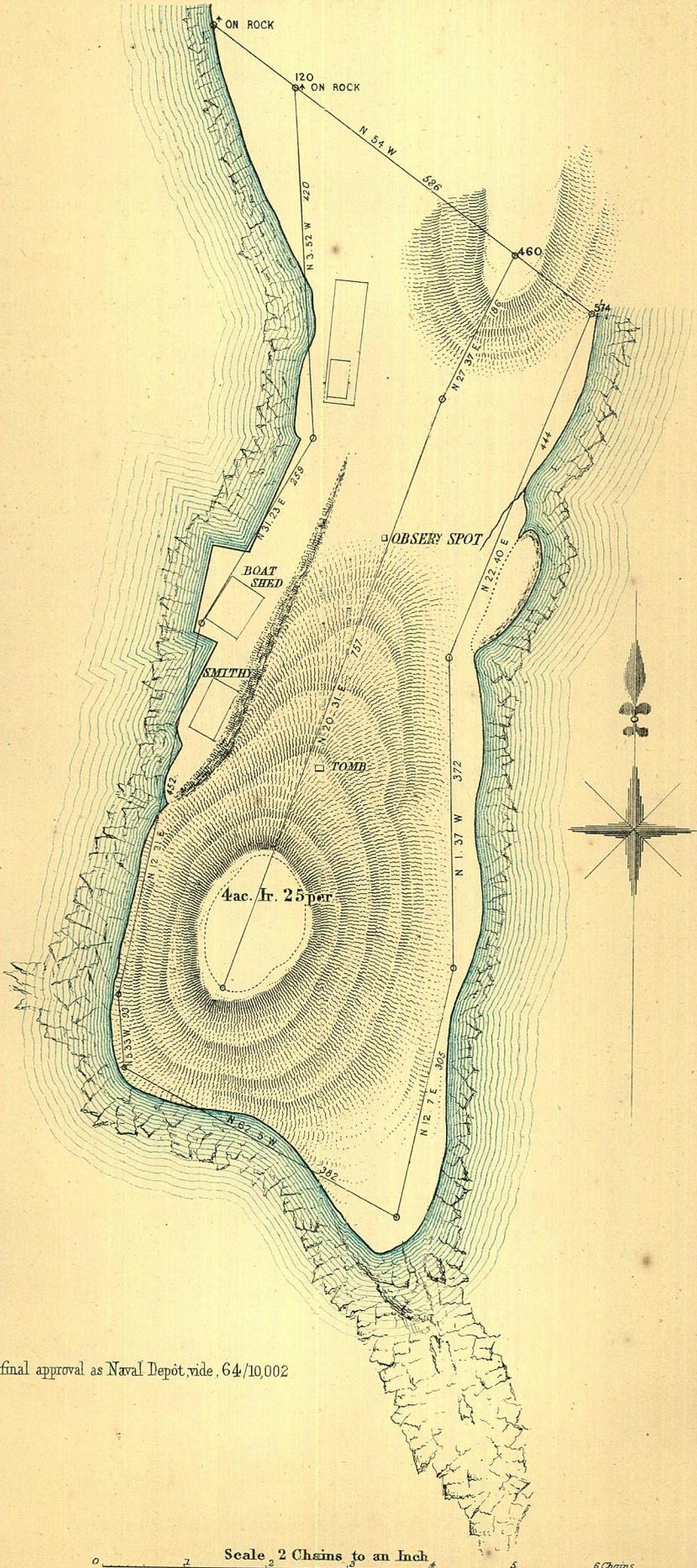
I have, &c.,
CARNARVON.

[One plan.]

APPENDIX

PLAN
SHEWING A PORTION OF
GARDEN ISLAND

Applied for on behalf of the Admiralty by Sir W. Wiseman



NOTE.

For final approval as Naval Depot, vide, 64/10,002

Scale 2 Chsins to an Inch

LITHOGRAPHED AT THE OFFICE OF THE SURVEYOR GENERAL, SYDNEY, SEPTEMBER, 1867.

(Sig. 58)

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RECLAMATION OF LAND, SYDNEY HARBOUR.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 23 March, 1868.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 29 December, 1863, That there be laid upon the Table of this House,—

“ (1.) Copies of all Applications to reclaim Land in the City
“ of Sydney, having frontage to the Harbour, since the 1st
“ January, 1862.

“ (2.) Also, copies of all Correspondence having reference
“ to the same subject.”

(Mr. R. Stewart.)

SCHEDULE.

NO.	<i>The Australian Gas Light Company.</i>	PAGE.
1.	Application by Rev. R. Mansfield, on behalf of the Australian Gas Light Company, to reclaim and purchase certain land in Darling Harbour. 20 February, 1862	9
2.	Blank cover from the Under Secretary for Lands to the Surveyor General, for report of Engineer for Harbours and Surveyor General. 21 February, 1862	9
3.	Letter from Rev. R. Mansfield, on behalf of the Company, requesting reply to his application. 28 August, 1862	9
4.	Letter from the Under Secretary for Lands to Mr. Mansfield, informing him that his application has been referred for the report of Engineer for Harbours and the Surveyor General. 12 September, 1862	9
5.	Blank cover from the Under Secretary for Lands to the Surveyor General, requesting him to expedite his report. 15 September, 1862	10
6.	Report of Chief Engineer for Harbours upon Mr. Mansfield's application. 17 September, 1862	10
7.	Notice in the <i>Government Gazette</i> , calling upon parties to state objections (if any) to the proposed sale. 23 October, 1862	10
8.	Objection by Town Clerk of Sydney Municipality. 28 November, 1862	10
9.	Minute by the Minister for Lands, that provision be made in the grant for sewerage	10
10.	Letter to Mr. Mansfield, informing him of the appointment of Mr. Gorman as appraiser to value the land. 13 February, 1864	10
11.	Letter from Mr. Mansfield, acknowledging receipt, and informing of the appointment of an appraiser on behalf of the Company. 19 February, 1864	11
12.	Award, 2 roods 32 perches, £166. 18 May, 1864	11
13.	Award, 16 perchos, £23. 18 May, 1864	11
14.	Notice in the <i>Government Gazette</i> , calling for payment of purchase money. 25 November, 1864	11
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RECLAMATION OF LAND, SYDNEY HARBOUR.

THE AUSTRALIAN GAS LIGHT COMPANY.

No. 1.

THE REV. R. MANSFIELD to THE SECRETARY FOR LANDS.

Australian Gas Light Company's Office,
Sydney, 20 February, 1862.

SIR,

I do myself the honor to inform you that, in the year 1839, the Directors of this Company were authorized by the Government to reclaim a portion of land beyond high water mark, in front of the Gas Works in Darling Harbour, which they accordingly reclaimed in part during that year, deferring the reclamation of the residue until the extension of the Works should render it necessary.

Such extension being now required, the Directors intend to reclaim the portion so reserved, and hereby apply to purchase the whole, under the provisions of the Crown Lands Alienation Act of 1861.

A plan, shewing the position and extent of the land already reclaimed, and the position now proposed to be reclaimed, comprising together 5 roods and 5½ perches, is transmitted herewith. Appendix A.

I have, &c.,

R. MANSFIELD.

No. 2.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Referred for the joint report of the Engineer-in-Chief for Harbours and the Surveyor General.—M.F.

Surveyor General—B.C., 21st February.

No. 3.

THE REV. R. MANSFIELD to THE SECRETARY FOR LANDS.

Australian Gas Light Company,
Sydney, 28 August, 1862.

SIR,

I have the honor, by desire of the Directors of the Company, to bring under your notice the fact that no reply has been received to my letter of the 20th February last, applying to purchase certain reclaimed land at the Gas Works, under the provisions of the Crown Lands Alienation Act of 1861; and I am to request that you would be pleased to favour me with a reply at your early convenience.

I have, &c.,

R. MANSFIELD.

No. 4.

THE UNDER SECRETARY FOR LANDS, to THE REV. R. MANSFIELD.

Department of Lands,
12 September, 1862.

REVEREND SIR,

In acknowledging the receipt of your letter of the 28th ultimo, on the subject of your application of the 20th February last, to purchase certain reclaimed land near the Gas Company's Wharf, under the provisions of the Crown Lands Alienation Act of 1861, I am directed to inform you that the Surveyor General, to whom your application was referred, has been requested to expedite his report.

2. When this shall have been received, a further communication will be made to you on the subject.

I have, &c.,

MICHAEL FITZPATRICK.

No. 5.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Ask the Surveyor General to expedite his report.—M.F.—B.C., 15th September.

No. 6.

REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

The Gas Company may, in my opinion, be allowed to increase their present wharf accommodation by a timber wharf, restricted within the limit to which I have suggested. Wharf extension should be confined in Darling Harbour. The broken line in the accompanying plan shews how such line of limit affects the present application. I do not think it advisable, however, that the Harbour should be encroached upon by reclamations, except at the heads of the bays, where reclamations are called for.

E.O.M.
17/9/62.

No. 7.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 28 October, 1862.

It is hereby notified that the Australian Gas Light Company have applied, under the provisions of the Crown Lands Alienation Act of 1861, for permission to construct a wharf 70 feet into the Darling Harbour, in front of the Australian Gas Works, and to purchase, in fee, the land required for that purpose; and all persons interested are invited to state, within one month from this date, their objections (if any) to such permission being given.

JOHN ROBERTSON.

No. 8.

THE TOWN CLERK to THE UNDER SECRETARY FOR LANDS.

Town Clerk's Office,
Sydney, 28 November, 1862.

SIR,

In compliance with the terms of a Notice appearing in the *Gazette* of date the 28th ultimo, I have the honor, on behalf of the Municipal Council, to object to the Australian Gas Light Company being allowed to purchase in fee the land required for the extension of a wharf in front of their property in Darling Harbour, as the filling in of the said land would obstruct the outlet to a public sewer running through their property.

I have, &c.,

CHAS. H. WOOLCOTT,
Town Clerk.

No. 9.

MINUTE OF THE SECRETARY FOR LANDS.

Provision to be made in the grant for the necessary sewerage.—JOHN R.

No. 10.

THE SURVEYOR GENERAL to THE REV. R. MANSFIELD.

Surveyor General's Office,
Sydney, 13 February, 1864.

REVEREND SIR,

With reference to your application of the 20th February, 1862, on behalf of the Australian Gas Light Company, for permission to reclaim and purchase certain land in Darling Harbour, containing 3 roods and 8 perches, and 16 perches, respectively, I have the honor to inform you that the Honorable the Secretary for Lands having authorized me in that respect, I have appointed Mr. John Valentine Gorman, of Pitt-street, Sydney, appraiser on behalf of the Government. If you are satisfied that the land in question shall be valued by him alone, you will please sign the form sent herewith, marked "A." If, however, you wish to appoint an appraiser to act on your behalf, you will be required

to

to pay the costs of such appraiser, and of the umpire who will then have to be appointed; and upon your signing an undertaking to that effect, in form "B," also sent herewith, and forwarding same to Mr. Gorman, he will proceed herein to act on behalf of the Government. You will, of course, understand that, unless either form A or B is signed and forwarded to him within sixty days from this date, the appointment of an appraiser will be void, and your application will be considered to have been abandoned.

I am, &c.,
H. HALLORAN
(For the Surveyor General.)

No. 11.

THE REV. R. MANSFIELD to THE SURVEYOR GENERAL.

Australian Gas Light Company's Office,
Sydney, 19 February, 1864.

SIR,

I do myself the honor to acknowledge the receipt of your letter of the 13th instant, informing me that instructions have been issued to Mr. Appraiser Gorman to value the reclaimed land applied for by this Company, and that the document signed by me, appointing Mr. W. E. Kemp to be appraiser on behalf of the Company, had been forwarded to Mr. Gorman.

I have, &c.,
R. MANSFIELD.

No. 12.

AWARD.

18 May, 1864. Award.—2 roods 32 perches, Darling Harbour; appraised at £166.

No. 13.

AWARD.

18 May, 1864. Award.—16 perches, £23.
Approved by the Honorable the Executive Council.

No. 14.

NOTICE IN THE GOVERNMENT GAZETTE.

25 November, 1864. *Gazette* Notice calling for payment, and Rev. R. Mansfield informed.

MR. JOHN RYAN BRENNAN.

No. 15.

JOHN RYAN BRENNAN, Esq., to THE SECRETARY FOR LANDS.

Criterion Chambers,
King Street, Sydney.

SIR,

I have the honor to inform you I am desirous of reclaiming that portion of the sandy beach below high water mark, and being in front of my property, known as the estate of Garryowen, in the district of Petersham, and county of Cumberland.

There are no improvements on this portion of the estate, save an old wharf, made many years ago, on the extreme south-west point of the boundary of the estate, and a small wooden bathing house, nor is the land at all improved along the beach—it is all in a state of nature, bush, rocks, &c., &c.

I propose to reclaim the land by raising the beach sufficiently high to keep out the salt water, which rises to about from 1 to 3 feet at high tide.

The raising of the land to a sufficient height to shut out the salt water cannot, consequently, in the least degree interrupt, or injuriously interfere with the navigation of that part of the Harbour known as Iron Cove, and stands within the land points or land projections of that portion of the estate, reclaiming or taking in only that portion which extends to shoal water.

I annex a plan of the position and extent of the proposed reclamation.

Appendix A 1.

I have, &c.,

JOHN RYAN BRENNAN.

No. 16.

No. 16.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Refer for the joint report of Chief Engineer of Harbours and the Surveyor General. M.F.—B.C., 24 March.

THE HONORABLE WILLIAM CHARLES WENTWORTH.

No. 17.

THE HON. W. C. WENTWORTH to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 29 October, 1861.

SIR,

I have the honor to represent that, having obtained permission from the Government to fill up and erect wharves on my land in Darling Harbour bounded by Sussex and Druitt Streets, and having acted on that permission for many years without interruption until this day, when my workmen have been warned not to proceed further, I have, therefore, to request that they may be allowed to proceed with their contract, it being my intention, when the work is completed and the land reclaimed, to apply for a grant under the new regulations.

I have, &c.,
W. C. WENTWORTH.

No. 18.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.

Submitted.—29/10/61.—J.R.

No. 19.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

Mr. Wentworth should be asked for the authorities alluded to. Meantime, Mr. Moriarty is requested to report on this case.—W.M.A.—29/10/61.

No. 20.

B.C. TO THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Mr. Moriarty accordingly.—B.C., 29/10/61.—Urgent.

No. 21.

REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

The filling in of the space in question is, in a sanitary point of view, highly desirable. The exhalations given off from the semi-putrid mud, when left bare by the receding tide, must be highly offensive and noxious. Therefore, I consider that the reclamation should be proceeded with as expeditiously as possible.

E.O.M.—31/10/61.

The Under Sec. Public Works.

No. 22.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.

Submitted.—J.R.—1/11/61.

No. 23.

APPROVAL BY THE SECRETARY FOR PUBLIC WORKS.

Approved.—W.M.A.—1/11/61.

No. 24.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE HON. W. C. WENTWORTH.

Department of Public Works,
Sydney, 1 November, 1861.

SIR,

In reference to your letter of the 29th ultimo, requesting that orders given to your workmen to desist from filling up the water frontage of your land in Darling Harbour, between Sussex and Druitt Streets, may be authorized to be withdrawn, I am directed by the Secretary for Public Works to inform you that, under a report received from the Engineer-in-Chief for Harbours and Rivers, he has approved of your being allowed to proceed with the filling in of the frontage in question as desired by you.

I have, &c.,
JOHN RAE.

No. 25.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Department of Public Works,
Sydney, 1 November, 1861.

SIR,

I am directed to inform you that, under your B.C. report of the 31st ultimo, the Secretary for Public Works has approved of W. C. Wentworth, Esq., being allowed to proceed with the filling in of the water frontage of his land in Darling Harbour, between Sussex-street and Druitt-street; and I am again to request that, if the orders to desist from this work, given to Mr. Wentworth's men, did not emanate from any of your officers, you will have the goodness to communicate this decision to the Harbour Master.

I have, &c.,
JOHN RAE.

No. 26.

THE PRINCIPAL UNDER SECRETARY to THE UNDER SECRETARY FOR PUBLIC WORKS.

Colonial Secretary's Office,
Sydney, 22 January, 1862.

SIR,

I am directed by the Colonial Secretary to transmit to you, herewith, a copy of an Order of the Legislative Assembly, for certain information respecting reclaiming land in Darling Harbour, and to request that you will bring the same under the notice of the Secretary for Public Works.

I have, &c.,
W. ELYARD.

8. Reclaiming of Land in Darling Harbour:—Mr. Dalgleish moved, pursuant to Notice, That there be laid upon the Table of this House, a copy of all Correspondence between W. C. Wentworth, or his representative, and the Secretary for Public Works, or any officer of the Government, on the subject of reclaiming a large portion of land from below high water mark in Darling Harbour, bounded by Druitt-street on the south; together with a copy of all Correspondence and Reports from the Engineer for Harbours and Rivers, on the same subject.

Question put and passed.

Laid upon Table of House of Assembly.—7/1/62.

No. 27.

JAMES BOOTH, ESQ., to THE PILOT AND NAVIGATION BOARD.

9, Exchange,
Sydney, 7 May, 1862.

GENTLEMEN,

I beg to call your attention to the injury that is accruing to the navigation of Darling Harbour, in consequence of rubbish being thrown into it near Druitt-street, by Mr. W. C. Wentworth, without adequate walls being erected to prevent the same being carried out by the action of the tide and land waters.

I am Trustee for the family of the late Mr. Thomas Street, whose property adjoins that of Mr. Wentworth; and as the value of that property is being daily reduced by the course Mr. Wentworth is pursuing, I bring the matter before you, trusting you will apply such speedy remedy as the case requires.

I have, &c.,
JAMES BOOTH.

No. 28.

No. 28.

REFERENCE TO THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

To be referred to the Engineer-in-Chief of Harbours.—W.S.D.—15 May, 1862.

No. 29.

B.C. FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Mr. Napier will please examine and report.—E.O.M.—23/5/62.

No. 30.

REPORT BY MR. NAPIER.

Department of Public Works,
Harbour and River Branch,
Sydney, 26 May, 1862.

SIR,

At your request, I have examined the property of Mr. W. C. Wentworth, near Druitt-street, about which complaint has been made, and have the honor to report that there has been a considerable amount of rubbish deposited there, but there does not appear to have been any injury done to the navigation hitherto, as the frontage towards Darling Harbour is protected by a stone wall; but, to prevent any of the rubbish being carried by the water on to the adjoining property, I would recommend that a similar wall be run along the side of Mr. Wentworth's property.

I have, &c.,
FRANCIS NAPIER.

No. 31.

B.C. FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION TO THE
UNDER SECRETARY FOR PUBLIC WORKS.Under Secretary, Public Works.—B.C., 28/5/62.
For the Engineer-in-Chief.—E.B.

No. 32.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.

Submitted.—29/5/62.—J.R.

No. 33.

B.C. FOR REPORT FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Mr. Moriarty, for report.—W.M.A.—30/5/62.

No. 34.

MINUTE BY THE UNDER SECRETARY FOR PUBLIC WORKS.

Mr. Moriarty has omitted to report on Napier's recommendation, in accordance with Mr. Arnold's request. See minute within, 30/5/62.
B.C.—7/7/62.—J.R.—Urgent.

No. 35.

REPORT BY THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

The retaining wall at the sides of Mr. Wentworth's property, recommended in Mr. Napier's report is, in my opinion, absolutely necessary to prevent the rubbish being washed into the Harbour.—E.O.M.—18/7/62. B.C., Under Secretary.

No. 36.

SUBMISSION TO THE SECRETARY FOR LANDS.

Submitted.—22/7/62.

No. 37.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE HON. W. C. WENTWORTH.

Department of Works,
Sydney, 28 July, 1862.

SIR,

Referring to my letter of the 1st November last, authorizing you to proceed with the reclamation of certain land in front of your property in Darling Harbour, between Sussex and Druitt Streets, I am now directed to inform you, that it appears, from a report received from the Engineer-in-Chief for Harbours and Rivers, that a detaining wall at the sides of your property, similar to the one at the front, is absolutely necessary, to prevent the rubbish with which you are filling up your frontage from being washed into the Harbour.

2. I am, therefore, to request that you will immediately take the necessary steps in the matter, and more particularly as complaints have been received from neighbouring proprietors of the injury your improvements are doing to their property, which have been reported on as sustained, by the proper officer.

I have, &c.,
JOHN RAE.

No. 38.

THE UNDER SECRETARY FOR PUBLIC WORKS to JAMES BOOTLE, Esq.

Department of Public Works,
Sydney, 28 July, 1862.

SIR,

Referring to your letter of the 7th May last, complaining of the injury which is being done to the property of the late Mr. Thomas Street, by the filling in, by Mr. W. C. Wentworth, of the frontage to his property between Sussex and Druitt Streets, Darling Harbour, I am directed by the Secretary for Public Works to inform you that, under a report received from the Engineer for Harbours and Rivers in this matter, Mr. Wentworth has been called upon to erect a retaining wall at the side of the property in question, similar to the one that has been erected in the front, to prevent a continuance of the evil complained of.

I have, &c.,
JOHN RAE.

No. 39.

THE HON. W. C. WENTWORTH to THE SECRETARY FOR LANDS.

21 May, 1862.

SIR,

I beg to request that I may be allowed to purchase, under the Crown Lands Alienation Act of 1861, the portion of land at Darling Harbour, the extent and position of which are shewn on the accompanying plan, part of this land being already reclaimed, Appendix B. and the other part being still unreclaimed.

I have, &c.,
W. C. WENTWORTH.

No. 40.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Surveyor General, for the joint report of himself and the Engineer for Harbours.—
M.F.

No. 41.

B.C. FROM THE SURVEYOR GENERAL.

[Very urgent.]

I understand that, on the report of the Engineer-in-Chief for Docks and Harbours, Mr. Wentworth has been tacitly permitted to reclaim the whole of the land which he has herein applied to purchase.

It may be well to refer this to the Works Department. In the meantime I am having the necessary check of the survey supplied by Mr. Wentworth made.

A.G.M.—17 June.—B.C., 814.

No. 42.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Under Secretary for Works accordingly.—B.C., 17 June, /62.—S.B.W., for the U. S.

No. 43.

B.C. FOR REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Mr. Moriarty, for report with reference to previous papers forwarded to him on the 30th ultimo.—B.C., 19/6/62.—J.R.

No. 44.

REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

I see no objection to Mr. Wentworth being permitted to purchase the land in question.—E.O.M.—23/6/62.

No. 45.

B.C. FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

B.C.—Under Secretary.

No. 46.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.

Submitted.—J.R.—30/6/62.

No. 47.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE UNDER SECRETARY FOR LANDS.

Department of Public Works,
Sydney, 2 July, 1862.

SIR,

With reference to your blank cover of the 17th ultimo, forwarding the report of the Engineer-in-Chief for Harbours and Rivers on application made by the Honorable W. C. Wentworth to purchase, under the Crown Lands Alienation Act of 1861, certain land in Darling Harbour which he is desirous of reclaiming, I am directed by the Secretary for Public Works to inform you, that Mr. Moriarty has reported that he sees no objection to Mr. Wentworth being allowed to purchase the land in question.

I have, &c.,
JOHN RAE.

No. 48.

MINUTE OF THE SECRETARY FOR LANDS.

The Works Department appear to see no objection to the sale of the land in question. That being the case, the proper arrangements for the purchase should be carried out, provided the land applied for is that which would fairly fall to Mr. Wentworth, having reference to the claims of other proprietors.—J.R.—9 July.

Submitted.—3.

No. 49.

B.C. OF THE UNDER SECRETARY FOR LANDS.

Surveyor General.—M.F.—9 July.

No. 50.

 No. 50.

REPORT BY THE SURVEYOR GENERAL.

I do not consider that the just claims of any of the proprietors will suffer by the sale as proposed to Mr. Wentworth. The appraisement of the value will therefore at once be proceeded with.—A.G.M.—11 July, /62.

No. 51.

APPROVAL BY THE SECRETARY FOR LANDS.

 Approved.—JOHN R.—17 July.

No. 52.

THE HON. W. C. WENTWORTH INFORMED OF THE APPOINTMENT OF MR. ALLAN AS CROWN APPRAISER.

8 July, 1862.

Printed form of this date informing Mr. Wentworth of the appointment of an appraiser on behalf of the Crown.

No. 53.

 THE HON. W. C. WENTWORTH *to* THE SECRETARY FOR LANDS.

 Australian Club,
 22 July, 1862.

SIR,

In reply to your letter of the 8th instant, which is an answer to my letter of the 21st May, 1862, asking to purchase, under the Crown Lands Alienation Act, 2 acres and 9 perches of recovered land in the parish of St. Andrew, city of Sydney, I have now the honor to return the form B, which was sent me to fill up in the event of my intending to appoint an appraiser on my behalf, so filled up; and to request that the further steps required towards the appraisement may be at once taken.

I have, &c.,
 W. C. WENTWORTH.

No. 54.

APPOINTMENT OF APPRAISER BY THE CROWN.

21 August, 1862.—Appointment of Mr. Andrew Allan by Government to appraise 2 acres 0 roods 9 perches.

No. 55.

APPOINTMENT OF APPRAISER BY HON. W. C. WENTWORTH.

21 August, 1862.—Appointment of appraiser by Mr. W. C. Wentworth.

No. 56.

APPOINTMENT OF UMPIRE BY THE TWO APPRAISERS.

26 August, 1862.—Appointment of umpire by two appraisers.

No. 57.

AWARD.

2 September, 1862.—Award by two appraisers.

No. 58.

PAYMENT OF PRICE AND DEED-FEE REPORTED.

15 September, 1862.—Report from Treasury of payment by Mr. Wentworth of £51.

No. 59.

NOTICE IN THE GOVERNMENT GAZETTE.

19 September, 1862.—Notice in the *Government Gazette*, calling upon parties to state objections (if any) to proposed sale.

No. 60.

LETTER FROM THE CROWN SOLICITOR.

Crown Solicitor's Office,
Sydney, 15 October, 1862.

SIR,

I have the honor to return to you the accompanying documents, relative to the proposed grant to W. C. Wentworth, Esq., of land reclaimed in Darling Harbour, and to state that, having laid such documents before the Attorney General, he has been pleased to advise as follows:—

"I do not see any objection to the form of grant submitted, but would suggest that it is necessary that, before the grant is issued, the Minister for Lands should satisfy himself that Mr. Wentworth is now the owner in fee simple of the lands of which this 'reclaimed land' forms the frontage to the water; as the intention of the Crown Lands Alienation Act of 1861 is clearly to give such reclaimed land only to the present owner of any land which such land adjoins."

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

No. 61.

W. C. WENTWORTH, Esq., to THE SECRETARY FOR LANDS.

Sydney, 18 October, 1862.

SIR,

I have the honor to state, as required by the Honorable the Attorney General, that the fee of allotment No. 30 of section No. 1, in the city of Sydney (in front of which I have reclaimed 2 acres and 9 perches now about to be granted to me) is still in me.

I have, &c.,
W. C. WENTWORTH.

No. 62.

DESCRIPTION OF LAND.

Deed prepared 16 October, 1862, containing the following description:—

County of Cumberland, parish of St. Andrew, city of Sydney. 2 acres and 9 perches; commencing on the northern building line of Druiitt-street at its intersection with high water line of Darling Harbour; and bounded thence on the east by that water-line, being the western boundary line of W. C. Wentworth's allotment 1 of section 30, northerly, to the southern boundary of T. Street's allotment 2; on the south by part of that boundary and its westerly prolongation, being in all a line westerly 370 feet; on the west by a line southerly, to a point in the westerly continuation of the building line aforesaid of Druiitt-street distant 450 feet from the point of commencement; and on the south by that building line easterly 450 feet to the point of commencement.

MR. WILLIAM WEBB.

No. 63.

MR. WILLIAM WEBB to THE SECRETARY FOR LANDS.

Pymont, Sydney,
1 August, 1862.

SIR,

I have the honor to request that I may be allowed to purchase a portion of the unreclaimed mud flat to the extent of 300 feet, in front of my land, situate in Pymont Bay—bounded on the south by land of Mr. Thomas Smith; on the north by land of Mr. Thomas Mort, as per plan accompanying.

I have, &c.,
WM. WEBB.

Appendix C.

No. 64.

No. 64.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Referred for joint report of Engineer for Harbours, &c.
Surveyor General.—B.C.—1 Aug.

No. 65.

JOINT REPORT.

The permission to purchase ought not, in our opinion, be granted to Mr. Webb.
E.O.M.—16/12/62.
W.R.D.—10/12/62.

No. 66.

APPROVAL BY THE SECRETARY FOR LANDS.

I concur.—JOHN R.

No. 67.

THE UNDER SECRETARY FOR LANDS to MR. WILLIAM WEBB.

SIR,
With reference to your letter of the 1st August last, applying to purchase a portion of the unreclaimed mud flat in front of your land in Pyrmont Bay, I am directed by Mr. Secretary Robertson to inform you that your request cannot be complied with.

I have, &c.,
MICHL. FITZPATRICK.

MESSRS. HELY AND HARPER.

No. 68.

MESSRS. HELY AND HARPER to THE UNDER SECRETARY FOR LANDS.

134, Pitt-street, Sydney,
8 October, 1862.

SIR,
We beg to apply for the purchase of the portion of land in Darling Harbour Appendix D. in front of our premises, shewn on the accompanying plan.

We have, &c.,
HELY & HARPER.

No. 69.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

For the joint report of the Chief Engineer for Harbours and the Surveyor General.—M.F.—15 Oct.

No. 70.

JOINT REPORT.

We see no objection to the permission herein sought being granted.

E.O.M.
W.R.D.
9 Feb., /63.

No. 71.

No. 71.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—JOHN R.—21 Feb.

No. 72.

THE UNDER SECRETARY FOR LANDS to MESSRS. HELY AND HARPER.

Department of Lands,
Sydney, 27 March, 1863.

GENTLEMEN,

With reference to your letter of the 8th October last, applying to purchase certain land below high water mark, in front of your premises in Darling Harbour, and adjoining the Gas Company's Works, as shewn in a plan accompanying your application, I am directed by the Minister for Lands to inform you that there will be no objection, on the part of the Government, to a compliance with your request.

2. I am to add, that the usual notice in such cases, inviting all persons interested to state, within one month from the date thereof, their objections (if any) to such grant being made, will be published in the *Government Gazette*.

I have, &c.,

MICHAEL FITZPATRICK.

No. 73.

NOTICE IN THE GOVERNMENT GAZETTE.

Usual notice published for four consecutive weeks in *Government Gazette*.

Any objections received? Mr. B.—20.

No.—W.B.—30.

No. 74.

THE ACTING SURVEYOR GENERAL to MR. LICENSED SURVEYOR KNAPP.

Surveyor General's Office,
Sydney, 14 May, 1863.

SIR,

The Honorable the Secretary for Lands having been pleased to approve of Messrs. Hely and Harper being permitted to purchase the land in front of their premises, in Darling Harbour, as shewn on the enclosed sketch, I have to request that you will make the necessary survey of the portion of land referred to.

I am, &c.,

W. R. DAVIDSON,
A.S.G.

MESSRS. HELY AND HARPER.

No. 75.

MESSRS. HELY AND HARPER to THE SECRETARY FOR LANDS.

134, Pitt-street, Sydney,
8 October, 1862.

SIR,

We beg to apply for the purchase of the portion of land in front of our premises in Darling Harbour, shewn on the accompanying plan.

We have, &c.,

HELY & HARPER.

No. 76.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

For the joint report of the Chief Engineer for Harbours and the Surveyor General.—B.C.—15 Oct.—M.F.

No. 77.

No. 77.

JOINT REPORT.

We see no objection to the permission herein sought being granted.

E.O.M.—5/2/63.
W.R.D.—9/2/63.

No. 78.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—JOHN R.

No. 79.

THE UNDER SECRETARY FOR LANDS to MESSRS. HELY AND HARPER.

Department of Lands,
Sydney, 27 March, 1863.

GENTLEMEN,

With reference to your letter of the 8th October last, applying to purchase certain land below high water mark, in front of your premises in Darling Harbour, adjoining the property of Mr. Smith, as shewn in a plan accompanying your application, I am directed by the Minister for Lands to inform you that there will be no objection, on the part of the Government, to a compliance with your request.

2. I am to add, that the usual notices in such cases, inviting all persons interested to state, within one month from the date thereof, their objections (if any) to such grant being made, will be published in the *Government Gazette*.

I have, &c.,

MICHAEL FITZPATRICK.

No. 80.

NOTICE IN THE GOVERNMENT GAZETTE.

Usual notice published in the *Government Gazette* for four consecutive weeks, and no objections received.

No. 81.

THE SURVEYOR GENERAL to MR. LICENSED SURVEYOR KNAPP.

Surveyor General's Office,
Sydney, 14 May, 1863.

SIR,

The Honorable the Secretary for Lands having been pleased to approve of Messrs. Hely and Harper being permitted to purchase the land in front of their premises in Darling Harbour, as shewn on the enclosed sketch, I have to request that you will make the necessary survey of the portion of land referred to.

I am, &c.,

W. R. DAVIDSON,
A.S.G.

No. 82.

MR. LICENSED SURVEYOR KNAPP to THE ACTING SURVEYOR GENERAL.

100, Elizabeth-street,
24 December, 1863.

SIR,

In conformity with your letters of instruction, 62/13210, 63/1435, 62/13209, 63/1436, I have made the necessary survey of Hely and Harper's wharf property, situate in the parish of St. Philip, city of Sydney, having a water frontage to the east side of Darling Harbour, and being a portion of allotment 1 of section No. 93, granted to Elizabeth Jenkins.

I have taken the old high water line of the grant from Russell's map of the section, and shewn the quantity already absolutely reclaimed from the Harbour.

I am unable, from the information contained in both of the applications of Messrs. Hely and Harper, to correctly determine the extent to which they wish to be permitted to make further reclamation.

Herewith I return the applications.

I have, &c.,

EDWARD J. H. KNAPP, JR.
Licensed Surveyor.

No. 83.

MESSRS. HELY AND HARPER.

No. 83.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street,
17 February, 1864.

SIR,

I have the honor to apply to you, on behalf of Messieurs Hely and Harper, for permission to reclaim, from below the high water mark at Darling Harbour, a portion of land containing by admeasurement 1 rood and 28 perches, as delineated on the plan transmitted herewith.

This application is made under the 9th section of the Crown Lands Alienation Act of 1861, and, with your permission, is substituted instead of the two former applications made by Messrs. Hely and Harper, which have been a considerable time under consideration.

The land proposed to be reclaimed extends to the boundary line of wharves, &c., on the east side of Darling Harbour, determined by the Superintendent of Harbours and Rivers.

I would respectfully beg your earliest attention to this application.

I have, &c.,
EDWARD J. H. KNAPP, JUNR.,
Licensed Surveyor.

No. 84.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Forwarded for joint report of Engineer for Harbours and Acting Surveyor General.—B.C., 18 Feb.

No. 85.

JOINT REPORT.

We have already reported in favour of this, or rather a similar, application.

E.O.M.
W.R.D.—7 March, '64.

No. 86.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

The other application herein alluded to refers to land already reclaimed. This letter asks for leave to reclaim other land. Is it to be inferred that the report was intended to favour both applications?

Acting Surveyor General—14 March.—M.F.

No. 87.

FURTHER REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

We find that the previous applications of 8 Oct., 1862, referred to portions of the space now applied for to be filled in, and that permission was recommended to be given for construction of a floating dock or slip in the remaining space, by our memo. of 18 December, 1861. The present application, embracing the whole of the area referred to in our former reports, may, we think, be granted.

E. O. MORIARTY.
W. R. DAVIDSON.
1 April, 1864.

No. 88.

MEMORANDUM OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Mem. of 18 Dec., '61, referred to.

"I think every encouragement should be given to persons undertaking works of the kind herein proposed, and I can see no objection to permission being granted to Messrs. Hely, Drake, and Harper, to carry them out."—E.O.M.—18/12/61.

"The Under Secretary, Public Works."

No. 89.

No. 89.

B.C. FROM THE ACTING SURVEYOR GENERAL.

A description of the land reclaimed, and a description of the land proposed to be reclaimed, are now forwarded, in order that the customary notice may be inserted in the *Gazette*.—B.C., 11 April, 1864.—W.R.D.

No. 90.

NOTICE IN THE GOVERNMENT GAZETTE.

Notified in *Gazette* of 29 April, 1864.

No. 91.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street,
Sydney, 4 April, 1864.

SIR,

Messrs. Hely and Harper have again requested me to communicate with you, respecting the applications I made on their behalf, on the 17 February last, for permission to reclaim lands from below the high water mark of Darling Harbour, and to purchase land already reclaimed.

I have, &c.,
EDWARD J. H. KNAPP, JR.

No. 92.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

Land Survey Offices,
100, Elizabeth-street North,
2 June, 1864.

SIR,

As the time required by Act of Parliament has expired for the reception of objections to the applications of Messrs. Hely and Harper to purchase and reclaim land from Darling Harbour, I most respectfully request that you will be pleased to give your attention to a speedy settlement of the same.

I have, &c.,
EDWARD J. H. KNAPP, JUNR.,
Licensed Surveyor.

No. 93.

MR. GORMAN INSTRUCTED TO APPRAISE.

Mr. Gorman instructed to appraise, 16th November, 1864.

No. 94.

REMINDER FROM MESSRS. HELY & HARPER.

Land Survey Offices,
100, Elizabeth-street North,
Sydney, 8 November, 1864.

SIR,

I respectfully beg to draw your attention to my application, on behalf of Messrs. Hely and Harper, of Darling Harbour, of the 17th February last, for permission to purchase and reclaim land from below the high water mark at Darling Harbour.

I may mention that the applications have been published in the *Gazette*; the time required by the Act expired on the 29th May last, since which, nothing further has been done; I would therefore again respectfully request that the application be not further delayed.

I have, &c.,
EDWARD J. H. KNAPP,
Licensed Surveyor.

E. G. ELLIS (FOR MOST REVEREND ARCHBISHOP POLDING).

No. 95.

EYRE G. ELLIS, Esq., to THE SECRETARY FOR LANDS.

89, Elizabeth-street North,
Sydney, 15 October, 1862.

SIR,

On behalf of the most Reverend John Bede Polding, I do myself the honor to request you will be good enough to grant him permission, in accordance with the 10th clause of the Land Regulations of 1861, to reclaim the land in front of his property facing Blackwattle Swamp. The enclosed plan shews the position and extent of the proposed reclamation, which cannot interfere with any adjoining property, as on the north-west it is bounded by the Pyrmont Bridge Road, and on the south by a wharf at present in existence.

Appendix F.

I have, &c.,
EYRE G. ELLIS.

No. 96.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE SURVEYOR GENERAL.

Referred for the joint report of the Engineer for Harbours and the Surveyor General.—M.F.—B.C., 16 Oct.

No. 97.

JOINT REPORT.

We do not think permission should be given to reclaim and purchase the very large area shewn on the accompanying plan; but, as in consequence of the shallowness of the water in front of this property, convenient access by boats or vessels cannot be obtained without some extension, we would recommend that permission be given to fill in and purchase the area for a distance of one chain below high water mark.

E. O. MORIARTY.
W. R. DAVIDSON.
31 Oct., /63.

No. 98.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—11 Nov., /63.

No. 99.

THE UNDER SECRETARY FOR LANDS to E. G. ELLIS, Esq.

Department of Lands,
Sydney, 30 January, 1864.

SIR,

With reference to your letter of the 15th October, 1862, applying, on behalf of the Most Reverend John Bede Polding, for permission to reclaim and purchase certain land below high water mark in front of his property at Wattle Swamp, as shewn in a plan accompanying your application, I am directed by the Secretary for Lands to inform you that there will be no objection on the part of the Government to the sale of the land one chain below high water mark in front of the above-named property, but reclamation to the extent applied for cannot be authorized.

2. The usual notice will be published in the *Government Gazette*, as provided by the Act; and should no objection be made by adjoining proprietors to the reclamation authorized, the Acting Surveyor General will be instructed to proceed with the appraisal of the land.

I have, &c.,
MICHL. FITZPATRICK.

No. 100.

B.C. MINUTE FROM THE UNDER SECRETARY FOR LANDS.

Will the Acting Surveyor General have the goodness to cause a general description of the land authorized to be reclaimed to be prepared, with a view to its insertion in the *Government Gazette*.—B.C., 20 November, 1863.—M.F.

No. 101.

No. 101.

B.C. FROM THE SURVEYOR GENERAL.

The required description is enclosed.—B.C., 4 Jan., /64.—W.R.D.

No. 102.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

This description seems to include the whole of the reclamation applied for. The description required is of that portion only which is recommended to be granted in the joint report of the Engineer-in-Chief and the Acting Surveyor General, and extends only one chain below high water mark.

For the Acting Surveyor General.—B.C., January, 1864.

No. 103.

B.C. FROM THE SURVEYOR GENERAL.

Correct description herewith.—W.R.D.—27 January, 1864.

No. 104.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 2 February, 1864.

NOTICE is hereby given, that The Most Reverend John Bede Polding has applied, under the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land below high water mark, and in front of his property in Blackwattle Swamp, as particularized in the annexed description; and all persons interested are invited to state, within one month from this date, their objections (if any) to such grant being made.

J. BOWIE WILSON.

County of Cumberland, parish of Petersham, at Blackwattle Swamp Cove: Commencing at a point where high water mark of Blackwattle Swamp Cove intersects the south-eastern side of the road from Pymont to the Glebe, known as Bridge-street West; and bounded thence on the north-west by that road north-easterly 1 chain; on the north-east by a line south-easterly parallel with high water mark to a point opposite the south-eastern corner of the Lyndhurst Estate; on the south-east by a line south-westerly 1 chain to that corner; and on the south-west by high water mark aforesaid, north-westerly to the point of commencement.

Any objections, Mr. Blackman?—2 March, 1864.

No objections.—2.—W.B.

No. 105.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

For the information of the Acting Surveyor General, and in order that the appraisal of the land may be proceeded with.—M.F.—B.C., 8 March, /64.

No. 106.

MR. GORMAN INSTRUCTED TO APPRAISE.

18 August, 1864. Mr. Gorman instructed to appraise.

No. 107.

CONCURRENCE BY ARCHBISHOP POLDING IN THE APPOINTMENT OF MR. GORMAN.

6 September, 1864. Concurrence by Archbishop Polding in Mr. Gorman's appointment.

No. 108.

AWARD.

4th January, 1865. Award by Mr. Gorman, £47.

No. 109.

SUBMISSION TO THE EXECUTIVE COUNCIL.

13 January, 1865. Submitted for the approval of the Honorable the Executive Council.

No. 110.

APPROVAL BY THE EXECUTIVE COUNCIL.

25 January, 1865. Approval by Executive Council.

No. 111.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

The Surveyor General, for preparation of deeds, on payment of purchase money.
B.C., 16 Feb., 1865. M.F.

No. 112.

NOTICE IN THE GOVERNMENT GAZETTE.

2 March, /65. Notice in *Gazette* calling for payment, and applicant informed.

MESSRS. S. B. AND J. WARBURTON.

No. 113.

MR. S. B. WARBURTON to THE SECRETARY FOR LANDS.

Pymont, 17 October, 1862.

SIR,

I do myself the honor, on behalf of myself and brother John, to apply to you to purchase, under the 13th clause of the Regulations issued under the Crown Lands Alienation Act of 1861, the portion of land, containing about 29 perches, in front of our property at Pymont, as shewn by the land tinted blue on the accompanying tracing.

I have, &c.,
S. B. WARBURTON.

Appendix G.

No. 114.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE SURVEYOR GENERAL.

Refer for the joint report of the Engineer-in-Chief for Harbours and the Acting Surveyor General.—M.F.—21 Oct.

No. 115.

THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION to THE ACTING SURVEYOR GENERAL.

MY DEAR DAVIDSON,

These Pymont Bay applications are somewhat of a peculiar character. The allotments (as you will perceive by the plan) would, if extended, meet at a point.

The question then is, whether Government had not better prepare a design according to which all the allotments might be extended on uniformly converging lines. I have sketched roughly an outer boundary line on our large plan. Will you have it filled in, by drawing the allotments?

As a general rule, I think it is better for the Harbour to oblige water-side proprietors to *deepen* in front of their allotments, than to *extend* them out to deep water.

Truly yours,
E. O. MORIARTY.

Plan sent herewith.

5/2/63.

No. 116.

No. 116.

JOINT REPORT.

Department of Public Works,
Harbours and Rivers Branch,
Sydney, , 186 .

Minute Paper.

We think it would be injudicious to grant any of these applications for extension and reclamation in Pyrmont Bay, pending the determination of the Government respecting the wharfs and other works which will be required in conjunction with the Darling Harbour Branch Terminus of the Great S. and W. Railway.

The Under Secretary for Lands.

Submitted.—14.

Inform.—JOHN R.

E. O. MORIARTY.

W. R. DAVIDSON.

3 Aug., 1863.

No. 117.

THE UNDER SECRETARY FOR LANDS to MR. S. B. WARBURTON.

Department of Lands,
Sydney, 30 September, 1863.

SIR,

With reference to your letter of the 17th October last, applying, on behalf of yourself and Mr. John Warburton, for permission to reclaim and purchase, under the 13th clause of the Crown Lands Alienation Act of 1861, the portion of your property at Pyrmont as shewn in a plan accompanying your application, I am directed by Mr. Secretary Robertson to inform you, that it has been decided not to comply with any applications of this nature having reference to land below high water mark in Pyrmont Bay, pending the determination of the Government respecting the wharfs and other works which will be required in conjunction with the Darling Harbour Branch Terminus of the Great Southern and Western Railway.

I have, &c.,

MICHAEL FITZPATRICK.

MR. HENRY GARDNER.

No. 118.

MR. H. GARDNER to THE SECRETARY FOR LANDS.

Balmain, 18 October, 1862.

SIR,

Being proprietor of allotments 21, 22, 23, and parts of 20 and 24, section 2, fronting Johnson's Bay, Peacock's Point, and part of the Balmain Estate, and being desirous of reclaiming to 100 feet from high water mark, by the width of my water frontage of the above allotments, I request that I may be so allowed under clause 9, Lands Alienation Act of 1861.

I enclose a sketch shewing my allotments, improvements, and proposed reclamation.

I have, &c.,

H. GARDNER.

Appendix B,
H 1, H 2.

No. 119.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE SURVEYOR GENERAL.

Forwarded for the joint report of the Engineer-in-Chief for Harbours and the Surveyor General.—B.C., 23 October.—M.F.

No. 120.

JOINT REPORT.

We do not consider that this application should be granted.

E. O. MORIARTY.

W. R. DAVIDSON.

28 Sept., 1863.

No. 121.

REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Department of Public Works,
Harbours and Rivers Branch,
Sydney, 5 February, 1863.

Minute Paper.

I do not think the sketch accompanying Mr. Gardner's application affords sufficient information as to depth of water in front of his allotments to warrant our reporting in favour of it.

The Surveyor General.

Mr. Gardner, for further information.—13 Feb., 1863.

E. O. MORIARTY.

No. 122.

No. 122.

THE ACTING SURVEYOR GENERAL *to* MR. H. GARDNER.Surveyor General's Office,
Sydney, 13 February, 1863.

SIR,

In reference to your application of the 18th October last, addressed to the Honorable the Minister for Lands, for permission to reclaim land fronting your allotment in Johnson's Bay, and in which you furnish a sketch, I beg to inform you that your sketch does not afford sufficient information as to the depth of water in front of your allotment, and to request that more particular information in that respect may be supplied to me at your early convenience.

I am, &c.,
W. R. DAVIDSON,
A.S.G.

No. 123.

MR. R. S. CRUMMER *to* THE SURVEYOR GENERAL.

Sydney, 5 March, 1863.

SIR,

In reply to your letter dated 13th February, 1863 (No. 63/556), I do myself the honor to state, that further particulars relative to Mr. H. Gardner's application to reclaim land at Balmain are shewn on the enclosed sketch.

Sketch.

I have, &c.,
R. S. CRUMMER,
Agent for H. Gardner.

No. 124.

MINUTE.

See unfavourable report in previous letter.—5 October.

No. 125.

THE UNDER SECRETARY FOR LANDS *to* MR. R. S. CRUMMER.Department of Lands,
Sydney, 12 October, 1863.

SIR,

Alluding to your letter of the 5th March last, respecting Mr. H. Gardner's application to reclaim certain land at Balmain, I am directed by Mr. Secretary Robertson to inform you that, after reference to the proper officer, it is found that the application in question cannot be complied with.

I am, &c.,
MICHAEL FITZPATRICK.

No. 126.

MR. R. S. CRUMMER *to* THE SECRETARY FOR LANDS.

Balmain, 18 December, 1863.

SIR,

In answer to your letter (No. 63/5817), refusing Mr. Gardner's application to reclaim land to 100 feet from high water mark, I now respectfully beg, on Mr. Gardner's behalf, to amend that application, and request that he may be allowed to reclaim to 90 feet from high water mark, as shewn on the plan and sections annexed, in order to give a sufficiency of depth for vessels of light draught, and also to enable him to carry on his business of boat-building, &c.

The existing improvements below high water mark, and shewn on annexed plan, are valued by him at the lowest, viz., £250.

Under these circumstances, I most respectfully urge a favourable consideration on Mr. Gardner's behalf.

I have, &c.,
R. S. CRUMMER.
(For Henry Gardner.)

No. 127.

No. 127.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer for joint report of Engineer-in-Chief for Harbours and Acting Surveyor General.—B.C., 21 December.—M.F.

No. 128.

JOINT REPORT.

We do not consider that this application should be granted.

E. O. MORIARTY.
W. R. DAVIDSON.
3 Feb., /64.

No. 129.

MINUTE BY THE SECRETARY FOR LANDS.

Ask Mr. Moriarty the reason for refusing this application.—J.B.W.—10 Feb.

No. 130.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Under Secretary for Works.—B.C., 10 Feb.—M.F.

No. 131.

B.C. FROM THE UNDER SECRETARY FOR PUBLIC WORKS.

Mr. Moriarty.—B.C., 11/2/64.—J.R.

No. 132.

MINUTE BY THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

My reason for opposing this application was, that I considered it would be too great an encroachment on the waters of the Harbour, the application being for an extension, and to 16 feet of water. All applicants for permissions to extend at this point have been limited to the low water mark or thereabouts, which is sufficient for all ordinary wharf purposes, as the water deepens so rapidly outside that line. I see no objection to Mr. Gardner being allowed to go out to low water mark, but I think he should not be permitted to go beyond it. I may observe, that there is a strange discrepancy in the depths of water shewn on the first plan submitted and on this last one—one shewing 16 feet of water at 100 feet, and the other shewing from 6 feet to 9 feet.

E.O.M.—22/2/64.—B.C.—Under Secretary.

No. 133.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.

Submitted.—22/2/64.—J.R.

Lands.—23/2/64.—A.T.H.

No. 134.

B.C. FROM THE UNDER SECRETARY FOR PUBLIC WORKS.

Under Secretary for Lands.—B.C., 24/2/64.—J.R.

No. 135.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—2 March.

No. 136.

No. 136.

THE UNDER SECRETARY FOR LANDS to MR. R. S. CRUMMER.

Department of Lands,
Sydney, 8 March, 1864.

SIR,

With reference to your letter of the 18th December last, applying, on behalf of Mr. H. Gardner, for permission to reclaim certain land below high water mark in front of his property in Johnson's Bay, Balmain, extending 90 feet below high water mark, as shewn on a plan which accompanied your application, I am directed by the Secretary for Lands to inform you, that there will be no objection to allow Mr. Gardner to reclaim the land in front of his property out to low water mark, but further reclamation cannot be authorized.

2. The usual notice will be published in the *Government Gazette*, as provided by the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the reclamation authorized, the Acting Surveyor General will be instructed to proceed with the appraisalment of the land.

I have, &c.,
M. FITZPATRICK.

No. 137.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 11 March, 1864.*Reclamation of Land.*

It is hereby notified for general information, that Mr. H. Gardner has applied, under the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land below high water mark in front of his property in Johnson's Bay, Balmain, extending out to low water mark; and all persons are invited to state, within one month from this date, their objections (if any) to the proposed reclamation.

J. BOWIE WILSON.

To be forwarded to Mr. Surveyor Debenham to measure.

MR. THOMAS C. BREILLAT.

A.

No. 138.

T. C. BREILLAT, Esq., to THE UNDER SECRETARY FOR LANDS.

Sydney, 13 November, 1862.

SIR,

I beg leave, as proprietor of No. 4, section 67, Darling Harbour, to make application to fill in and reclaim a portion of the land adjoining thereto, and lying beyond or below high water mark, and to erect wharves or jetties upon the same, and to pay for the said land so reclaimed according to the order laid down in clause 9 of the Crown Lands Alienation Act of 1861, and sections 10, 11, and 12 of the Regulations.

I beg also to hand herewith, a plan (marked A) of the land proposed to be claimed, and which is colored red in the same.

I have, &c.,
T. C. BREILLAT.

No. 139.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER
NAVIGATION AND THE ACTING SURVEYOR GENERAL.Referred for the joint report of the Harbour Engineer and the Acting Surveyor
General.—M.F.—14 Nov.

No. 140.

JOINT REPORT.

Permission to purchase should, we think, be confined to the land already reclaimed.

E.O.M.
W.R.D.

6 Aug., /63.

No. 141.

No. 141.

SUBMISSION FOR APPROVAL OF THE SECRETARY FOR LANDS.

Submitted.—14.

No. 142.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—JOHN R.—26.

No. 143.

THE UNDER SECRETARY FOR LANDS to MR. T. C. BREILLAT.

Department of Lands,
6 October, 1863.

SIR,

With reference to your letter of the 13th November last (marked A), applying for permission to reclaim and purchase certain land below high water mark in front of your property in Darling Harbour, as shewn in a plan accompanying your application, I am directed by Mr. Secretary Robertson to inform you that there will be no objection, on the part of the Government, to your purchasing the land already reclaimed, but further reclamation cannot be authorized. The usual notice will be inserted in the *Government Gazette*, as provided by the 9th clause of the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the proposed alienation, instructions will be given to the Acting Surveyor General to proceed with the appraisal of the land.

I have, &c.,

MICHL. FITZPATRICK.

No. 144.

THE ACTING SURVEYOR GENERAL to MR. LICENSED SURVEYOR ARMSTRONG.

Surveyor-General's Office,
Sydney, 23 October, 1863.

SIR,

I enclose an application from Mr. T. C. Breillat for permission to reclaim and purchase certain land in front of allotment 4 of section 67, Darling Harbour, and I request that you will be so good as to survey and furnish a plan and description of the land actually reclaimed.

I am, &c.,

W. R. DAVIDSON, A.S.G.

Application to be returned.

No. 145.

MEMORANDUM.

This instruction has been returned by Mr. Armstrong as unnecessary—Mr. Knapp's plan shewing the land (63/11855).—Nov. 12.

No. 146.

INSTRUCTIONS TO MR. GORMAN TO APPRAISE.

3 May, 1864. Mr. John V. Gorman instructed to appraise $9\frac{1}{2}$ perches.

No. 147.

AWARD.

6 August, 1864. Award for £23 15s.

MR,

MR. THOMAS C. BREILLAT.

C.

No. 148.

MR. T. C. BREILLAT to THE SECRETARY FOR LANDS.

Sydney, 13 November, 1862.

SIR,

I beg leave, as proprietor of No. 5, section 67, Darling Harbour, to make application to fill in and reclaim the land adjoining thereto, and lying beyond or below high water mark, and to erect wharves or jetties upon the same, and to pay for the said land so reclaimed, according to the order laid down in clause 9 of the Crown Lands Alienation Act, 1861, and under sections 10, 11, and 12 of the Regulations.

Appendix J.

I also beg to hand herewith a plan (marked C) of the land proposed to be reclaimed, and which is colored red in same.

I have, &c.,

THOS. C. BREILLAT.

No. 149.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Referred for the joint report of the Engineer for Harbours and the Acting Surveyor General.—14 Nov.—M.F.

No. 150.

JOINT REPORT.

Permission to fill in and reclaim should not, in our opinion, be granted, but applicant might, we think, be allowed to construct an additional jetty or jetties.

E.O.M.

W.R.D.

11/12/62.

No. 151.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—JOHN R.

No. 152.

THE UNDER SECRETARY FOR LANDS to MR. T. C. BREILLAT.

Department of Lands,

Sydney, 16 March, 1863.

SIR,

With reference to your letter of the 13th November last, applying for permission to fill in and reclaim certain land below high water mark, in front of your property in Darling Harbour, I am directed by the Minister for Lands to inform you that your request cannot be complied with.

2. There will, however, be no objection to the construction of an additional jetty or jetties on the land applied for, as shewn in the plan accompanying your application; but, under the present state of the law, the Government cannot negotiate for the sale of the land so covered by such jetties.

3. I am to add, that this permission must be considered as of a temporary nature, and (should Parliament refuse to authorize a modification of the law so as to meet the necessity of this and similar cases) to be limited to one year.

I have, &c.,

MICHAEL FITZPATRICK.

MR.

MR. THOMAS C. BREILLAT.

B.

No. 153.

MR. T. C. BREILLAT to THE SECRETARY FOR LANDS.

Sydney, 13 November, 1862.

SIR,

Referring to my application of this day (marked A) as proprietor of No. 4 section 67, Darling Harbour, to fill in and reclaim the land adjoining thereto, and lying beyond or below high water mark, I now beg leave to apply to further reclaim and extend the same to the line laid down in the Government plan, and to erect wharves or jetties upon or over the same, and to pay for the said land so further reclaimed according to the order laid down in clause 9 of the Crown Lands Alienation Act of 1861, and sections 10, 11, and 12 of the Regulations.

I also beg to hand herewith a plan (marked B) of the land proposed to be claimed, and which is colored red in same. Appendix K.

I have, &c.,

THOS. C. BREILLAT.

No. 154.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Referred for the joint report of the Engineer for Harbours and the Acting Surveyor General.—14 Nov.—M.F.

No. 155.

JOINT REPORT.

This application should, we think, be refused, but a qualified permission to extend his jetty, similar to that given to the A. S. Navigation Company and others, might, we are of opinion, be allowed.

E.O.M.

W.R.D.

6 Aug., 1863.

No. 156.

SUBMISSION TO THE SECRETARY FOR LANDS.

Submitted.—14.

No. 157.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—JOHN R.—26.

No. 158.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

For the information of the Acting Surveyor General.—B.C., 6 Oct., 1863.—M.F.

No. 159.

THE UNDER SECRETARY FOR LANDS to MR. T. C. BREILLAT.

Department of Lands,

Sydney, 6 October, 1863.

SIR,

With reference to your letter of the 13th November last (marked B) applying for permission to reclaim and purchase certain land below high water mark, in front of your property in Darling Harbour, as shewn on a plan which accompanied your application, I am directed by Mr. Secretary Robertson to inform you that your request cannot be complied with.

2.

2. There will, however, be no objection to grant you a temporary authority, similar to that contained in my letter of the 16th March last, namely, to erect wharves on piles in front of your property ; but should Parliament refuse to authorize a modification of the last, so as to meet the necessity of this and similar cases, such authority to be limited to one year.

I have, &c.,
MICHAEL FITZPATRICK.

MR. T. C. BREILLAT.

D.

No. 160.

MR. T. C. BREILLAT to THE SECRETARY FOR LANDS.
13 November, 1862.

SIR,

Referring to my application of this day (marked C), as proprietor of No. 5 section 67, Darling Harbour, to fill in and reclaim the land adjoining thereto, and lying beyond or below high water mark, I now beg leave to further reclaim and extend the same to the line laid down in the Government plan, and to erect wharves or jetties upon or over the same, and to pay for the said land, so further reclaimed, according to the order laid down in clause 9 of the Crown Lands Alienation Act of 1861, and sections 10, 11, and 12 of the Regulations.

Appendix I.

I also beg to hand herewith, a plan, marked D, of the land proposed to be reclaimed, and which is colored red in same.

I have, &c.,
T. C. BREILLAT.

No. 161.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Referred for the joint report of the Harbour Engineer and the Acting Surveyor General.—14 November.—M.F.

No. 162.

JOINT REPORT.

This application should, we think, be refused. A qualified permission, however, to extend the jetty to the line marked on the Government Plan of Darling Harbour might, we think, be granted to Mr. Breillat, similar to that granted to the A. S. N. Company and others.

E.O.M.
W.R.D.
6 Aug.,/63.

No. 163.

SUBMISSION TO THE SECRETARY FOR LANDS.

Submitted.—14.

No. 164.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—JOHN R.—26.

No. 165.

B.C. MINUTE FROM THE UNDER SECRETARY FOR LANDS.

For the information of the Acting Surveyor General.—B.C., 6 Oct.,/63.—M.F.

No. 166.

No. 166.

THE UNDER SECRETARY FOR LANDS to MR. T. C. BREILLAT.

Department of Lands,
Sydney, 6 October, 1863.

SIR,

With reference to your letter of the 13th November last (marked D), applying for permission to reclaim and purchase certain land below high water mark, in front of your property in Darling Harbour, as shewn on a plan accompanying your application, I am directed by the Secretary for Lands to inform you that your request cannot be complied with.

I am, however, to state, that a temporary authority to erect wooden wharves on piles will be granted to you, subject to the same conditions as those allowed to you in my letters of this date and the 16th of March last.

I have, &c.,
MICHAEL FITZPATRICK.

MR. JAMES MILSON, JUNR.

No. 167.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street,
Sydney, 17 December, 1862.

SIR,

I do myself the honor to inform you, that I have been instructed by Mr. James Milson, junr., of North Shore, to apply for permission to reclaim (under the 10th section of the Regulations of the Crown Lands Alienation Act of 1861) a portion of land dry at low water in front of his property at Careening Cove in the parish of Willoughby. The proposed reclamation will not in any way interfere with the navigation of Port Jackson. Herewith, I transmit a plan shewing the proposed reclamation, together with a description of the same.

I have, &c.,
E. KNAPP, JUNR.,
Licensed Surveyor.

Appendix M

No. 168.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER
NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer for joint report of Harbour Engineer and Acting Surveyor General.—M.F.

No. 169.

JOINT REPORT.

We see no objection to Mr. Milson being allowed to reclaim and purchase the land herein applied for, and shewn on the accompanying sketch.

E. O. MORIARTY.
W. R. DAVIDSON.
Aug. 1st, /63.

No. 170.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—The usual course to be followed.—JOHN R.—7 Sept., /63.

No. 171.

THE UNDER SECRETARY FOR LANDS to MR. LICENSED SURVEYOR KNAPP.

Department of Lands,
Sydney, 7 October, 1863.

SIR,

With reference to your letter of the 17th December last, applying, on behalf of Mr. James Milson, junior, for permission to reclaim and purchase certain land below high water mark in front of his property in Careening Cove, as shewn in a plan accompanying your application, I am directed by the Secretary for Lands to inform you that there will be no objection on the part of the Government to a compliance with your request.

2. The usual notice has been published in the *Government Gazette*, as provided by the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the alienation of the land, instructions will be given to the Acting Surveyor General to proceed with the appraisalment of the land.

I have, &c.,
M. FITZPATRICK.

No. 172.

NOTICE IN THE GOVERNMENT GAZETTE.

Notified in the *Gazette*, 2nd October, 1863, No. 186.

Department of Lands,
Sydney, 2 October, 1863.

It is hereby notified for general information, that Mr. James Milson, junior, has applied under the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase the portion of land in front of his property in Careening Cove, extending 86 feet on the east side and 68 feet on the west side below high water mark, with a frontage of 157 feet; and all persons interested are invited to state, within one month from this date, their objections (if any) to such grant being made.

JOHN ROBERTSON.

No. 173.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Forwarded to the Acting Surveyor General, for appraisalment of the land.—
B.C., 6 November, 1863.—M. FITZPATRICK.

No. 174.

DESCRIPTION OF LAND PROPOSED TO BE RECLAIMED.

ALL that portion of land dry at low water in Careening Cove, in the county of Cumberland, in the territory of New South Wales, containing by admeasurement 30 perches: Commencing at a stake at the high water mark of Careening Cove, and bounded on the east by a line bearing north 23° 35' east, 86 links; on the north by a line bearing west 23° 35' north, 1 chain 57 links to the north-east corner of James Milson's wharf; on the west by the said wharf bearing south 18° 25' east, 68 links to the high water mark of Careening Cove; and on the south by the high water mark of that cove, bearing easterly, to the point of commencement.

17 December, 1862.

E. KNAPP, JUNR.,
Licensed Surveyor.

MR. JAMES MILSON, JUNR.

No. 175.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street, Sydney,
17 December, 1862.

SIR,

On behalf of Mr. James Milson, junr., of North Shore, I have the honor to apply to you for to purchase the 4½ perches of land reclaimed by him from Careening Cove, parish of Willoughby. This application is made under the 13th section of the Regulations of the Crown Lands Alienation Act of 1861. Herewith I transmit a plan and description of the land applied for.

I have, &c.,
E. KNAPP, JUNR.,
Licensed Surveyor.

No. 176.

JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION
AND THE ACTING SURVEYOR GENERAL.

We see no objection to Mr. Milson being allowed to purchase the land herein referred to, and which has been already reclaimed.

E.O.M.
W.R.D.
1 August, 1863.

No. 177.

No. 177.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—Take usual steps.—7th Sept.—JOHN R.

No. 178.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 2 October, 1863.

It is hereby notified for general information, that Mr. James Milson, junr., has applied, under the Crown Lands Alienation Act of 1861, for permission to purchase the portion of land reclaimed by him in front of his property in Careening Cove, extending 68 feet on the east side and 64 feet on the west side below high water mark, with a frontage of 46 feet; and all persons interested are invited to state, within one month from this date, their objections (if any) to such grant being made.

JOHN ROBERTSON.

Department of Lands,
Sydney, 2 October, 1863.

It is hereby notified, for general information, that Mr. James Milson, jun., has applied, under the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase the portion of land in front of his property in Careening Cove, extending 86 feet on the east side, and 68 feet on the west side, below high water mark, with a frontage of 157 feet; and all persons interested are invited to state, within one month from this date, their objections (if any) to such grant being made.

JOHN ROBERTSON.

No. 179.

THE UNDER SECRETARY FOR LANDS to MR. LICENSED SURVEYOR KNAPP.

Department of Lands,
Sydney, 7 October, 1863.

SIR,

With reference to your letter of the 17th December last, applying on behalf of Mr. James Milson, jun., for the purchase of certain land reclaimed by that gentleman in front of his property in Careening Cove, I am directed by the Secretary for Lands to inform you that there will be no objection on the part of the Government to a compliance with your request.

2. The usual notice has been published in the *Government Gazette*, as provided by the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the alienation of the land, instructions will be given to the Acting Surveyor General to proceed with the appraisalment of the land.

I have, &c.,

M. FITZPATRICK.

No. 180.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Forwarded to the Surveyor General, for appraisalment of the land.—B.C., 6 November, 1863.

No. 181.

DESCRIPTION OF LAND RECLAIMED.

Description of land reclaimed from Careening Cove by Mr. James Milson, jun., at the north-west corner of his property.

All that parcel of land situate in the parish of Willoughby, in the county of Cumberland, in the territory of New South Wales, containing by admeasurement $4\frac{1}{2}$ perches, commencing at the high water mark of Careening Cove, and bounded on the east by the stone wall of the wharf, bearing north $18^{\circ} 25'$ east 68 links; on the north by the north stone wall of the said wall, bearing west $23^{\circ} 35'$ north 46 links; on the west by a fence bearing southerly 64 links to the high water mark of Careening Cove; and on the south by the original high water mark of that Cove, bearing easterly to the point of commencement.

No. 182.

No. 182.

INSTRUCTIONS TO MR. GORMAN TO APPRAISE.

19 January, 1864. Mr. Gorman instructed to appraise.

No. 183.

MR. J. V. GORMAN to THE SURVEYOR GENERAL.

Sydney, 30 June, 1864.

SIR,

Referring to your letter of instructions No. 64/36, of the 19th January, 1864, directing the appraisal of two portions of land, viz., 4½ perches and 16 perches, situated at Careening Cove, applied for to purchase by Mr. James Milson, junr., the former under the 9th clause, the latter under the 10th regulation of the Crown Lands Alienation Act of 1861, I do myself the honor to transmit the usual documents in connection with these appraisements, which have been carried out by myself and Mr. Edward Lord, who was appointed by, and acted for, the applicant.

1. My appointment by yourself in each case as appraiser for the Crown.
2. Mr. Lord's appointment as appraiser in each case for the applicant.
3. Mr. Milson's undertaking to pay expenses.
4. Appointment of umpire in each case.
5. Tracing of land applied for.
6. Awards, being £4 for the 4½ perches, and £8 for the 16 perches.
7. Voucher for my fees herein.

I have, &c.,
J. V. GORMAN.

January 19, 1864. J. V. Gorman appointed by Government as appraiser.

No. 184.

APPOINTMENT OF MR. LORD AS APPRAISER BY MR. MILSON.

January 27. Edward Lord appointed by Mr. Milson, jun., as appraiser.

No. 185.

AWARD BY MESSRS. GORMAN AND LORD.

June 22. Award by Messrs. Gorman and Lord.

January 19, 1864. J. V. Gorman appointed by Government as appraiser.

February 3, 1864. Edward Lord, by J. Milson, jun., as appraiser.

June 22, 1864. Award by Messrs. Gorman and Lord.

No. 186.

SUBMISSION TO THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 22 July, 1864.

The annexed Schedule, showing the particulars of an application made by Mr. James Milson, jun., to purchase, under the 9th clause of the Crown Lands Alienation Act of 1861, a portion of land at Careening Cove, the value of which has been by law appraised, is recommended for the approval of His Excellency the Governor and the Executive Council, its appearing, from the enclosed report of the Surveyor General, that the claim is in accordance with the Act referred to.

J. BOWIE WILSON.

Clerk of Executive Council.—M. Fitzpatrick.—B.C., 22 July.

No. 187.

APPROVAL BY THE EXECUTIVE COUNCIL.

Under the report of the Surveyor General, and upon the recommendation of the Honorable the Secretary for Lands, the Executive Council advise that the application by Mr. James Milson, jun., to purchase a portion of land at Careening Cove, in terms of the 9th clause of the Crown Lands Alienation Act of 1861, be approved, and the necessary steps taken to complete the purchase in terms of law.

A. C. BUDGE,
Clerk of the Council.

No. 188.

No. 188.

MINUTE OF THE EXECUTIVE COUNCIL.

Minute 64/29.—26th July, 1864. Confirmed, 2nd August, 1864.

No. 189.

APPROVAL BY HIS EXCELLENCY THE GOVERNOR.

Approved.—J. Young.

No. 190.

THE UNDER SECRETARY FOR LANDS to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Lands,
Sydney, 17 August, 1864.

SIR,

I am directed by the Secretary for Lands to inform you that His Excellency the Governor, with the advice of the Executive Council, has approved of the sale to Mr. James Milson, jun., of certain land in front of his property at Careening Cove particularized in the annexed Schedule; and I am to request that the purchase money due thereon may be received from Mr. Milson, if tendered within the prescribed time, and that the Surveyor General may be apprised when such payment shall have been made.

M. FITZPATRICK.

SCHEDULE.

Name of Applicant.	Area.	Situation.	Appraised value, including Deed Fee.	
	a. r. p.		£ s. d.	
James Milson, jun.	0 0 4½	} Careening Cove {	5 0 0	Reclaimed.
Do.	0 0 16		9 0 0	To be reclaimed.

No. 191.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

The Surveyor General, for preparation of deeds on payment of purchase money.
B.C., 17th August, 1864.—M.F.

MR. THOMAS SMITH.

No. 192.

MESSRS. ALLEN, BOWDEN AND ALLEN to THE SECRETARY FOR LANDS.

Elizabeth-street, Sydney,
31 December, 1862.

SIR,

We have the honor, by instructions from Mr. Thomas Smith of Pymont, to state that, in the year 1849, he obtained permission from the Government to extend improvements into Pymont Bay opposite to his allotments there, in accordance with a plan recorded in the Surveyor General's Office, and that he has to some extent acted upon the permission so granted.

We have now, on his behalf, to request that he may be allowed, under the Crown Lands Alienation Act of 1861, to reclaim from the water and to purchase the fee simple of the land opposite to his present allotments now covered with water to the extent shewn on the said plan, a copy whereof, so far as respects Mr. Smith's allotments, is herewith enclosed. Appendix N.

We have, &c.,
ALLEN, BOWDEN & ALLEN.

No. 193.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer for the joint report of the Engineer for Harbours and Acting Surveyor General.—M.F.—B.C., 15 January.

No. 194.

No. 194.

JOINT REPORT.

Department of Public Works,
Harbours and Rivers Branch,
Sydney, 186 .

Minute Paper.

We think it would be injudicious to grant any of these applications for extension and reclamation in Pyrmont Bay, pending the determination of the Government respecting the wharfs and other works which will be required in conjunction with the Darling Harbour Branch Terminus of the Great S. and W. Railway.

E. O. MORIARTY.

W. R. DAVIDSON.

3 August, 1863.

Submitted.—14.

Inform.—JOHN R.

Messrs. Taylor, Warburton, Allen, Bowden & Allen, informed, 30 Sept., 1863.

No. 195.

THE UNDER SECRETARY FOR LANDS to MESSRS. ALLEN, BOWDEN & ALLEN.

Department of Lands,
Sydney, 30 September, 1863.

GENTLEMEN,

With reference to your letter of the 31st December last, applying, on behalf of Mr. T. Smith, for permission to reclaim and purchase certain land below high water mark in front of that gentleman's property in Pyrmont Bay, as shewn in a plan accompanying your application, I am directed by Mr. Secretary Robertson to inform you, that it has been decided not to comply with any applications for the purchase or reclamation of land below high water mark in Pyrmont Bay, pending the determination of the Government respecting the wharfs and other works which will be required in conjunction with the Darling Harbour Branch Terminus of the Great Southern and Western Railway.

I have, &c.,

MICHAEL FITZPATRICK.

MR. G. S. YARNTON.

No. 196.

MR. G. S. YARNTON to THE SECRETARY FOR LANDS.

Ferry Point, Glebe,
16 March, 1863.

SIR,

I have the honor to request that, pursuant to the 9th section of the 25 Vict., No. 1, I may be allowed to reclaim the land below high water mark in front of certain property at the Glebe, as shewn in the accompanying plan.

I have, &c.,

GEO. S. YARNTON.

Appendix O.

No. 197.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Referred for the joint report of the Chief Engineer for Harbours and the Acting Surveyor General.—M.F.—B.C., 27 March.

No. 198.

JOINT REPORT.

We do not think this application should be granted, but we are of opinion that Mr. Yarnton should be allowed to fill in, reclaim, and purchase the space indicated on the plan by a purple tint, such space being the approximate rateable extension which, we think, might be allowed for this and the adjoining allotments.

E. O. MORIARTY.

W. R. DAVIDSON.

7 March, /64.

No. 199.

No. 199.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—6 March, /64.

No. 200.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

A general description will be required for notification in *Gazette*.
The Acting Surveyor General.—B.C., 27 April, 1864.—M.F.

No. 201.

DESCRIPTION OF LAND.

Description of a portion of land below high water mark of Rozelle Bay, Blackwattle Swamp Cove, applied for to be reclaimed by G. S. Yarnton, under the 9th section of the Crown Lands Alienation Act of 1861:—

County of Cumberland, parish of Petersham, at Rozelle Bay, Blackwattle Swamp Cove, containing about 32 perches. That portion of Rozelle Bay, Blackwattle Swamp Cove, below high water mark, which is bounded on the south-east by 30 feet of the north-easterly continuation of the south-eastern boundary of G. S. Yarnton's property; on the north by a line westerly; on the west by a line parallel with and distant about 115 feet from the south-eastern boundary aforesaid, south-westerly, about 85 feet to the western corner of G. S. Yarnton's property aforesaid; and on the south by high water line, easterly, to the point of commencement.

MESSRS. MANSFIELD AND OAKES.

No. 202.

APPLICATION BY MESSRS. MANSFIELD AND OAKES.

Sydney, 27 April, 1863.

SIR,

We do ourselves the honor to apply, under the Crown Lands Alienation Act of 1861, to purchase and to reclaim with a view to purchase, certain portions of land in front of our property in Darling Harbour, at the foot of Erskine-street, known as Soldier's Point, granted by the Crown on the 30th November, 1847, in the name of George Allen, and by him held in trust for us and our co-proprietors.

Appendix P.

A plan of the property, as required by law, is transmitted herewith. The portion of land already reclaimed and filled in, by permission from the Government, prior to the passing of the Act, is shewn in the plan colored pink.

The portion reclaimed by piling and planking, prior to the passing of the Act, and by like permission, is shewn on the plan by delineation. The portions which we now apply for permission to reclaim with a view to purchase, are respectively marked in the plan A and B; A extending westwardly 150 feet, in accordance with the permission granted by Government to William Northwood in 1850, notified at page 796 of the *Gazette* of that year; B extending to the line marked, by the Engineer for Harbours, as the proposed limit of extension.

We have, &c.,
(For our co-proprietors and selves),
R. MANSFIELD.
GEORGE OAKES.

No. 203.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer for joint report of Engineer for Harbours and Acting Surveyor General.—B.C., 18 May.

No. 204.

JOINT REPORT.

We think that permission to purchase the land already reclaimed from Darling Harbour by these applicants, and shewn by a pink tint on the accompanying plan, may be granted; but we are of opinion that no further permission to reclaim with a view to purchase should be granted.

E. O. MORIARTY.
W. B. DAVIDSON.
6th August, 1863.

The Under Secretary for Lands.

No. 205.

SUBMISSION TO THE SECRETARY FOR LANDS.

Submitted.—14.

No. 206.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—JOHN R.

No. 207.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Forwarded to the Acting Surveyor General, in order that description of the land shewn by the pink tint on the accompanying plan may be prepared, in order that the proposed alienation thereof may be published in *Government Gazette*.—M.F.

B.C., 5 October, 1863.—Urgent.

No. 208.

B.C. FROM THE ACTING SURVEYOR GENERAL.

Returned.—6 Oct., 1863.

The description required is now forwarded enclosed.—W.R.D.—1 March, /64.

No. 209.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 24 March, 1864.

NOTICE is hereby given, that application has been made, under the "Crown Lands Alienation Act of 1861," on behalf of the proprietors of certain land in Darling Harbour, at the termination of Erskine-street, known as Soldier's Point, for permission to purchase the land reclaimed below high water mark in front of the said property, as particularized in the annexed description; and all persons are invited to state, within one month from this date, their objections (if any) to the proposed alienation.

J. BOWIE WILSON.

County of Cumberland, parish of St. Phillip, city of Sydney, Darling Harbour. The reclaimed land at the Phoenix and Victoria Wharves, which commences at the intersection of the northern building line of Erskine-street with the original high water line of the waters of Darling Harbour, and extending therefrom, in northerly and easterly directions, to the extension of the western boundary line of allotment 2 of section 56, originally granted to the Reverend J. J. Therry and J. O'Sullivan; embracing the land between the present and original high water lines.

No. 210.

THE UNDER SECRETARY FOR LANDS to THE REV. R. MANSFIELD AND G. OAKES, Esq.

Department of Lands,
Sydney, 23 March, 1864.

GENTLEMEN,

With reference to your letter of the 27th April last, applying, on behalf of yourselves and co-proprietors, for permission to reclaim and purchase certain lands below high water mark, in front of your property in Darling Harbour, known as Soldier's Point, in accordance with a plan which accompanied your application,—I am directed by the Secretary for Lands to inform you, that there will be no objection, on the part of the Government, to the sale of the land already reclaimed, as shewn by a pink tint on the plan above referred to; but further reclamation cannot be authorized.

2. The usual notice will be published in the *Government Gazette*, as provided by the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors, the Acting Surveyor General will be instructed to proceed with the appraisal of the land.

I have, &c.,
M. FITZPATRICK.

No. 211.

No. 211.

MESSRS. NORTON & BARKER to THE UNDER SECRETARY FOR LANDS.

Sydney, 21 April, 1864.

SIR,

The attention of the proprietors of allotment No. 2 of section No. 56 of the land at Darling Harbour having been called to a notice in the *Government Gazette*, dated the 24th March last, inviting all persons to state their objections to the alienation of the land reclaimed below high water mark, in front of the Phoenix and Victoria Wharves, they have instructed us to request that the Government will not permit the present applicants to interfere, in any way, with the frontage of their land to the waters of Darling Harbour.

We have, &c.,

NORTON & BARKER.

No. 212.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer for report of Engineer for Harbours and Rivers and Acting Surveyor General.—26 April.—B.C.—M. FITZPATRICK.

MR. JOHN HARRIS.

No. 213.

APPLICATION OF MR. JOHN HARRIS TO RECLAIM.

8 September, 1863.

Application by Mr. John Harris (*per* Mr. H. B. Bradley) to fill in and reclaim the land below high water mark adjoining his own land, to an extent equal to the width of the then intended Abattoir Road—that is to say, 33 feet.

Mcm.—The above application cannot be found.

No. 214.

MR. E. FORDE to THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Office of the Engineer-in-Chief for
Harbours and Rivers,

Sydney, 21 September, 1864.

SIR,

I have this day set out the level to which the reclamation in Darling Harbour is to be raised.

While doing this, I observed a workman fencing in a portion (2 acres or thereabouts) of the upper part of the space to be reclaimed. On asking him for whom he was erecting the fence, he said he was doing it for Mr. Harris, the proprietor (I believe) of the Ultimo Estate.

I have, &c.,

EDWARD FORDE.

No. 215.

B.C. FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

It would appear that portion of the space about to be reclaimed at the head of Darling Harbour by the Government, and for which a contract has been taken, is being fenced in by some persons claiming to act for the Harrises. I would beg to suggest that the surveyor should be asked to report whether this space is within the boundaries of the original grant.

E.O.M.—26/9/64. B.C.

No. 216.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.

Submitted.—27/9/64.—J.R.

Lands.—27/9/64.—A.T.H.

No. 217.

No. 217.

B.C. FROM THE SECRETARY FOR PUBLIC WORKS.

Under Secretary for Lands.—B.C.—27/9/64.—J.R.

No. 218.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Surveyor General.—29 September.—M.F.

No. 219.

MR. SURVEYOR DEBENHAM to THE SURVEYOR GENERAL.

7 October, 1864.

SIR,

In compliance with your verbal instructions of the 5th instant, I have the honor to enclose herewith a plan of survey of encroachments at Darling Harbour, consisting of new fencing, erected by Harris, of the Ultimo Estate, beyond what appears to be the line of high water mark. The portion partly enclosed, and containing nearly 4 acres, is evidently covered at high tides; whether it is covered at mean tides it would be necessary to take a series of levels to ascertain, this being the time of neap tides. The contractors filling in the head of Darling Harbour have closed up the channel which conveyed the water into this enclosed portion at neap tides.

I have, &c.,
JOHN DEBENHAM, C.E.,
Surveyor.

No. 220.

MESSRS. P. N. RUSSELL, AND OTHERS to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 18 October, 1864.

SIR,

We, the undersigned proprietors and tenants resident around Darling Harbour, take the liberty of calling your attention to the present precarious state of the said harbour, chiefly caused by the daily deposits of sand and other rubbish from the Railway Station; and respectfully beg that you will be pleased to cause immediate measures to be resorted to, to prevent the disastrous consequences now threatening in the event of a heavy fall of rain.

We would suggest that the stone dyke or retaining wall marked upon the plan for improving the Harbour be at once proceeded with, in order to prevent the filling up of the present navigable parts, which, unless attended to, will seriously obstruct us in our business.

P. N. RUSSELL & Co.,
JOHN RUSSELL,
JAMES MURPHY,
And others.

No. 221.

THE UNDER SECRETARY FOR PUBLIC WORKS to MESSRS. P. N. RUSSELL AND OTHERS.

Department of Public Works,
Sydney, 7 November, 1864.

GENTLEMEN,

In reference to your letter of the 18th ultimo, I am directed to inform you that tenders have been invited—to be opened on the 15th instant—for the construction of a stone dyke in front of the land now being reclaimed at the head of Darling Harbour.

I have, &c.,
JOHN RAE.

No. 222.

MR. JAMES MURPHY to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 18 October, 1864.

SIR,

A deputation respecting the filling up of Darling Harbour wishes to have an interview with you when you can make it convenient, and I shall be obliged if you will inform me what time would suit you.

I have, &c.,
JAMES MURPHY.

No. 223.

No. 223.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. JAMES MURPHY.

Department of Public Works,
Sydney, 19 October, 1864.

SIR,

In acknowledging the receipt of your letter of the 18th instant, I am directed to inform you that Monday next, the 24th instant, at 11 o'clock, a.m., will be a convenient time for the Secretary for Public Works to receive the deputation relative to the filling up of the head of Darling Harbour.

I have, &c.,
JOHN RAE.

No. 224.

LETTER FROM MR. H. B. BRADLEY.

Margaret-street, Sydney,
28 September, 1864.

SIR,

I am instructed by the proprietors of the Ultimo Estate to address you upon the subject of a new public measure promising to affect their interests, and having some relation to the matters of their claim for compensation under the railway operations, now for a long time under the consideration of a Select Committee of the Legislative Assembly.

The new measure to which I refer is, the filling up of the head of Darling Harbour, and thus completing the destruction of a large portion of water frontage, which, by the continued neglect of municipal and other authorities, and by the careless mode of embankment (without a retaining wall) used in the railway extension towards the Pyrmont Bridge, has been, year by year, for many years past, progressing, to the injury of my clients.

Without anticipating the recommendation which the Committee of the Honorable House may offer, it becomes most important to my clients at the present time to consider the additional injury which they may be called upon to meet, if the advantages which might possibly result to them (in compensation of the loss of water frontage) from the extension of direct communication from Sydney to their property, should be counter-balanced by the retention of a useless and unused nominal line of railway extending upwards of a mile and a half through their estate, and forming, practically, a barrier to all improvement either by way of the waters of the harbour, or by means of the future streets which may be laid out across the space now determined to be filled in.

I would very respectfully call your attention to the fact that the proprietors of the Ultimo Estate have, in a greater degree than perhaps any other persons in the Colony, been made sufferers by public experimental engineering; that possessing originally a property forming almost a peninsula, with facilities for the erection of wharves on both Darling Harbour and Blackwattle Bay, they have been deprived by the railway line of one, and by the Pyrmont Bridge nuisance of great part of the other, without compensation, and, as it seems, without any consequent relative advantage to the public, or to the Pyrmont Bridge Company, from either scheme. Those upon whom has hitherto devolved the task of conservation of the harbour seem rather to have studied the acquisition of a little land than the preservation of the best and most defensible harbour for commerce; and if the proposed filling up be carried out upon the same plan as was adopted eighteen months since in forming the railway extension embankment, consequences must follow similar to those which arose in that case. I am sensible that this communication has already extended to an unreasonable length, and I will therefore respectfully refer to the statements of Messrs. George Harris, the late Charles Edmund Langley, Thomas T. Smith, Thomas Street, and Thomas S. Harwood, printed at pages 6, 13, 14, 19, 20, and 21 of the Appendix to the Select Committee's Progress Report, of 19th April last, on the subject of the silting out and spreading of soil shot loose into the tidal waters, the repetition of which some precautions at the present time might tend to obviate.

Should the views of the Government lead to the abandonment of the railway line to Pyrmont,—the prospect of the ultimate restoration of the land thereby occupied, and of the payment of such compensation as may be deemed equitable, would induce my clients to view with less apprehension the completion of the new measure under proper precautions.

I have, &c.,
H. B. BRADLEY.

No. 225.

MINUTE BY THE SECRETARY FOR PUBLIC WORKS.

It appears, from the papers submitted to me, that a Select Committee of the Assembly was appointed, last Session, to "inquire into and report upon the Petition of Mr. J. Harris and others," &c., in reference to the claim for compensation and other matters

matters contained in Mr. Bradley's letter. The Committee made a Progress Report of the 19th April last, in which they recommend that the "inquiry be continued early in the next Session of Parliament." I therefore (pending the inquiry) consider that it would be unwise and discourteous to interfere with the labors and proceedings of the Committee until their final Report, and when made it shall have the immediate attention of the Government.

17/10/64.—A.T.H.

No. 226.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. H. B. BRADLEY.
Department of Public Works,
Sydney, 20 October, 1864.

SIR,

In reference to your letter of the 23th ultimo, on the subject of the damage sustained by proprietors of Ultimo Estate, through the extension of the railway line to Pyrmont, &c., I am directed by the Secretary for Public Works to inform you that it appears, from the papers submitted to him, that a Select Committee of the Legislative Assembly was appointed, last Session, to "inquire into and report upon the Petition of Mr. J. Harris and others," in reference to the claim for compensation and other matters contained in your letter under reply. The Committee made a Progress Report on the 19th April last, in which they recommended that the inquiry be continued early in the present Session of Parliament.

2. Mr. Secretary Holroyd, therefore (pending the inquiry), considers that it would be unwise and discourteous to interfere with the labors and proceedings of the Committee until their final Report, which, when made, shall have the immediate attention of the Government.

I have, &c.,
JOHN RAE.

No. 227.

MR. H. B. BRADLEY to THE SECRETARY FOR PUBLIC WORKS.
Margaret-street, Sydney,
22 October, 1864.

SIR,

Acknowledging the receipt of your letter of the 20th instant, I have the honor to express my regret that I should have failed, in my letter of the 23th ultimo, to convey the true nature of the alarm of my clients, proprietors of the Ultimo Estate.

A reperusal of my letter suggests that those gentlemen and ladies view with alarm the probable effect upon their interests of a new public measure, undertaken subsequently to the accruing of the grievances complained of in their Petition now before the Select Committee of the Honorable the Legislative Assembly; and that they invite the consideration of the Government to the fact that a repetition of unguarded filling out of soil into the tidal waters of Darling Harbour will produce a recurrence of the evils as to which evidence has been already given, and is accessible by perusal of the Appendix to the Committee's Progress Report, at the pages cited by me.

It is true that, by way of inducement to the consideration invoked, I fell into the apparent error of enlarging upon the terrible injuries already sustained by my clients by experimental engineering; but I did so under the impression that I had previously guarded myself from misunderstanding, by a disclaimer of anticipation of the recommendation of the Select Committee.

I have, &c.,
H. B. BRADLEY.

No. 228.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.
Submitted.—25/10/64.—J.R.

No. 229.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. H. B. BRADLEY.
Department of Public Works,
Sydney, 25 October, 1864.

SIR,

I am directed to acknowledge the receipt of your letter of the 22nd instant, on the subject noted hereunder, and to inform you that it will receive due attention.

I have, &c.,
GERALD HALLIGAN.
(For the Under Secretary.)

Subject:—Damage likely to arise to Ultimo Estate through the injudicious mode of filling up the head of Darling Harbour.

No. 230.

No. 230.

MR. JAMES MURPHY to THE SECRETARY FOR PUBLIC WORKS.

Wharf, Liverpool-street,
24 October, 1864.

DEAR SIR,

I posted a letter about a week ago, addressed to you, asking you to name a time you would receive a deputation appointed for that purpose, respecting the filling in of Darling Harbour. Will you be good enough to signify your intention?

The gentlemen appointed are, Messrs. Russell, Barker, Allen, Dalgleish, and Murphy.

Your obedient servant,
JAMES MURPHY.

No. 231.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. JAMES MURPHY.

Department of Public Works,
Sydney, 25 October, 1864.

SIR,

In acknowledging the receipt of your letter of yesterday's date, I am directed to inform you that, in reply to your communication of the 18th instant, requesting an interview with the Minister for a deputation, respecting the filling up of Darling Harbour, the enclosed copy of a letter was sent to you; but as you gave no address, it was considered that to leave it at the Municipal Chambers, Wynyard Square, would afford you the readiest means of obtaining it.

I have, &c.,
JOHN RAE.

P.S.—The Minister for Works has now appointed Thursday next, the 27th instant, at 11 o'clock a.m., to receive the deputation.

No. 232.

B.C. FROM THE SECRETARY FOR PUBLIC WORKS.

Deputation called, and were informed that the dyke would be proceeded with as soon as specification was ready, and Mr. Moriarty was directed to prepare it at once.—J.R. Mr. Moriarty.—B.C., 27/10/64.

No. 233.

B.C. FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Notice for tenders herewith.—E.O.M.—1/11/64.

No. 234.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—1 Nov.

Tenders to be opened on the 15th instant.—W.B.

No. 235.

MINUTE BY THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Department of Public Works,
Harbours and Rivers Branch,
Sydney, 9 Nov., 1864.*Minute Paper.*

With regard to the operations for the reclamation of the head of Darling Harbour, which are now in progress, I would beg to suggest that the opinion of the Crown Law Officers be taken as to whether it is necessary that any proclamation should be made of the intention of the Government in this matter.

The 8th clause of the Navigable Waters Protection Act, 25 Vict., No. 17, empowers His Excellency the Governor, with the advice of the Executive Council, to authorize such works; but I am not clear as to whether such authorization requires to be proclaimed in the *Government Gazette* in the ordinary manner, and whether the omission

to

to do so can in any manner affect the rights of the Crown to the land reclaimed, as against the proprietors of the adjoining lands, whose allotments may have been described in the original grants (as in the *Harrises' case*) as being bounded by the waters of Darling Harbour.

I understand the *Harrises* have quite recently fenced in a considerable portion of the head of the bay.—E.O.M.

No. 236.

B.C. FROM THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor to advise.—B.C., 9/11/64.—J.R.

No. 237.

THE CROWN SOLICITOR to THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
Sydney, 6 January, 1865.

SIR,

I have the honor to return to you herewith the papers forwarded to me from your department, relating to the matter of the reclamation of land in Darling Harbour, and to state that I have laid them before Mr. Solicitor General Faucett, who has been pleased to write an opinion in the matter, a copy of which I send you herewith.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Copy Opinion.

1. I am of opinion that the reclamation of land beyond or below high water mark may, under the 8th section of 25 Victoria, No. 17, be authorized by the Governor with advice of the Executive Council, without proclamation. At the same time, I think that such an authority, when given, ought to be announced in the *Government Gazette*, although such a course is not strictly required by law.

2. I am of opinion that the right of the proprietors of the adjoining land to claim compensation will not be affected one way or the other, by the omission to have such proclamation made.

3. If the fences put up—say by Mr. Harris, have been put up below high water mark, I am of opinion that they may be removed for the purpose of making the authorized reclamation. If the fences are put up above high water mark, and therefore, as it would seem, on the proprietor's land, I am of opinion that they ought not to be removed, unless it should be necessary, as in the next paragraph.

4. Under the section referred to, whether fences have been put up or not, I am of opinion that the authorized reclamation can extend only from high water mark downwards; but as the Act must be considered reasonably, I am of opinion that if it be unavoidably necessary for the purpose of effecting such reclamation that any work should be done upon the land above high water mark, such work may be done, although in doing so it may be necessary to remove fences. Great care, however, should be taken, to do as little injury as possible to the land above; and if fences should be removed, I think they ought to be replaced when the work is done, unless the proprietor should otherwise desire.

P. FAUCETT.

No. 238.

B.C. FROM THE UNDER SECRETARY FOR PUBLIC WORKS.

Mr. Moriarty.—B.C.; 7/1/65.—J.R.

No. 239.

MR. E. FORDE to THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

Department of Public Works,
Harbour and River Branch,
Sydney, 28 January, 1865.

SIR,

I proceeded, on the 25th instant, to Darling Harbour, to determine the high water line within the space lately fenced off by Mr. Harris, from the upper portion of the harbour. In consequence of the reclamation of the portion of the harbour now being carried out, this space has become a water reservoir and depository for drainage. Water lodges in it (as on the above date) to a height of $7\frac{1}{2}$ inches above the tide mark of ordinary spring tides, as determined by levelling up from what appeared to me to be an average

average mark of such tides. The level of this mark carried into the space fenced off by Mr. Harris gave, as the proper high water line within such space, the line marked in blue, and entitled "average high water line," laid down on the plan attached to this report; therefore, Mr. Harris appears to have fenced in beyond the proper high water limit. I am informed that, before the reclamation (at present being carried out in the harbour) commenced, that high spring tides used to go right up to the fence at the top of the harbour, leaving a very small portion of the space near the Railway Bridge dry. If (as Mr. Bradley, on behalf of the Messrs. Harris, intimates) the filling up of the upper portion of the harbour has been going on for many years past, it appears highly probable that the high water line was even much further back than now determined.

I have, &c.,
EDWARD FORDE.

No. 240.

B.C. FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

It would appear from Mr. Forde's report, that the fence lately erected by the Messrs. Harris is below ordinary high water mark. I would request to be informed whether, all things considered, it is the wish of the Honorable Secretary for Public Works to take possession of the land wrongfully enclosed; and if so, whether I shall resort to force, if necessary, to have the fence removed.

B.C., Under Sec.

E.O.M.—17/2/65.

No. 241.

SUBMISSION TO THE SECRETARY FOR PUBLIC WORKS.

Submitted.—18/2/65.—J.R.

No. 242.

B.C. FROM THE UNDER SECRETARY FOR PUBLIC WORKS.

Will the Surveyor kindly say whether the land recently fenced by the Harrises in Darling Harbour is, properly speaking, included in the original grant?

Under Secretary for Lands.—B.C., 8/3/65.—J.R.

No. 243.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Surveyor General.—M.F.—9 March.

No. 244.

B.C. FROM THE SURVEYOR GENERAL.

I have had the original surveys, made by Mr. Evans in 1806, of the three grants to Dr. Harris, carefully plotted from his field book.

It appears Mr. Harris has not encroached; and the land fenced in by him is included in the original grant of the portion fronting Darling Harbour.

W.R.D.—B.C., 15 March, 1865.

No. 245.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Under Secretary for Works.—M.F.—B.C., 25 March.

No. 246.

B.C. FROM THE UNDER SECRETARY FOR PUBLIC WORKS.

Mr. Moriarty.—B.C., 28/3/65.—J.R.

No. 247.

B.C. FROM THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION.

I presume, under these circumstances, no further steps need be taken in this matter.

The Under Secretary for Works.

E.O.M.—30/3/65.

No. 248.

MINUTE OF THE UNDER SECRETARY FOR PUBLIC WORKS.

I should think not.—3/4/65.—J.R.

Seen.—W.M.A.—3/4/65.

MR. E. BECKMANN.

No. 249.

MR. E. BECKMANN to THE SECRETARY FOR LANDS.

Sydney, 314, George Street,
28 October, 1863.

SIR,

I beg you most respectfully to grant me permission to reclaim and purchase certain land below high water mark, in front of my property at Peacock's Point, Balmain, as shewn per annexed plan, extending 42 feet south, bounded by J. Gosling's property 30 feet north, bounded by J. Degotardi's property and frontage of 72 feet.

Appendix R.

I have, &c.,

E. BECKMANN.

No. 250.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer as usual for joint report of the Engineer-in-Chief for Harbours and the Acting Surveyor General. B.C., 30 Oct.—M.F.

No. 251.

JOINT REPORT.

We see no objection for permission to reclaim the portion shewn by the blue line in the tracing being granted.

E. O. MORIARTY,
W. R. DAVIDSON.
3 February, 1864.

No. 252.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—10 Feb.

No. 253.

THE UNDER SECRETARY FOR LANDS to MR. E. BECKMANN.

Department of Lands,
Sydney, 13 February, 1864.

SIR,

With reference to your letter of the 28th October last, applying for permission to reclaim and purchase certain land below high water mark, in front of your property at Peacock's Point, Balmain, as shewn on a plan accompanying your application, I am directed for the Secretary for Lands to inform you that there will be no objection, on the part of the Government, to a compliance with your request.

Plan.

2. The usual Notice will be published in the *Gazette*, as provided by the Crown Lands Alienation Act of 1861, and should no objection be made by adjoining proprietors to the reclamation proposed, instructions will be given to the Acting Surveyor General to proceed with the appraisalment of the land.

I have, &c.,

MICHAEL FITZPATRICK.

No. 254.

No. 254.

NOTICE IN THE GOVERNMENT GAZETTE. No. 31, Folio 407.

Department of Lands,
Sydney, 16 February, 1864.

NOTICE is hereby given that Mr. E. Beckmann has applied, under the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land in front of his property, and below high water mark, at Peacock's Point, Balmain, extending 30 feet on the north side, and 42 feet on the south side, with a frontage of 72 feet; and all persons are invited to state, within one month from this date, their objections (if any) to the reclamation proposed.

J. BOWIE WILSON.

Any objection, Mr. Blackman?
No.—W.B.

No. 255.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

The Acting Surveyor General, for appraisalment. B.C., 22 March, 1864.—M.F.

No. 256.

THE ACTING SURVEYOR GENERAL to MR. LICENSED SURVEYOR KNAPP.

Surveyor General's Office,
Sydney, 1 April, 1864.

SIR,

Mr. E. Beckmann having applied, under the 9th clause of the Alienation Act, to reclaim and purchase the land in front of his property at Peacock's Point, Balmain, I have to request that you will be good enough to make a survey of the land shewn by a blue line on the accompanying tracing.

I am, &c.,
W. R. DAVIDSON,
A.S.G.

No. 257.

MR. LICENSED SURVEYOR KNAPP to THE ACTING SURVEYOR GENERAL.

100, Elizabeth-street North,
13 April, 1864.

SIR,

In conformity with your letter of instructions (No. 64/274), dated 1st April, ultimo, I have made the necessary survey of the property of Mr. Edwin Beckmann, situate at Peacock's Point, Balmain, and herewith transmit a plan shewing the portion of land applied for to be reclaimed by him from below the high water mark of Darling Harbour.

I do myself the honor to return the tracing forwarded to me.

I have, &c.,
EDWARD J. H. KNAPP, JUN.,
Licensed Surveyor.

No. 258.

INSTRUCTIONS TO MR. GORMAN TO APPRAISE.

Mr. J. V. Gorman instructed to appraise 7 perches, on 5th January, 1865.

No. 259.

CONCURRENCE BY MR. BECKMANN IN MR. GORMAN'S APPOINTMENT.

23rd February, 1865. Concurrence, by E. Beckmann, in Mr. Gorman's appointment.

No. 260.

No. 260.

AWARD.

13 March, 1865. Award by Mr. Gorman, £7.

MR. JOHN DEGOTARDI.

No. 261.

MR. JOHN DEGOTARDI to THE SECRETARY FOR LANDS.

Sydney Printing House,
Robin Hood lane, off George-street,
Next Hunter-street,
Sydney, 28 October, 1863.

SIR,

I beg you most respectfully to grant me permission to reclaim and purchase certain land below high water mark in front of my property at Peacock's Point, Balmain, as shewn per annexed plan, extending 30 feet on the south side; bounded by E. Beckmann's property 38 feet on the north side; bounded by Chape's property, with a frontage of 56 feet.

Appendix S.

I have, &c.,
JOHN DEGOTARDI.

No. 262.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer as usual for the joint report of the Engineer-in-Chief for Harbours and the Acting Surveyor General.—B.C., 30 Oct.—M.F.

No. 263.

JOINT REPORT.

We see no objection for permission to reclaim the portion shewn by the blue line on the tracing being granted.

E. O. MORIARTY.
W. R. DAVIDSON.
3 Feb., /64.

No. 264.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—10 Feb.'

No. 265.

THE UNDER SECRETARY FOR LANDS to MR. JOHN DEGOTARDI.

Department of Lands,
Sydney, 13 February, 1864.

SIR,

With reference to your letter of the 28 October last, applying for permission to reclaim and purchase certain land below high water mark in front of your property at Peacock's Point, Balmain, as shewn on a plan accompanying your application, I am directed by the Secretary for Lands to inform you, that there will be no objection on the part of the Government to a compliance with your request.

Plan.

2. The usual Notice will be published in the *Gazette* as provided by the Crown Lands Alienation Act of 1861; and, should no objection be made by adjoining proprietors to the reclamation proposed, instructions will be given to the Acting Surveyor General to proceed with the appraisalment of the land.

I have, &c.,
MICHAEL FITZPATRICK.

No. 266.

No. 266.

NOTICE IN THE GOVERNMENT GAZETTE. No. 31, Folio 407.

Department of Lands,
Sydney, 16 February, 1864.

NOTICE is hereby given that Mr. John Degotardi has applied, under the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land in front of his property, and below high water mark at Peacock's Point, Balmain, extending 38 feet on the north side and 30 feet on the south side, with a frontage of 56 feet; and all persons are invited to state, within one month from this date, their objections (if any) to the reclamation proposed.

J. BOWIE WILSON.

Any objections, Mr. Blackman?
No.—W.B.

No. 267.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

The Acting Surveyor General, for appraisalment.—B.C., 22 March, /64.—M.F.

No. 268.

THE ACTING SURVEYOR GENERAL to MR. LICENSED SURVEYOR KNAPP.

Surveyor General's Office,
Sydney, 1 April, 1864.

SIR,

Application having been made by Mr. John Degotardi to reclaim and purchase the land in front of his property at Peacock's Point, Balmain, I have to request that you will make a survey of the land shewn by a blue line on the enclosed tracing.

I am, &c.,
W. R. DAVIDSON,
A.S.G.

No. 269.

MR. LICENSED SURVEYOR KNAPP to THE ACTING SURVEYOR GENERAL.

100, Elizabeth-street North,
13 April, 1864.

SIR,

In conformity with your letter of instructions (No. 64/273) dated 1st April ultimo, I have made the necessary survey of the property of Mr. John Degotardi, situate at Peacock's Point, Balmain, and herewith transmit a plan, shewing the portion of land applied for by him, to reclaim from below the high water mark of Darling Harbour.

I do myself the honor to retain the tracing forwarded to me.

I have, &c.,
EDWARD J. KNAPP, JUN.,
Licensed Surveyor.

No. 270.

MR. J. DEGOTARDI to THE SECRETARY FOR LANDS.

Sydney Printing House,
Robin Hood-lane, off George-street,
Next Hunter-street,
Sydney, 30 April, 1864.

SIR,

With reference to the grant for reclaimed land before my property at Peacock's Point, Balmain, I beg most respectfully to inform you that I have seen the Government surveyor's drawing of said grant, and found that I, as well as the surveyor, made a mistake in measuring from a rubble wall instead of from the stated boundary of my title-deed, as marked on my plan which accompanied my application. This would leave a space of about 10 feet between my old title and the present Government grant, which might lead to litigation in future time. At the same time, it would go further into deep water as I require. But if the present surveyor's drawing would be now 10 feet reduced, it would shorten my reclaimed land too much; for which purpose, I beg to substitute for the former drawing the following accompanied measurement, as the final correct one, for the reclaimed land, to commence from my old title as marked.

I have, &c.,
JOHN DEGOTARDI.

No. 271.

No. 271.

INSTRUCTIONS TO MR. GORMAN TO APPRAISE.

Mr. J. V. Gorman instructed to appraise 6½ perches, on 5 January, 1865.

No. 272.

CONCURRENCE BY MR. JOHN DEGOTARDI IN MR. GORMAN'S APPOINTMENT.

6 January, 1865.—Concurrence by John Degotardi in Mr. Gorman's appointment.

No. 273.

AWARD.

13 March, 1865.—Award by Mr. Gorman for £6 15s.

MR. ALEXANDER M'ARTHUR.

No. 274.

MESSRS. ALLEN, BOWDEN & ALLEN, to THE SECRETARY FOR LANDS.

124, Elizabeth-street,
Sydney, 27 July, 1863.

SIR,

We have the honor, on behalf of Alexander M'Arthur, Esq., late a Member of the Legislative Council, but who is at present absent from the Colony, to apply, under the 9th section of the Crown Lands Alienation Act of 1861, for permission to fill in and reclaim the parcel of land coloured pink upon the plan accompanying this application. The portion of land coloured green on the said plan shews Strathmore, Mr. M'Arthur's Mansion House; and the portion of land sought to be reclaimed will extend as far as is sufficient to approach to one foot depth at low water.

We have, &c.,
ALLEN, BOWDEN & ALLEN.

Appendix T

No. 275.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer as usual for joint report of the Engineer-in-Chief for Harbours and the Surveyor General.

M.F.—B.C., 28 July.

No. 276.

JOINT REPORT.

We do not think this application should be granted. We are of opinion that Mr. M'Arthur should be allowed to fill in, reclaim, and purchase the space indicated by a purple tint on the accompanying plan, such space being the rateable extension approximately which we think might be allowed for this and the adjoining allotments.

7 March, 1864.

E. O. MORIARTY.
W. R. DAVIDSON.

No. 277.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—6 March.

No. 278.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

A general description of the reclamation authorized will be required for notification in *Gazette*.

The Acting Surveyor General.—B.C., 27 April, 1864.—M.F.

No. 279.

No. 279.

DESCRIPTION OF LAND.

Description of a portion of land below high water mark of Blackwattle Swamp Cove, applied for to be reclaimed and purchased by A. M'Arthur, under the 9th section of the Crown Lands Alienation Act of 1861.

County of Cumberland, parish of Petersham, at Blackwattle Swamp Cove, containing about 3 roods 10 perches. That portion of Blackwattle Swamp Cove below high water mark, lying between the north-easterly prolongations of the south-eastern and north-western boundaries of A. M'Arthur's property known as "Strathmore," and extending for a distance of about 2 chains and 12 links from high water line.

W.B.R.—27 May, /64.

MR. A. H. C. MACAFEE.

No. 280.

MESSRS. ALLEN, BOWDEN & ALLEN, to THE SECRETARY FOR LANDS.

124, Elizabeth-street, Sydney,
27 July, 1863.

SIR,

We have the honor, on behalf of Arthur Hill Coates Macafee, Esq., to apply, under the 9th section of the Crown Lands Alienation Act of 1861, for permission to fill in and reclaim the parcel of land at the Glebe coloured pink on the accompanying plan. The portion of land tinted a pale bluish green in the said plan shows Abor Cottage and grounds, Mr. Macafee's property; and the reclamation is only to such an extent as is necessary to give one foot depth at low water. Mr. Macafee has been informed that Mr. G. S. Yarnton, solicitor, who owns a small triangular piece of ground near his, has applied to purchase and reclaim in such a manner as would deprive Mr. Macafee of his water frontage. Mr. Macafee has, therefore, desired us to point out to you the injustice which would be done to him by allowing Mr. Yarnton's application, and to request your attention to the proviso in the 9th section, which is to the effect that no reclamation shall be authorized which shall be calculated, in any way, to interrupt or interfere with the interests of adjoining proprietors.

Appendix U.

We have, &c.,
ALLEN, BOWDEN & ALLEN.

No. 281.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer, as usual, for the joint report of the Engineer-in-Chief for Harbours and the Acting Surveyor General.

B.C., 28 July.

M.F.

No. 282.

JOINT REPORT.

We do not think this application should be granted; but we are of opinion that Mr. Macafee should be allowed to fill in, and reclaim, and purchase the space indicated by a purple tint on the accompanying plan; such space being the approximate rateable extension which we think might be allowed for this and the adjoining allotments.

E. O. MORIARTY.

W. R. DAVIDSON.

7 March, /64.

No. 283.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—6 March, /64.

No. 284.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

A general description of the reclamation authorized will be required for notification in *Gazette*.

The Acting Surveyor General.—B.C., 27 April, /64.

M.F.

No. 285.

No. 285.

DESCRIPTION OF THE LAND.

For notification in the *Government Gazette*.

Description of a portion of land below high water mark of Blackwattle Swamp Cove, applied for to be reclaimed and purchased by A. H. C. Macafee, under the 9th section of the Crown Lands Alienation Act of 1861:—

County of Cumberland, parish of Petersham, at Blackwattle Swamp Cove, containing about two roods thirty-seven perches. That portion of Blackwattle Swamp Cove below high water mark which lies between the north-easterly prolongation of the north-western boundary of A. H. C. Macafee's four acres thirty-six perches and the land applied for to be reclaimed by G. S. Yarnton, and extending from high water line to a distance of about one chain and fifty links at its western extremity, and about fifty links at its eastern extremity.

R.B.R.—27 May, /64.

MR. JAMES MILSON, SENIOR.

No. 286.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street North,
Sydney, 4 February, 1864.

SIR,

On behalf of Mr. James Milson, senior, of North Shore, I beg to apply for permission to reclaim and purchase from below the high water mark of Carcening Cove, North Shore, that portion of the cove forming the eastern boundary of his grant of 50 acres. This application is made under the 9th section of the Crown Lands Alienation Act of 1861. Herewith I transmit a tracing shewing accurately the land applied for.

I have, &c.,

EDWARD J. H. KNAPP, JUN.,
Licensed Surveyor.Appendix V,
1 and 2.

No. 287.

B.C. FOR THE JOINT REPORT OF ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER
NAVIGATION AND THE ACTING SURVEYOR GENERAL.

For the joint report of Engineer-in-Chief and Acting Surveyor General.

B.C., 5 Feb.—M.F.

No. 288.

JOINT REPORT.

We do not think applicant should be allowed to reclaim and purchase the full extent of land he has asked for; but we think he may be allowed to purchase and reclaim the land included within the green line he has drawn on his plan.

E.O.M.
W.R.D.

No. 289.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street,
Sydney, 4 April, 1864.

SIR,

I respectfully beg to draw your notice to my application of the 4th February last, made on behalf of Mr. James Milson, senior, for permission to purchase and reclaim a portion of Carcening Cove, North Shore, and request your earliest attention thereto.

I have, &c.,

EDWARD J. H. KNAPP, JUN.

No. 290.

B.C. FROM THE ACTING SURVEYOR GENERAL.

The above report is submitted for the approval of the Honorable the Secretary for Lands, with a description for the notice in the *Government Gazette*, required by the 9th section of the Act.—B.C., 11 January, 1865.—W.R.D.

No. 291.

No. 291.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—10 January, 1865.

No. 292.

THE UNDER SECRETARY FOR LANDS to MR. LICENSED SURVEYOR KNAPP.

Department of Lands,
Sydney, 31 January, 1865.

SIR,

Referring to your letter of the 4th February last, applying, on behalf of Mr. James Milson, senior, to reclaim and purchase certain land in front of that gentleman's property at Careening Cove, North Shore, as shewn in a plan accompanying your application,—I am directed by the Secretary for Lands to inform you that there will be objection, on the part of the Government, to the reclamation of the land as indicated within the green line on the enclosed plan, but further reclamation cannot be authorized.

2. The customary notice will be published in the *Government Gazette*, as required by the 9th clause of the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the alienation proposed, the Surveyor General will be instructed to proceed with the appraisalment of the land.

I have, &c.,
M. FITZPATRICK.

No. 293.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 31 January, 1865.

NOTICE is hereby given that Mr. James Milson, senior, has applied, under the 9th clause of the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land in front of his property, and below high water mark in Careening Cove, North Shore, as particularized in the annexed description; and all persons interested are invited to state, within one month from this date, their objection (if any) to the reclamation proposed.

J. BOWIE WILSON.

County of Cumberland, parish of Willoughby, at Careening Cove, North Shore, containing about 1 acre 38 perches; commencing on high water line of the southern shore of Careening Cove, at a point where the northern side of a road 50 links wide, forming the southern boundary of James Milson's 50 acres, meets that water line; and bounded thence on the south-east by a line bearing north 45 degrees east, 60 links; on the north-east by lines bearing north 45 degrees west, 3 chains and 68 links north, 59 degrees 30 minutes west, 6 chains and 50 links; thence north 40 degrees west, 3 chains and 50 links to high water line aforesaid; on the west and on the south-west by that water line southerly and south-easterly to the point of commencement.

MR. THOMAS LOXTON.

No. 294.

MR. THOMAS LOXTON to THE SECRETARY FOR LANDS.

100, Elizabeth-street North,
Sydney, 4 January, 1864.

SIR,

I have the honor herewith to enclose a plan from a recent survey of allotment No. 7 of the whaling allotments, containing 3 acres 3 roods and 30 perches, situate at Neutral Bay, in the parish of Willoughby, county of Cumberland, promised to John M'Larn, and granted to Houston Mitchell and Robert How, under date 28th September, 1846; and respectfully request to be allowed permission to reclaim the portion shewn on the tracing, comprising 1 acre 1 rood and 24 perches, or thereabouts, as shewn on the Appendix W. tracing, under the 10th Regulation of the Alienation Act of 1861.

I have, &c.,
THOMAS LOXTON.

No. 295.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER
NAVIGATION AND THE ACTING SURVEYOR GENERAL.Refer as usual for the joint report of the Engineer of Harbours and the Acting
Surveyor General. M.F.

No. 296.

JOINT REPORT.

We see no objection for permission to reclaim the portion shewn in the tracing by the blue line 5 feet from high water mark being granted.

3 February, 1864.

E. O. MORIARTY.
W. R. DAVIDSON.

No. 297.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J. BOWIE WILSON.—10 February, 1864.

No. 298.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Will the Acting Surveyor General have the goodness to cause a general description of the reclamation herein applied for to be prepared, with a view to its insertion in the *Government Gazette*.—M.F.—B.C., 13 February, 1864.

The Acting Surveyor General.

No. 299.

B.C. FROM THE ACTING SURVEYOR GENERAL.

The required description is enclosed.—B.C., 15 March, 1864.
The Under Secretary for Lands.

No. 300.

THE UNDER SECRETARY FOR LANDS to MR. THOMAS LOXTON.

Department of Lands,
Sydney, 23 March, 1864.

SIR,

With reference to your letter of the 4th January last, applying for permission to reclaim and purchase certain land in front of your property at Neutral Bay, as shewn in a plan accompanying your application,—I am directed by the Secretary for Lands to inform you that there will be no objection, on the part of the Government, to your reclaiming the land out to 50 feet beyond high water mark, as shewn by a blue line on the plan above referred to, but further reclamation cannot be authorized.

2. The usual notice will be published in the *Government Gazette*, as provided by the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors, the Acting Surveyor General will be instructed to proceed with the appraisalment of the land.

I have, &c.,
M. FITZPATRICK.

No. 301.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 24 March, 1864.

It is notified for general information, that Mr. T. Loxton has applied, under the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land, extending 50 feet below high water mark, in front of his property in Neutral Bay, as particularized in the annexed description; and all persons are invited to state, within one month from this date, their objections (if any) to the reclamation proposed.

J. BOWIE WILSON.

County of Cumberland, parish of Willoughby, at Neutral Bay:—

That portion of land extending 50 feet into Neutral Bay from high water line, and lying between the north-easterly prolongations of the south-eastern and north-western boundary lines of H. Mitchell's and R. How's (now Thos. Loxton's) whaling allotment No. 7.

No. 302.

No. 302.

INSTRUCTIONS TO MR. GORMAN TO APPRAISE.

18 Aug., 1864.—Mr. Gorman instructed to appraise 2a. 33p.

No. 303.

CONCURRENCE BY MR. LOXTON IN MR. GORMAN'S APPOINTMENT.

22 Sept., 1864.—Concurrence by applicant in Mr. Gorman's appointment.

No. 304.

AWARD.

22 Oct., 1864.—Award, £16 19s.

No. 305.

SUBMISSION TO THE EXECUTIVE COUNCIL.

30 Nov., 1864.—Submitted for approval of Executive Council.

No. 306.

APPROVAL BY THE EXECUTIVE COUNCIL.

20 Dec., 1864.—Approved by Executive Council.

No. 307.

NOTICE IN THE GOVERNMENT GAZETTE.

27 Jan., 1865.—Notice in *Gazette* calling for payment.

MR. T. A. DIBBS.

No. 308.

MR. T. A. DIBBS to THE SECRETARY FOR LANDS.

Commercial Bank,
31 March, 1864.

SIR,

I have the honor to request that I may be allowed to reclaim and purchase the land in front of my allotments at the North Shore, in the parish of Willoughby, as shewn in the accompanying plan, under the 9th section of the Alienation Act.

2. The extension I require will, I submit, accord very well with that applied for by my neighbour, Mr. Smith, and the probable future continuation westward toward the public wharf.

I have, &c.,

T. A. DIBBS.

Appendix X.

No. 309.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer for the joint report of the Engineer for Harbours and the Acting Surveyor General.—M.F.—B.C., 15 April.

No. 310.

JOINT REPORT.

We see no objection to applicant being allowed to reclaim and purchase the land within the boundaries indicated by a green tint on the accompanying plan.

10 January, 1865.

E. O. MORIARTY.
W. R. DAVIDSON.

No. 311.

No. 311.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—18 Jan.

A description for insertion in the *Government Gazette* of the notice required by the 9th section of the Lands Alienation Act is enclosed.

No. 312.

THE UNDER SECRETARY FOR LANDS to MR. T. A. DIBBS.

Department of Lands,
Sydney, 31 January, 1865.

SIR,

Referring to your letter of the 31st March last, applying for permission to reclaim and purchase certain land in front of your property at the North Shore, as shewn in a plan accompanying your application, I am directed by Mr. Secretary Wilson to inform you that there will be no objection, on the part of the Government, to your reclaiming the land shewn by a green tint in the enclosed plan, but further reclamation cannot be authorized.

2. The customary notice will be published in the *Government Gazette*, as required by the 9th clause of the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the alienation proposed, the Surveyor General will be instructed to proceed with the appraisalment of the land.

I have, &c.,
M. FITZPATRICK.

No. 313.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 3 February, 1865.

NOTICE is hereby given that Mr. T. A. Dibbs has applied, under the 9th clause of the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land in front of his property, and below high water mark, at the North Shore, as particularized in the annexed description; and all persons interested are invited to state, within one month from this, their objection (if any) to the reclamation proposed.

J. BOWIE WILSON.

County of Cumberland, parish of Willoughby, at the North Shore, containing about 37 perches. That portion of land below high water line of the waters of Port Jackson which commences on that water line at a point distant 7 links westerly from the north-western corner of the bathing-house on Mr. Smith's property; and bounded thence on the east by a line bearing south 22 degrees west 30 links; on the south by a line bearing about west 12 degrees north 4 chains and 60 links; on the west by a line bearing north to high water line aforesaid; and on the north by that water line easterly to the point of commencement.

MRS. G. A. LLOYD'S TRUSTEES.

No. 314.

MR. LICENSED SURVEYOR ARMSTRONG to THE SURVEYOR GENERAL.

251, Macquarie-street,
Sydney, 16 September, 1864.

SIR,

On behalf of the Trustees of Mrs. George Alfred Lloyd, I have the honor to request they may be allowed to reclaim and purchase the two portions of land below high water mark, as shown in the accompanying plan, situate on the North Shore, in the parish of Willoughby and county of Cumberland, formerly part of Ryan's 120-acre grant, late the property of Mr. Robert Campbell, but divided and sold by him in various allotments.

I have, &c.,
JOHN ARMSTRONG,
L.S.

Appendix Y.

No. 315.

No. 315.

JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION
AND THE ACTING SURVEYOR GENERAL.

We see no objection to applicant being permitted to purchase the land already reclaimed, and indicated on the accompanying plan by a green tint.

11 Jan., 1865.

Approved.—J.B.W.—10 Jan.

E. O. MORIARTY.
W. R. DAVIDSON.

No. 316.

B.C. MINUTE FROM THE ACTING SURVEYOR GENERAL.

The Under Secretary for Lands.
P.S.—Description enclosed.

No. 317.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 31 January, 1865.

NOTICE is hereby given, that the Trustees of Mrs. G. A. Lloyd have applied, under the 9th clause of the Crown Lands Alienation Act of 1861, for permission to reclaim and purchase certain land below high water mark, in front of her property at Kiribilli Point, as particularized in the annexed descriptions; and all persons are invited to state, within one month from this date, their objections (if any) to the reclamation proposed.

J. BOWIE WILSON.

County of Cumberland, parish of Willoughby, at Kiribilli Point, North Shore, containing about 13 perches. That portion of land below high water line of the waters of Port Jackson, which commences on that high water line at a point bearing about west 41° north, and distant about 1 chain and 22 links from a point where the western boundary line of the 1 rood 16 perches appropriated for a battery meets that line; and bounded thence on the east by a line southerly to low water line; on the south by that water line westerly to a point bearing south $4^{\circ} 15'$ west from the south-western corner of the property of the trustees of Mrs. G. A. Lloyd; on the west by a line to that corner; and on the north by high water line aforesaid easterly, to the point of commencement.

County of Cumberland, parish of Willoughby, at Kiribilli Point, North Shore, containing about 35 perches. That portion of land below high water line of the waters of Port Jackson which commences at that water line on the north-eastern corner of the 1 rood 16 perches appropriated for a battery; and bounded thence on the south by a line bearing east $5^{\circ} 15'$ south about 8 links; on the east and south-east by lines bearing north $14^{\circ} 50'$ east 2 chains and 17 links; thence north $41^{\circ} 45'$ east about 2 chains and 95 links; on the north-east by a line bearing west $39^{\circ} 15'$ north to high water line aforesaid; on the north-west and west by that water line south-westerly and southerly to the point of commencement.

No. 318.

THE UNDER SECRETARY FOR LANDS to MR. J. ARMSTRONG.

Department of Lands,
Sydney, 31 January, 1865.

SIR,

Referring to your letter of the 16th September last, applying, on behalf of the trustees of Mrs. G. A. Lloyd, for permission to reclaim and purchase certain land at the North Shore in front of Mrs. Lloyd's property, as shown in a plan which accompanied your letter,—I am directed by the Secretary for Lands to inform you that there will be no objection, on the part of the Government, to the alienation of the land already reclaimed, as indicated by a green tint on the enclosed plan, but further reclamation cannot be authorized.

2. The customary notice will be published in the *Government Gazette*, as required by the 9th clause of the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the alienation proposed, the Surveyor General will be instructed to proceed with the appraisalment of the land.

I have, &c.,

MICHL. FITZPATRICK.

MR.

MR. JAMES MILSON.

No. 319.

MR. LICENSED SURVEYOR KNAPP to THE MINISTER FOR LANDS.

Land Survey Offices,
100, Elizabeth-street North,
Sydney, 8 November, 1864.

SIR,

On behalf of Mr. James Milson, I beg to apply for permission, under the section of the Crown Lands Alienation Act of 1861, to purchase and reclaim from below the high water mark of Hulk Bay, that portion of land shewn on the accompanying plan.

Appendix Z.

I have, &c.,
EDWARD J. H. KNAPP, JUN.,
Licensed Surveyor.

No. 320.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Refer for joint report of Engineer for Harbours and Surveyor General.—M.F.—
B.C., 9 November.

No. 321.

JOINT REPORT.

We see no objection to applicant being allowed to reclaim and purchase the land within the boundaries indicated by a green tint on the accompanying plan.

E. O. MORIARTY.
W. R. DAVIDSON.

11 Jany., /65.

The Under Secretary for Lands.

P.S.—A description for insertion of the Notice in the *Government Gazette* is enclosed.

No. 322.

THE UNDER SECRETARY FOR LANDS to MR. LICENSED SURVEYOR KNAPP.

Department of Lands,
Sydney, 31 January, 1865.

SIR,

Referring to your letter of the 8th November last, applying, on behalf of Mr. James Milson, for permission to reclaim and purchase certain land below high water mark in front of that gentleman's property in Hulk Bay, as shewn in the plan accompanying your application, I am directed by the Secretary for Lands to inform you, that there will be no objection on the part of the Government to your reclaiming the land shewn by a green tint in the plan, but further reclamation cannot be authorized.

2. The customary notice will be published in the *Government Gazette*, as required by the Crown Lands Alienation Act of 1861; and should no objection be made by adjoining proprietors to the alienation proposed, the Surveyor General will be instructed to proceed with the appraisement.

I have, &c.,
M. FITZPATRICK.

No. 323.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 31 January, 1865.

NOTICE is hereby given, that Mr. James Milson, senior, has applied, under the 9th clause of the "Crown Lands Alienation Act of 1861," for permission to reclaim and purchase certain land in front of his property, and below high water mark, in Hulk Bay, North Shore, as particularized in the annexed description; and all persons interested are invited to state, within one month from this date, their objection (if any) to the reclamation proposed.

J. BOWIE WILSON.

County of Cumberland, parish of Willoughby, at Hulk Bay, St. Leonards. That portion of land lying between high and low water lines of the waters of Hulk Bay, and extending from the eastern side of Walker-street, along the boundary of J. Milson's 50 acres, north-easterly and south-easterly to a point where the southern boundary line of J. Milson's 30 acres aforesaid meets high water line.

MR.

MR. A. B. SMITH.

No. 324.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street North,
Sydney, 14 January, 1864.

SIR,

On behalf of Mr. Andrew Blowers Smith, of the firm of Smith Brothers and Co., 14 Macquarie Place, Sydney, I beg to apply for permission, under the 10th clause of the Regulations of the Crown Lands Alienation Act of 1861, to reclaim from below the high water mark of Port Jackson, so much of land in front of his property, being a portion of a grant of 120 acres to Robert Ryan, dated 26th April, 1800, situate at North Shore, in the parish of Willoughby, in the county of Cumberland, as is shewn on the accompanying tracing.

Appendix A A.

I have, &c.,

EDWARD J. H. KNAPP, JUN.,
Licensed Surveyor.

No. 325.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER NAVIGATION AND THE ACTING SURVEYOR GENERAL.

Refer as usual for the joint report of the Engineer for Harbours and the Acting Surveyor General.—M.F.—B.C., 15 January.

No. 326.

JOINT REPORT.

We see no objection to Mr. Smith's application being granted.

E.O.M.

W.R.D.

15 August, 1864.

No. 327.

APPROVAL BY THE SECRETARY FOR LANDS.

Approved.—J.B.W.—25 August, /64.

No. 328.

MR. LICENSED SURVEYOR KNAPP to THE SECRETARY FOR LANDS.

100, Elizabeth-street,
18 March, 1864.

SIR,

I beg to draw your attention to my application (on behalf of Mr. Andrew Blowers Smith), dated 14th January last, for permission to reclaim land from Port Jackson, and respectfully request you will forward the same with as little delay as possible.

I have, &c.,

EDWARD J. H. KNAPP, JUN.,
Licensed Surveyor.

No. 329.

THE UNDER SECRETARY FOR LANDS to MR. LICENSED SURVEYOR KNAPP.

Department of Lands,
Sydney, 22 March, 1864.

SIR,

With reference to your letter of the 18th instant, on the subject of the application made by you, on behalf of Mr. A. B. Smith, for permission to reclaim land from Port Jackson, I am directed by the Secretary for Lands to inform you that the matter is under reference to the Acting Surveyor General, to whom your present communication has also been forwarded.

I have, &c.,

MICHAEL FITZPATRICK.

No. 330.

No. 330.

THE UNDER SECRETARY FOR LANDS to MR. LICENSED SURVEYOR KNAPP.

Department of Lands,
Sydney, 31 August, 1864.

SIR,

With reference to your letter of the 18th March last, relative to your application, on behalf of Mr. A. B. Smith, for permission to reclaim certain land in front of that gentleman's property, at North Shore, in accordance with a tracing which accompanied your application, I am directed by the Secretary for Lands to inform you, that there will be no objection on the part of the Government to a compliance with your request.

2. The usual notice will be published in the *Government Gazette*, as provided by the Crown Lands Alienation Act of 1861, and should no objection be made by adjoining proprietors, the work may then go on.

I have, &c.,

MICHAEL FITZPATRICK.

No. 331.

B.C. FROM THE UNDER SECRETARY FOR LANDS.

Will the Surveyor General have the goodness to cause a general description of the reclamation herein authorized to be prepared, for insertion in the *Gazette*?

The Surveyor General.—B.C.—31 August, /64.

No. 332.

DESCRIPTION FOR INSERTION IN THE GOVERNMENT GAZETTE.

The requisite description is now forwarded, for insertion in the *Government Gazette*.

Surveyor General's Office,
10 October, 1864.

W.R.D.

No. 333.

NOTICE IN THE GOVERNMENT GAZETTE.

Department of Lands,
Sydney, 28 October, 1864.

RECLAMATION OF LAND.

NOTICE is hereby given that Mr. Andrew Blowers Smith has applied, under the 9th section of the Crown Lands Alienation Act of 1861, for permission to reclaim certain land in front of his property at North Shore, as particularized in the annexed description; and all persons are invited to state, within one month from this date, their objections (if any) to the reclamation proposed.

J. BOWIE WILSON.

County of Cumberland, parish of Willoughby, at the North Shore. Commencing on high water line of the waters of Port Jackson, at the south-eastern corner of A. B. Smith's property (part of R. Ryan's 120-acre grant); and bounded on the south-east by the prolongation of the south-eastern boundary of that land, south-westerly about 30 links to low water line; on the south-west by a line north-westerly about 3 chains and 10 links to the southern corner of the Bath; by the south-western boundary of that Bath to its western corner; on the north-west by the north-western boundary of the Bath north-westerly to high water line aforesaid; and on the north-east by that water line south-easterly to the point of commencement.

Any objections?—10.

No.—12.

No. 334.

THE UNDER SECRETARY FOR LANDS to MR. LICENSED SURVEYOR KNAPP.

Department of Lands,
Sydney, 17 December, 1864.

SIR,

Alluding to my letter of the 31st August last, and to the notice in the *Government Gazette* of the 25th October last, respecting the proposed reclamation and purchase by Mr. A. B. Smith of certain land in front of his property at the North Shore, I am directed by Mr. Secretary Wilson to inform you that, as no objection has been made thereto, in accordance with the terms of the said notice, the Surveyor General has been instructed to proceed with the appraisement of the land.

I have, &c.,

MICHL. FITZPATRICK.

THE

THE MUNICIPAL COUNCIL OF SYDNEY.

No. 335.

THE TOWN CLERK to THE PRINCIPAL UNDER SECRETARY.

Town Clerk's Office,
Sydney, 10 May, 1864.

SIR,

I have the honor, by direction of the Right Worshipful the Mayor, to request that you will be pleased to submit, for the consideration of the Honorable the Colonial Secretary, this application made on behalf of the Municipal Council, for power to fill in and reclaim certain lands at the head of Darling Harbour, and for the issue of a free grant of the land, when so formed, to the Council, as an additional endowment to the citizens of Sydney.

His Worship would beg to refer Mr. Secretary Forster to the Bill introduced into Parliament by Mr. Parkes on the 19th February, 1861, for a description of the boundaries of the land which it is proposed should be reclaimed. Schedule No. 20.

I have, &c.,

CHAS. H. WOOLCOTT,
Town Clerk.

No. 336.

B.C. FROM THE COLONIAL SECRETARY.

Secretary for Lands.—May 12, 1864.—B.C.—W.F.

No. 337.

B.C. FOR THE JOINT REPORT OF THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVER
NAVIGATION AND THE ACTING SURVEYOR GENERAL.For joint report of Engineer for Harbours and Surveyor General. B.C.,
16 May.—M.F.

MR. W. PEVERLEY.

No. 338.

MR. W. PEVERLEY to THE SECRETARY FOR LANDS.

Lands Department, No. 64/51.
Surveyor General's Office, No. 64/164.
Department of Works, No. 64/3848.
Department of Harbours and Rivers, No. 64/1334.Darling-street, Balmain,
29 December, 1863.

SIR,

I beg leave to apply, under the Crown Lands Alienation Act of 1861, for leave to reclaim the portion of land below high water mark, fronting my property, described hereunder, and delineated in the plan herewith transmitted.

I have, &c.,

W. PEVERLEY.

Appendix B B.

Description of all that parcel of land situate at Balmain, in the parish of Petersham, in the county of Cumberland, and Colony of New South Wales, being portion in front of lot 12 of the subdivision of Capt. Weston's property, now belonging to Capt. Peverley, and applied for to be reclaimed, below high water mark in Port Jackson, under the Crown Lands Alienation Act of 1861, containing 38 perches, more or less; bounded on the north by a line commencing at the south-east corner of Pearson's stone wharf, and bearing north-easterly 10 feet, in prolongation of the said Captain Peverley's northern boundary; on the north-east by a line bearing southerly 205 feet; towards the south, by a line bearing westerly 80 feet to high water mark, and in a line with the aforesaid Captain Peverley's southern boundary; and towards the west and north by said high water mark to the commencing point.

Refer for joint report of Engineer-in-Chief for Harbours and Acting Surveyor General. B.C., 4 January.—M.F.

No. 339.

JOINT REPORT.

On visiting the land herein referred to, we found that it had already been reclaimed to the full extent asked for, without obtaining any sanction or authority whatever from the Government; and as we certainly should not have felt justified in reporting in favour of Mr. Peverley's application, we would beg to recommend that he be prosecuted under the Navigable Waters Protection Act, for having improperly and unlawfully reclaimed land from the waters of the Harbour without proper authority.

E. O. MORIARTY.

W. R. DAVIDSON.

9 December, 1864.

Approved.—J.B.W.—22 December.
 Under Secretary for Works.—B.C., 23 December.—M.F.
 Mr. Moriarty.—B.C., 24 December, 1864.—For the Under Secretary.—T.A.
 I presume the Crown Solicitor will take the requisite action. E.O.M.—30 Dec.,
 1864.—B.C. returned.
 Submitted.—16 January, 1865.—J.R.
 Approved.—J.B.W.—16th January.
 Crown Solicitor.—B.C., 16 January, 1865.—J.R.
 The Attorney General thinks that, in this case, a writ of intrusion will be the
 better mode of proceeding.—J.W.

No. 340.

THE CROWN SOLICITOR to THE UNDER SECRETARY FOR PUBLIC WORKS.

Crown Solicitor's Office,
 Sydney, 28 February, 1865.

SIR,

I have the honor to return to you herewith the papers received by me from your department, with instructions to prosecute Mr. Peverley for a breach of the Navigable Waters Protection Act, and to state that I have conferred with Mr. Attorney General Darvall, who thinks that, in this case, a writ of intrusion will be the better mode of proceeding.

If I am to proceed in the way suggested, I must be furnished with an accurate description of the land unlawfully held or occupied by Mr. Peverley; such description giving the metes and bounds of the land in question. Mr. Peverley, in his letter of 29th December, 1863, gives a description of certain land which he asked for leave to reclaim, but this may or may not accurately describe the land unlawfully occupied by him.

I have, &c.,
 JOHN WILLIAMS.

Surveyor General.—B.C., 2 March.—M.F.

Forwarded to the Engineer-in-Chief for Harbours and Rivers, by whose department the survey should be made.

W.R.D.

B.C., 9 March, 1865.

Mr. Forde to make survey.—E.O.M.—16/3/65.

Survey has not yet been made, in consequence of pressure of other work.
E.F.—8/3/65.

MR. JOHN F. HILLY.

No. 341.

PARTICULARS OF APPLICATION.

Reg. No.	Name of Applicant.	Date.	Situation of Land.
62/463.	John F. Hilly	3 Jan., /62.	For permission to fill out in front of his land in Woolloomooloo Bay, from high water to extent defined by A and B on plan attached.

MR. JAMES EDROP.

No. 342.

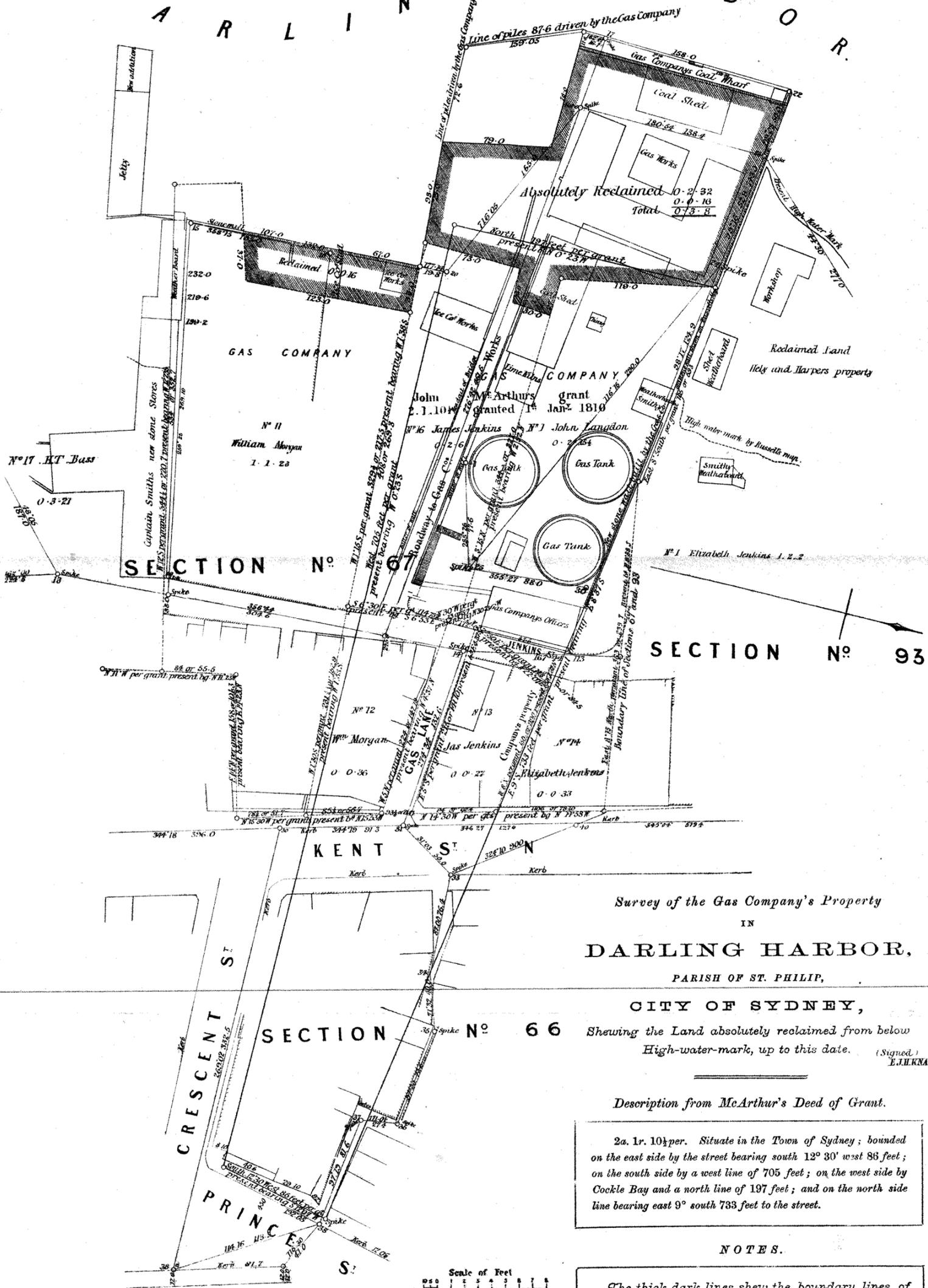
PARTICULARS OF APPLICATION.

Reg. No.	Name of Applicant.	Date.	Situation of Land.
62/1922.	Jas. Edrop	8 Feb., /62.	To reclaim 50 feet in front of the jetty connected with his grant on Darling Harbour.

The papers in these two cases cannot, at present, be found.

[Thirty-two plans.]

DARLING HARBOR



Survey of the Gas Company's Property
IN
DARLING HARBOR,
PARISH OF ST. PHILIP,
CITY OF SYDNEY,

Shewing the Land absolutely reclaimed from below
High-water-mark, up to this date.

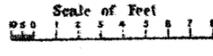
(Signed)
E. J. KNAPP J.
L. S.

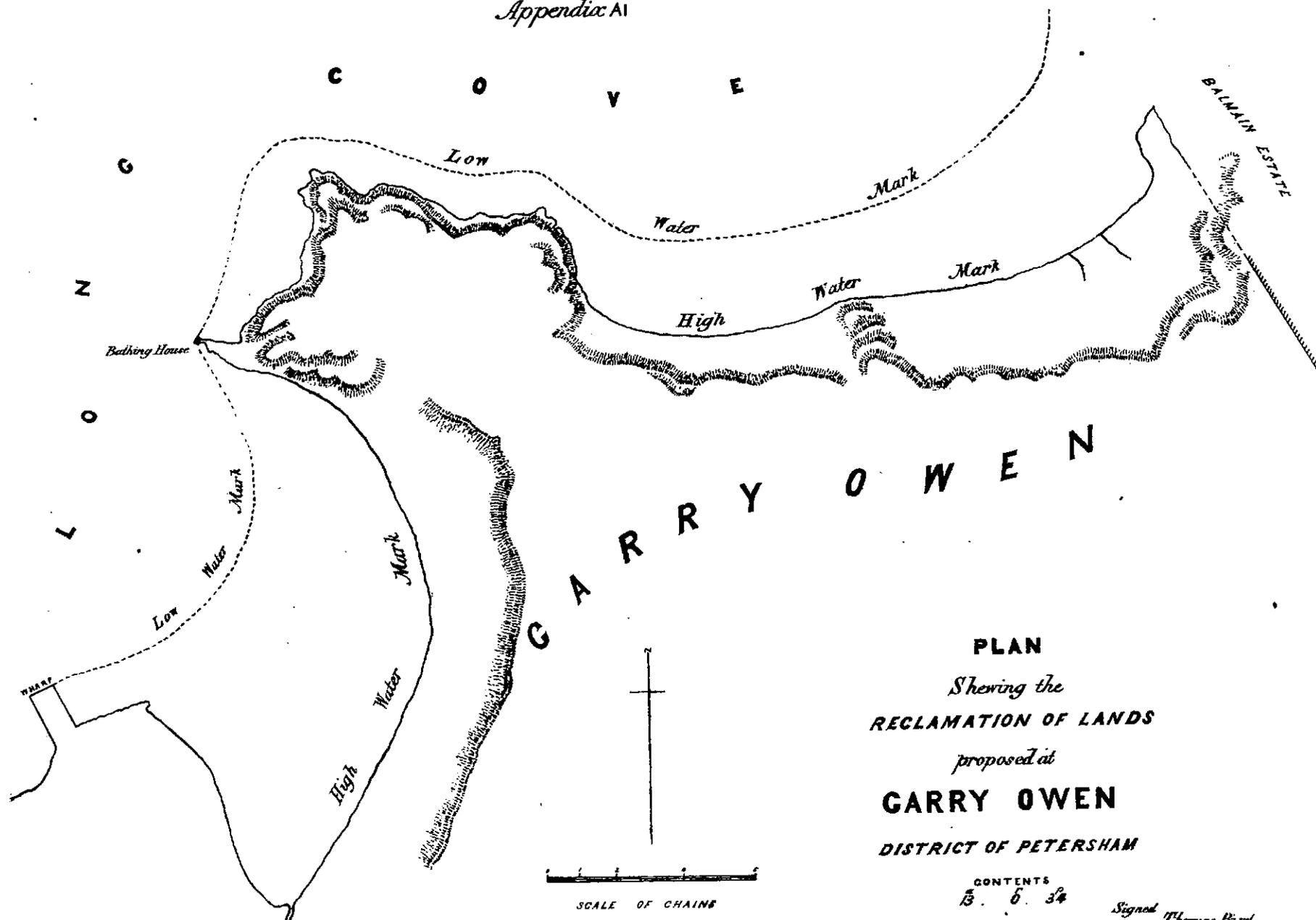
Description from McArthur's Deed of Grant.

2a. 1r. 10 $\frac{1}{2}$ per. Situate in the Town of Sydney; bounded on the east side by the street bearing south 12° 30' west 88 feet; on the south side by a west line of 705 feet; on the west side by Cockle Bay and a north line of 197 feet; and on the north side line bearing east 9° south 733 feet to the street.

NOTES.

The thick dark lines shew the boundary lines of McArthur's grant, from description in grant.
The dotted lines are plotted from descriptions by Russell; and the old high-water-line, shewn by a thick dotted line, is taken from Russell's maps.
Land absolutely reclaimed to this date is shewn by a shaded edging.



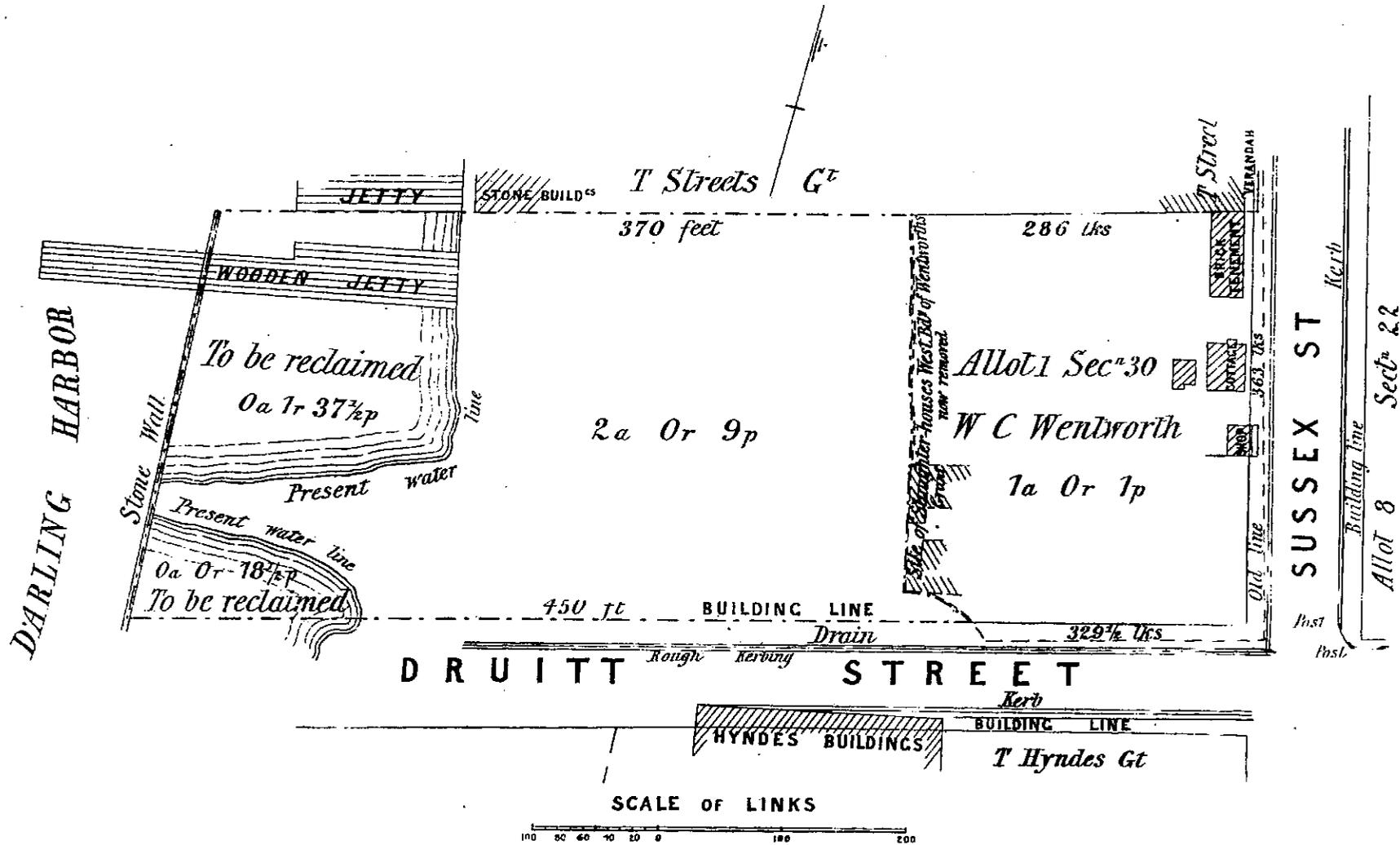


PLAN
Shewing the
RECLAMATION OF LANDS
proposed at
GARRY OWEN
DISTRICT OF PETERSHAM

CONTENTS
 13. 6. 34

Signed Thomas Bird
 Surveyor

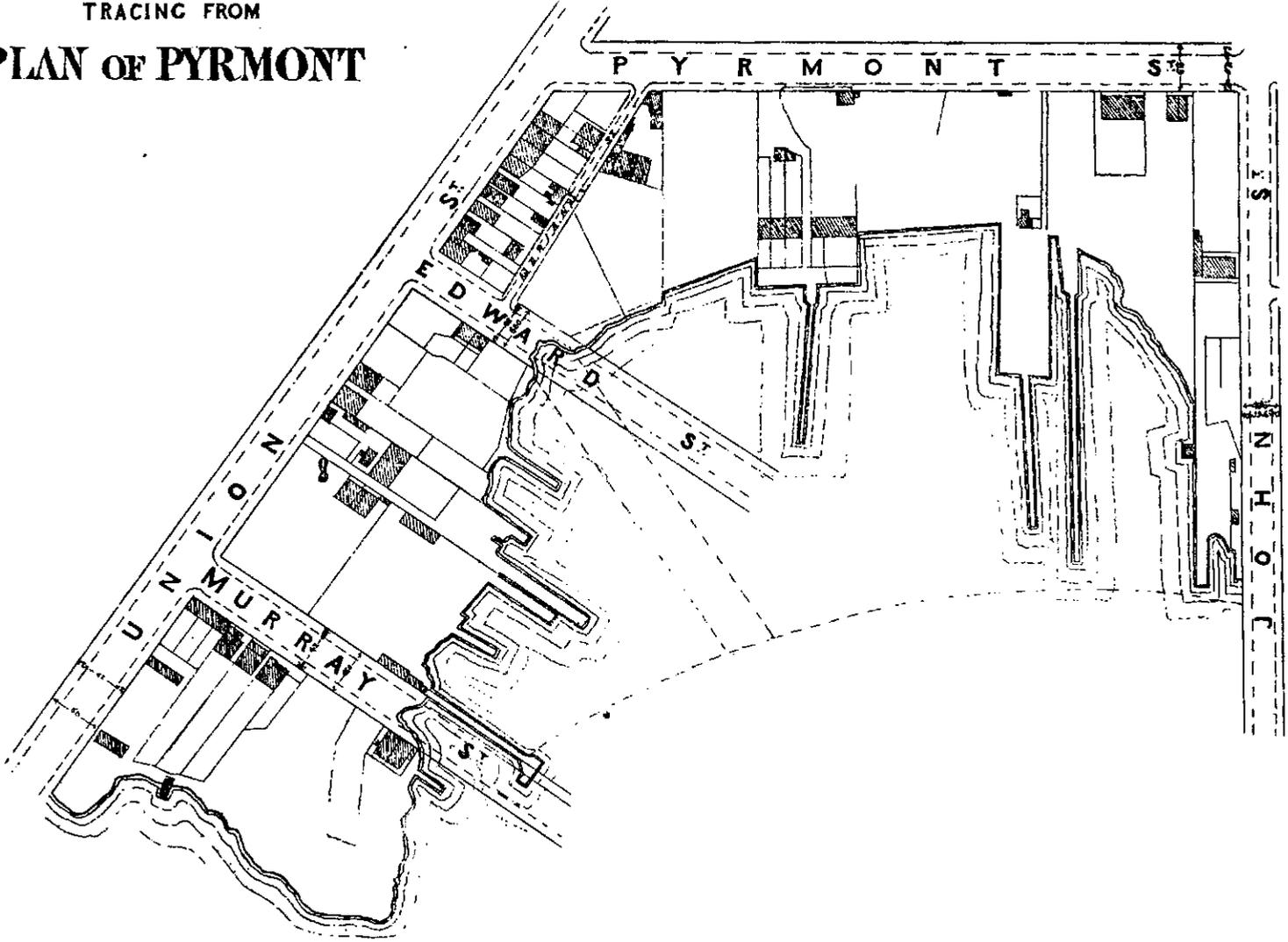
APPENDIX B



NOTE The Parcel applied for shewn thus -----

Sig 412

TRACING FROM
PLAN OF PYRMONT



APPENDIX D

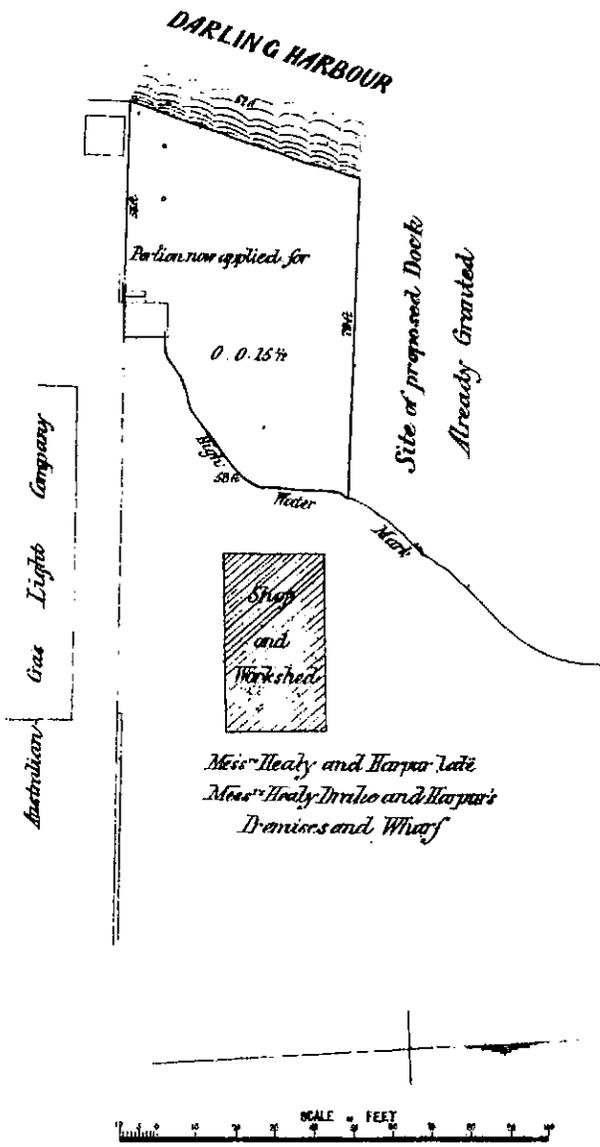
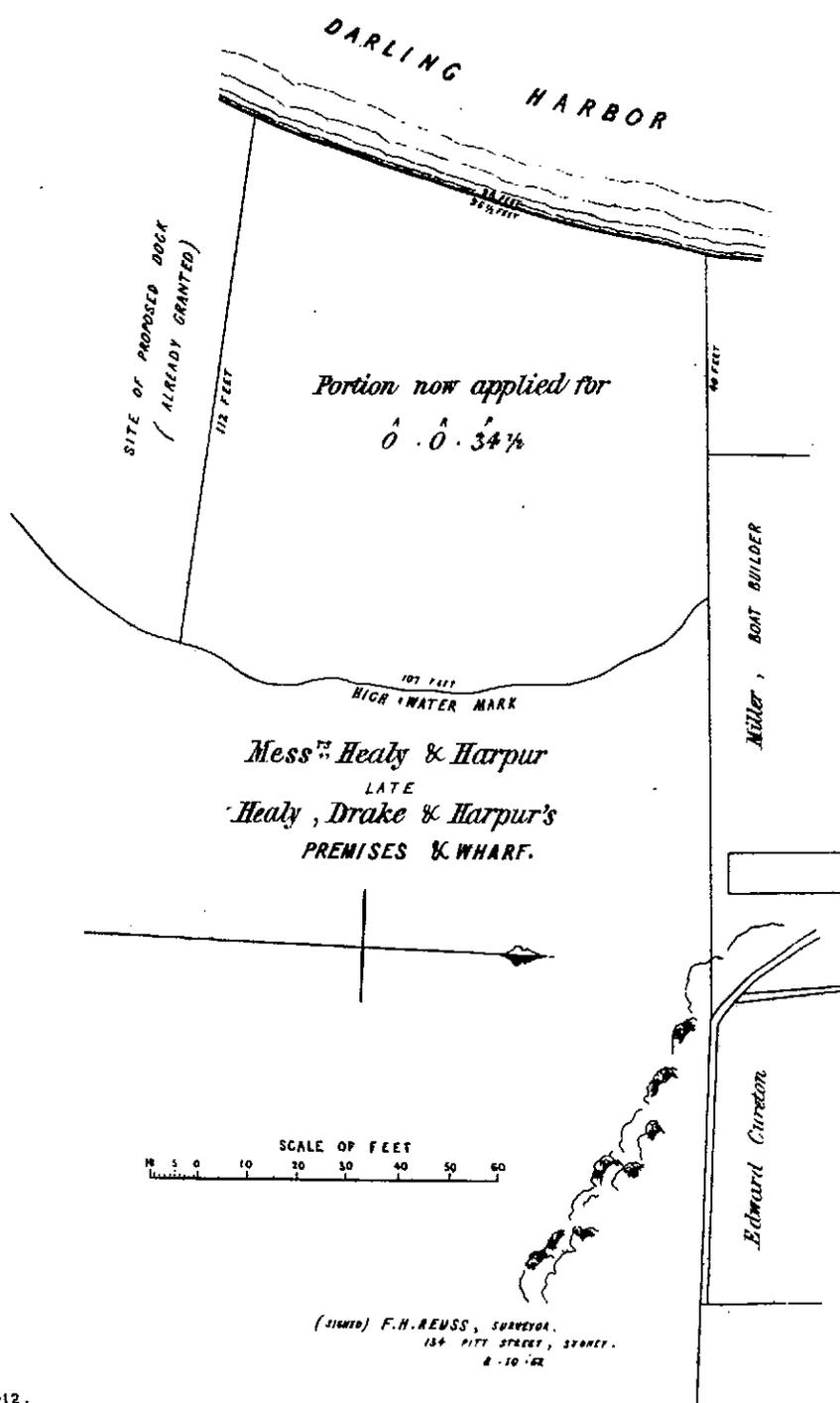


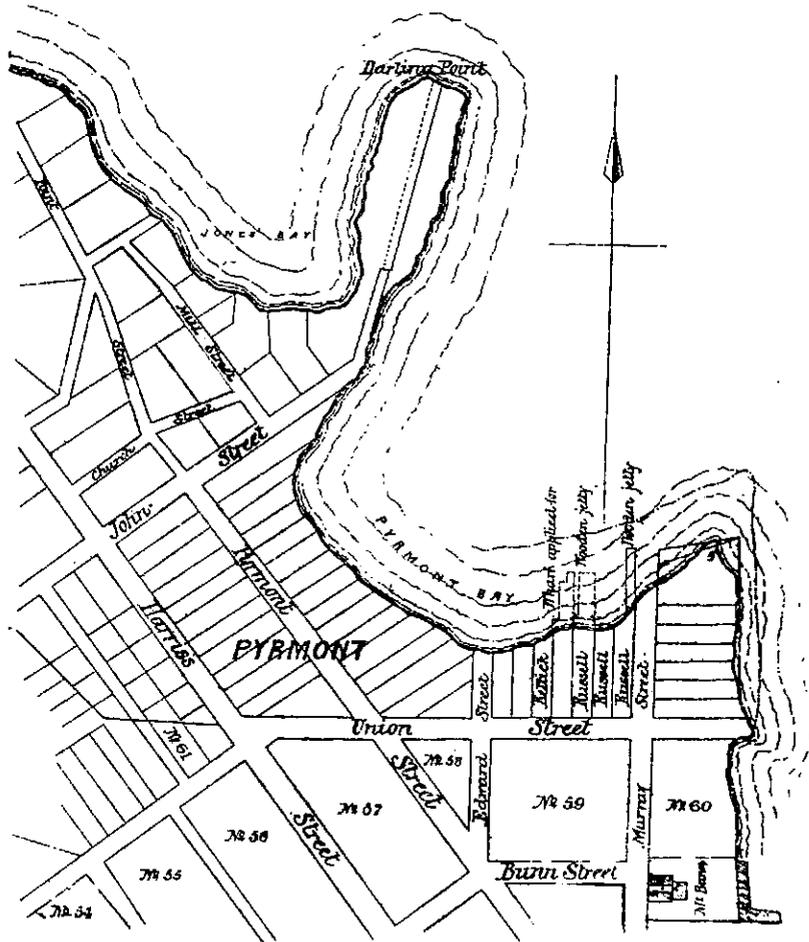
Fig 412

APPENDIX E.



NOTES.

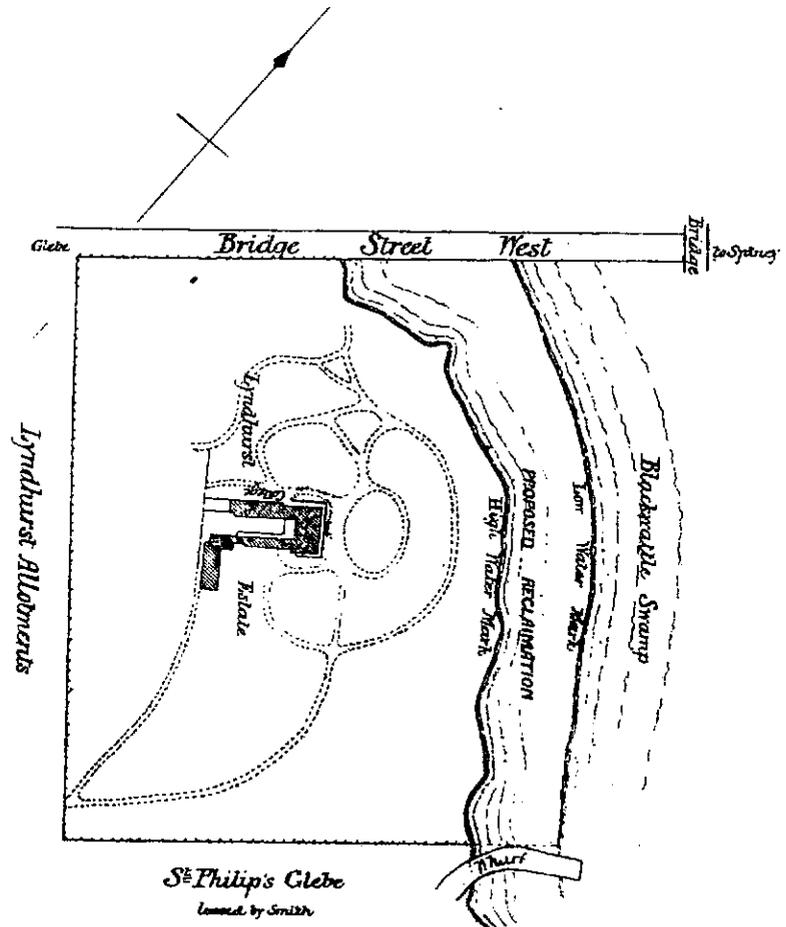
- Land applied for to purchase under*
- the Crown Lands Alienation Act of 1861 shown thus* -----
- Improvements in the neighbourhood* .. - - - - -
- Proposed final extension*



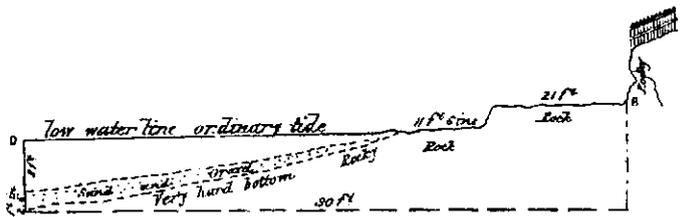
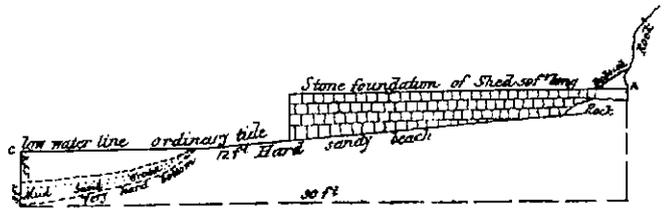
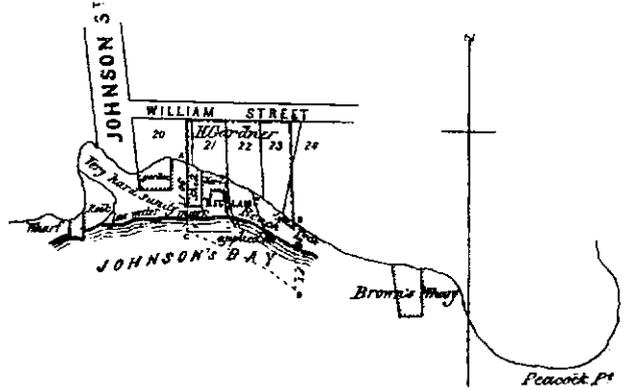
PLAN

showing position and extent of the

PROPOSED RECLAMATION



Appendix H



Scale of feet to be applied to the Sections

A horizontal scale bar with markings from 0 to 50 feet.

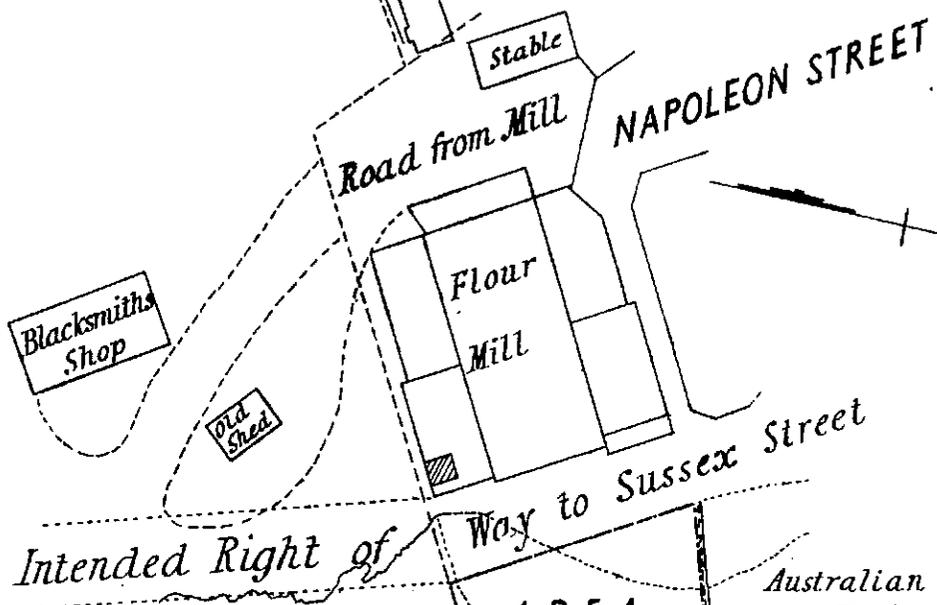
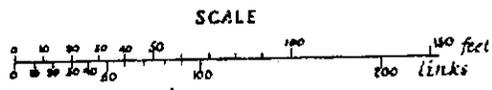
(Sig 412)

KENT STREET

Appendix 1.

George Molle

William Small



AREA now applied

Australian Steam Navigation Company

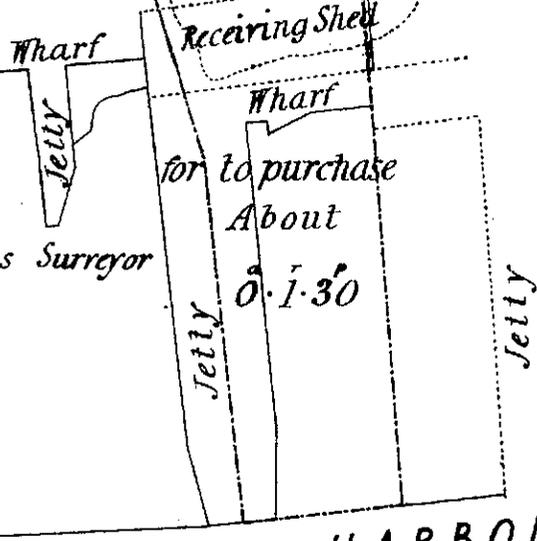
PLAN

referred to in application of Thomas Chaplin Breillat

Dated November 13th 1862

(Signed) S.C. Brees Surveyor

(A)



DARLING HARBOUR

KENT STREET

Line of Kerb

George Molle

William Small

ROAD FROM WHARF

RESERVED ROAD

Fence

Fence

Stables

ROAD FROM MILL

NAPOLEON STREET

Retaining Wall

Blacksmiths Shop

Flour Mill

Old Shed

SUSSEX STREET

INTENDED RIGHT OF WAY TO

AREA

Australian Steam Navigation Company

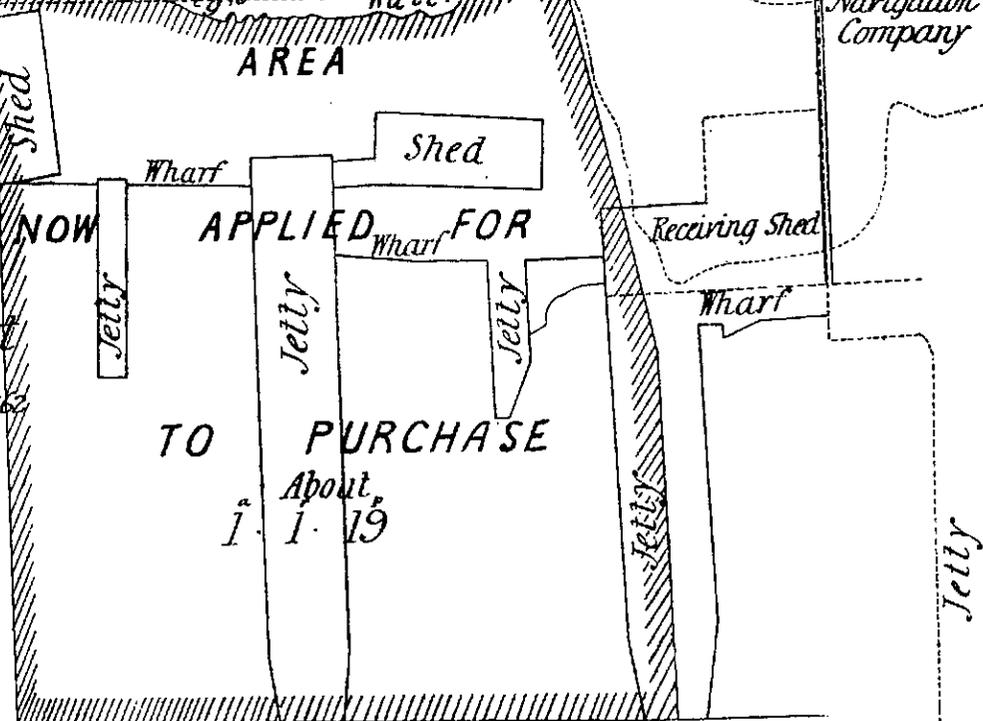
Edward Bolger

TRACING

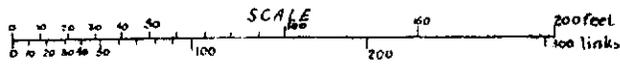
of plan referred to in application of Thomas Chaplin Breillat

Dated November 13th 1862

(Signed) J.C. Brees



DARLING HARBOUR



KENT STREET

Appendix K.

PLAN

referred to in application of
Thomas Chaplin Breillat

Dated November 13th 1862

(Signed) S.C. Brees.

George Molle

William Small

Reserved Road

NAPOLEON ST^Y

(B)

Blacksmith Shop

Old Shed

Flour Mill

Intended Right of Way to Sussex Street

Australian Steam Navigation Company

Wharf

Receiving Shed

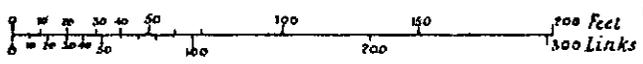
Wharf

Jetty

Jetty

Jetty

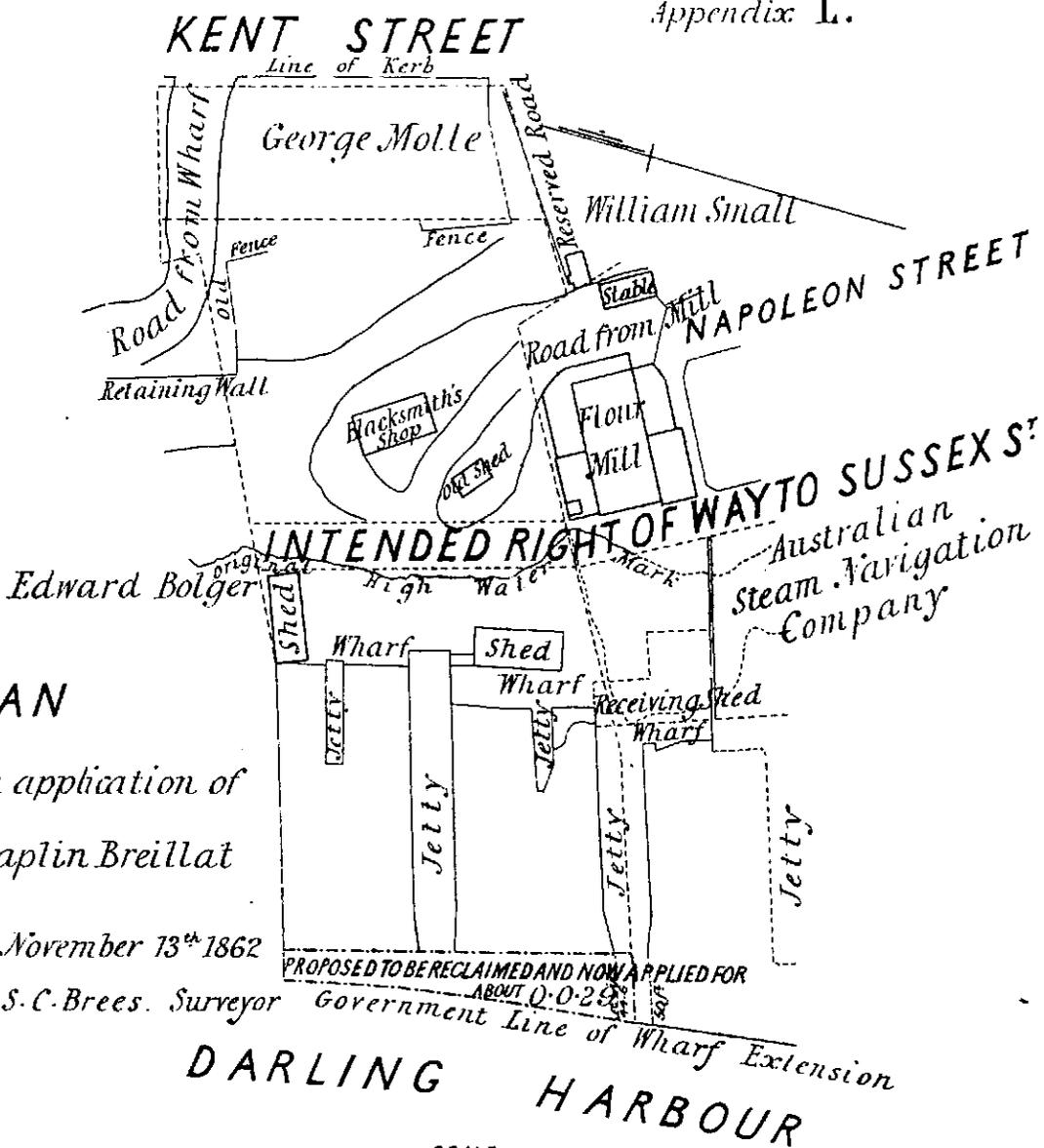
SCALE



SIG. 412.

Proposed to be reclaimed and now applied for about 0.0.11

Government line of Wharf Extension
DARLING HARBOUR

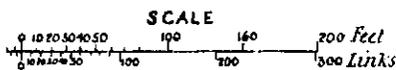


PLAN

referred to in application of
Thomas Chaplin Breillat

Dated November 13th 1862

S. C. Brees. Surveyor

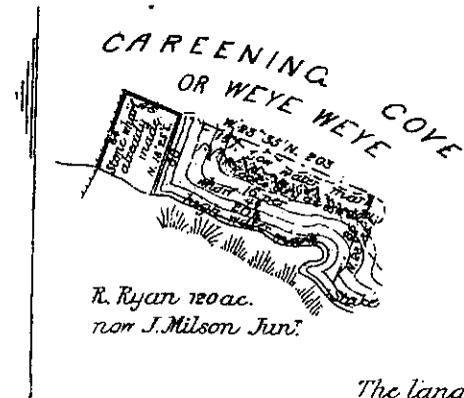


APPENDIX M

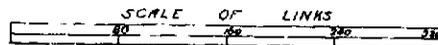
PLAN

SHewing LAND ALREADY MADE, APPLIED FOR UNDER 13TH SEC OF THE REGULATIONS OF THE CROWN
LANDS ALIENATION ACT OF 1861 AND LAND PROPOSED TO BE MADE BEYOND THE HIGH WATER MARK
OF CAREENING COVE APPLIED FOR UNDER THE 10TH SEC. BY JAMES MILSON JUN^R
PARISH OF WILLOUGHBY COUNTY OF CUMBERLAND.

J.Y. CORMAN.



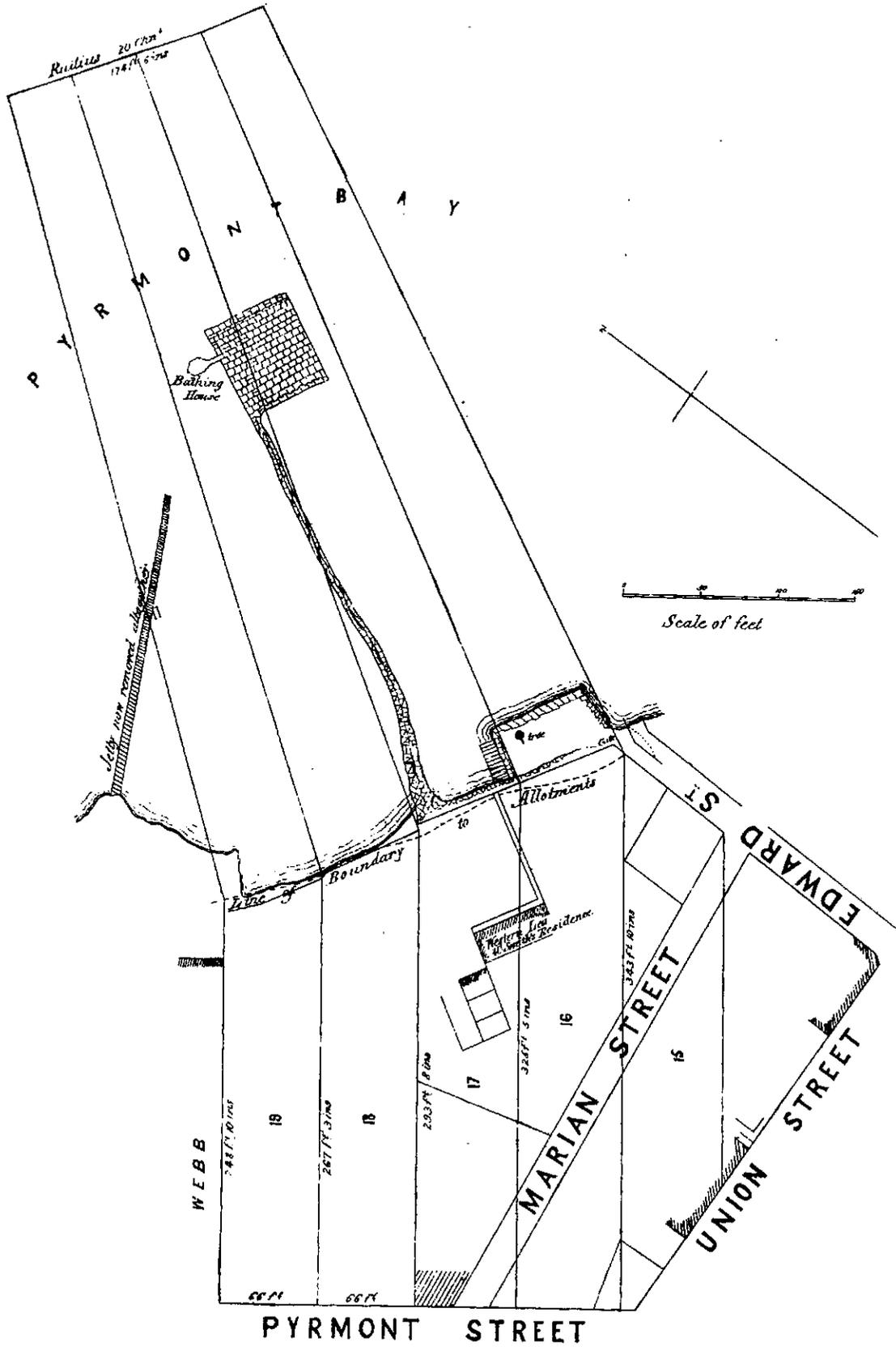
The land already reclaimed shewn thus —
applied to be - - - -



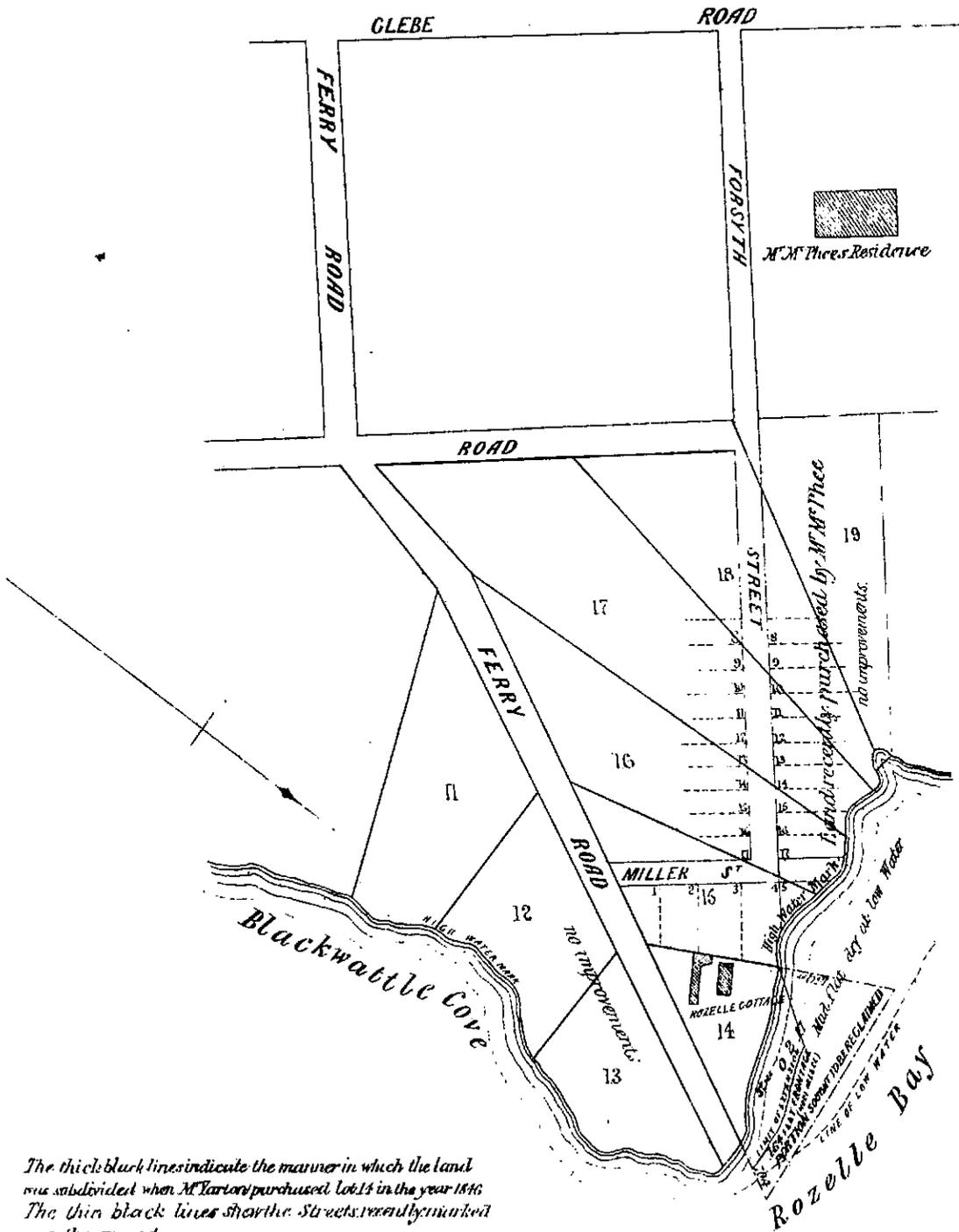
(Signed) 412

(Signed) F. J. H. Knapp L.S.

Appendix N



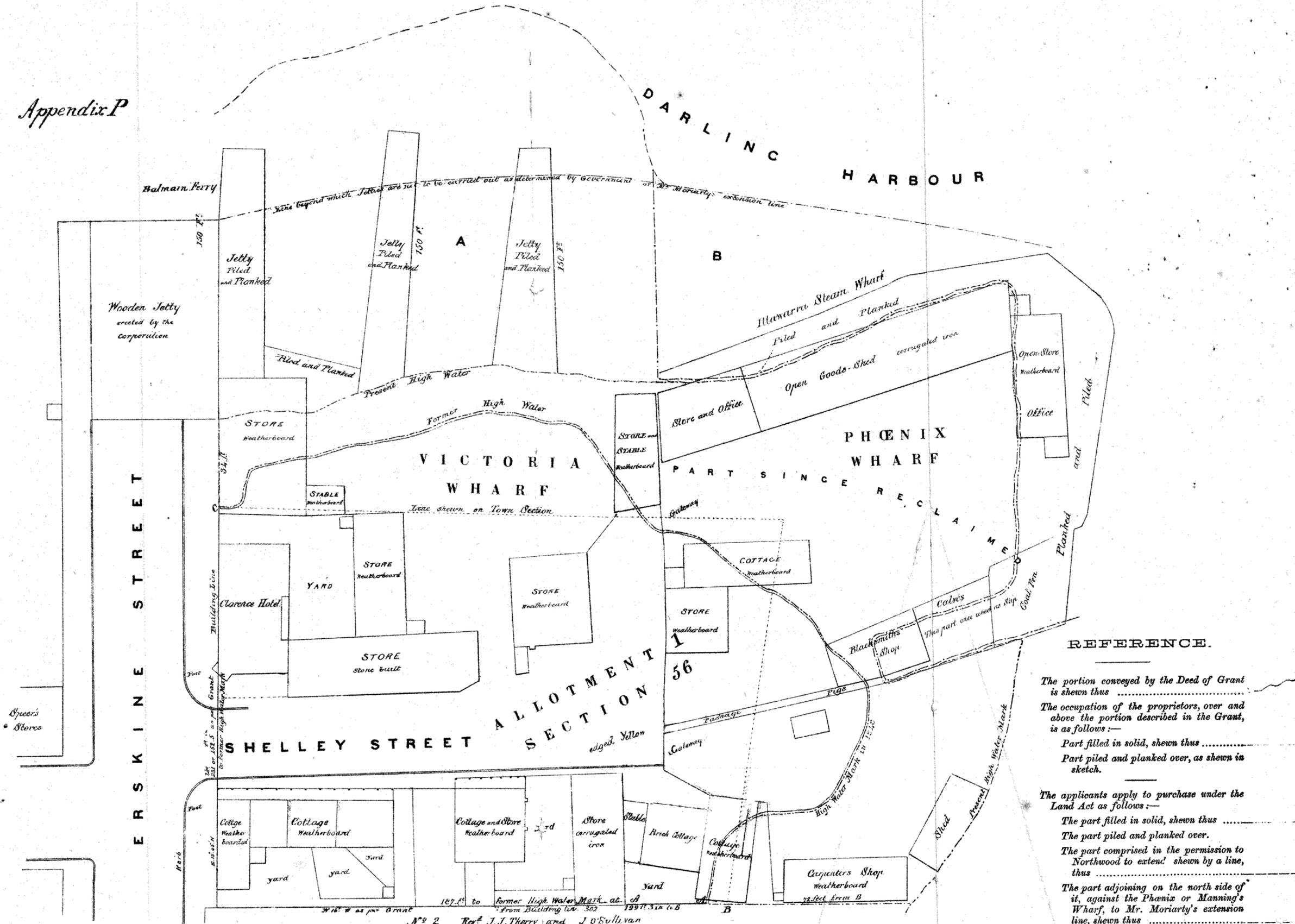
APPENDIX O



The thick black lines indicate the manner in which the land was subdivided when M. Taylor purchased lots in the year 1846. The thin black lines show the streets recently marked on the ground.

Sig 412





REFERENCE.

The portion conveyed by the Deed of Grant is shewn thus

The occupation of the proprietors, over and above the portion described in the Grant, is as follows:—

Part filled in solid, shewn thus

Part piled and planked over, as shewn in sketch.

The applicants apply to purchase under the Land Act as follows:—

The part filled in solid, shewn thus

The part piled and planked over.

The part comprised in the permission to Northwood to extend shewn by a line, thus

The part adjoining on the north side of it, against the Phoenix or Manning's Wharf, to Mr. Moriarty's extension line, shewn thus

a. r. p. a. r. p.
 Area in 1848 to high water mark, by my survey, 0 3 15 Grant 0 2 34
 Area reclaimed since, and actually filled in, 0 2 0



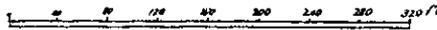
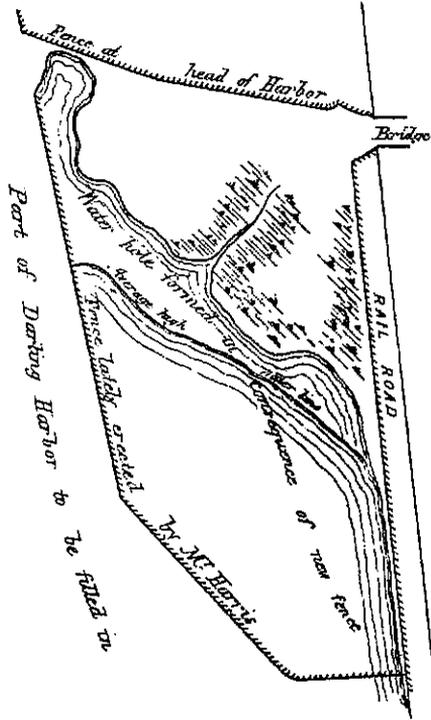
Sig. 412

No 2 Rev^d J. J. Terry and J. O. Sullivan

Appendix a

PLAN

showing average high water
line at ordinary spring tide in space fenced
off by Mr Harris at the head of Darling Harbor
Determined by levels 25th Jan 1865



Scale of feet

(Sig 412)

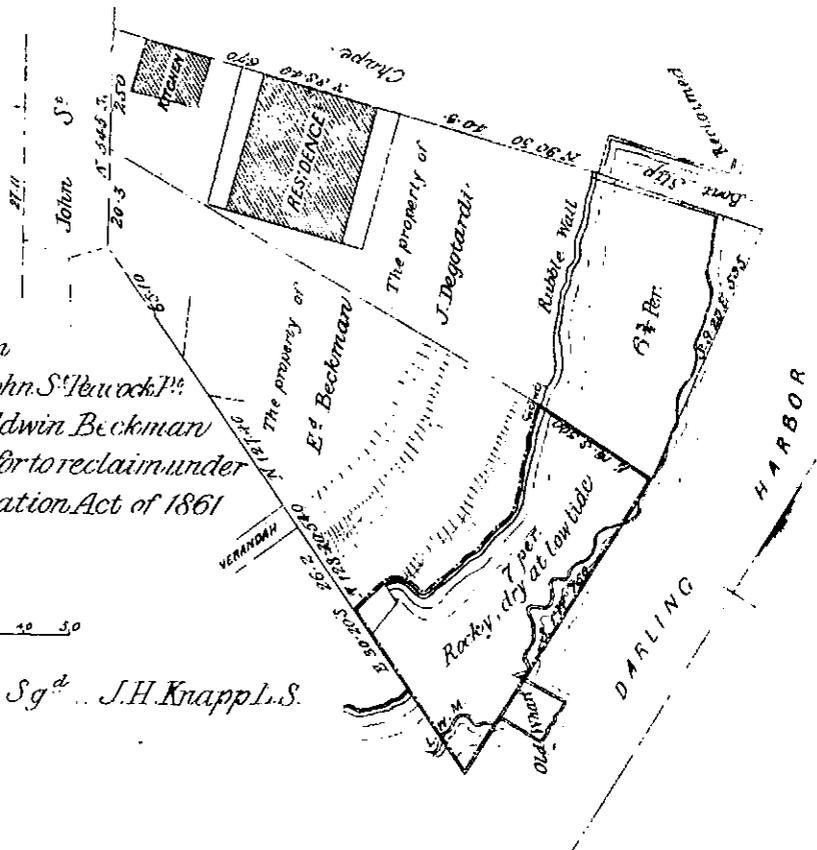
APPENDIX. R

Tracing from
Survey of land situate at John S^c Peacock P^o
Balmain the property of Edwin Beckman
showing the land applied for to reclaim under
the 9th clause of the Alienation Act of 1861

SCALE OF FEET
0 10 20 30 40 50

Sg^d J.H. Knapp L.S.

(Sig 412.)



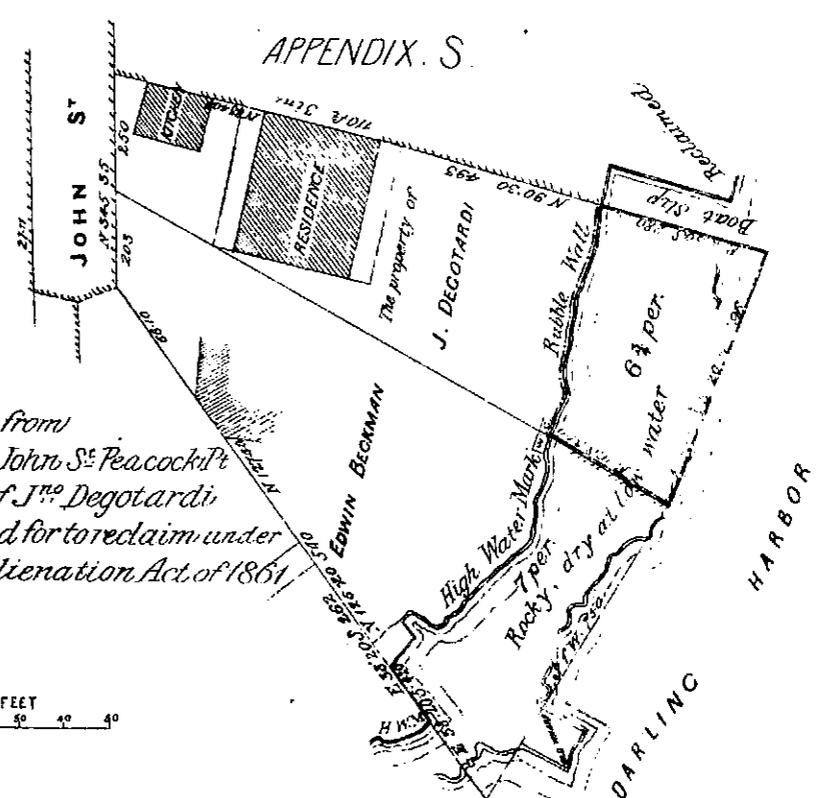
APPENDIX. S

Tracing from
Survey of land situate John S^c Peacock P^o
Balmain the property of J^{ro} Degotardi
showing the land applied for to reclaim under
the 9th clause of the Alienation Act of 1861

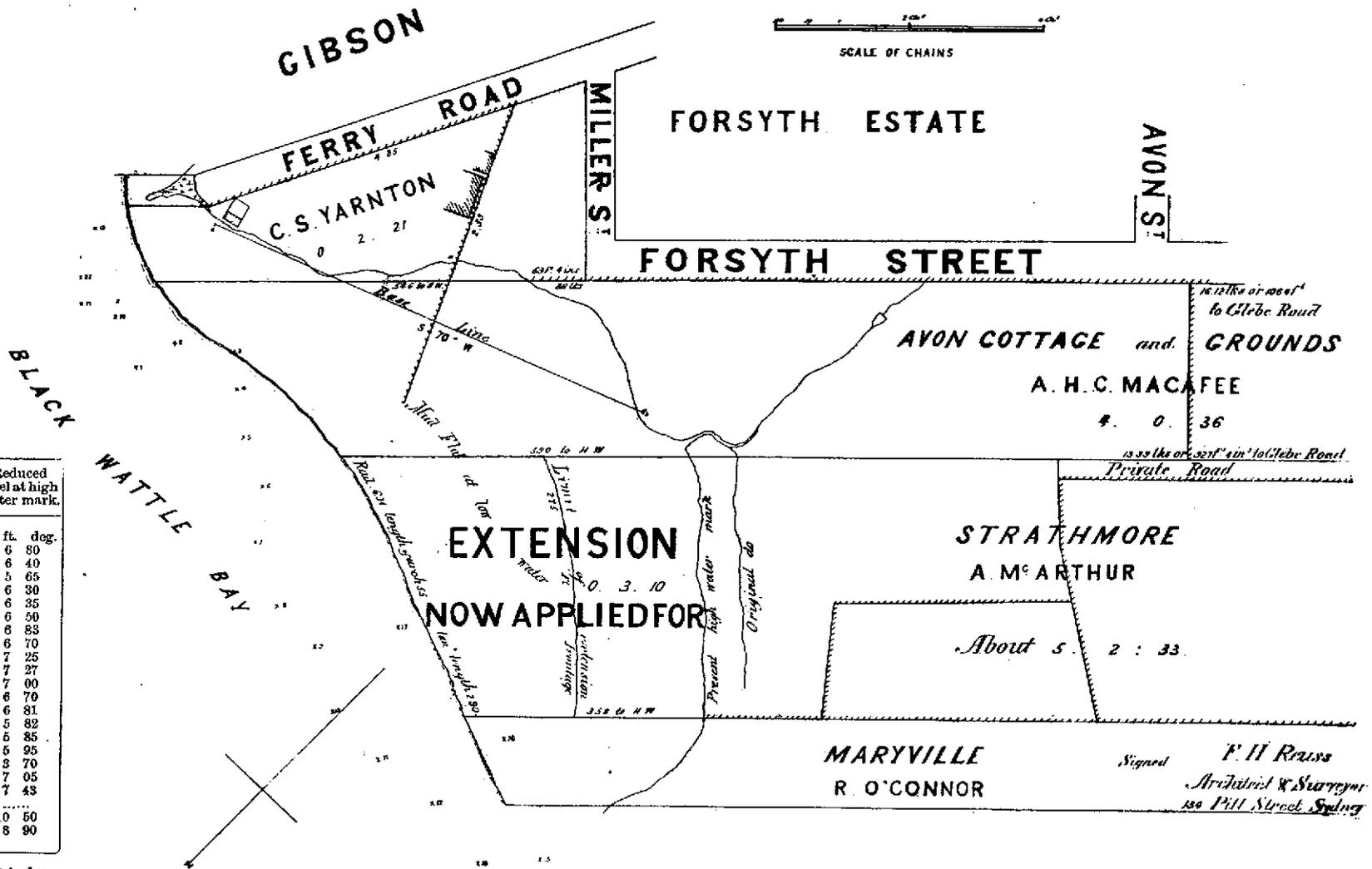
SCALE OF FEET
0 10 20 30 40 50

Sg^d E.J.H. Knapp L.S.

(Sig 412)



Appendix T

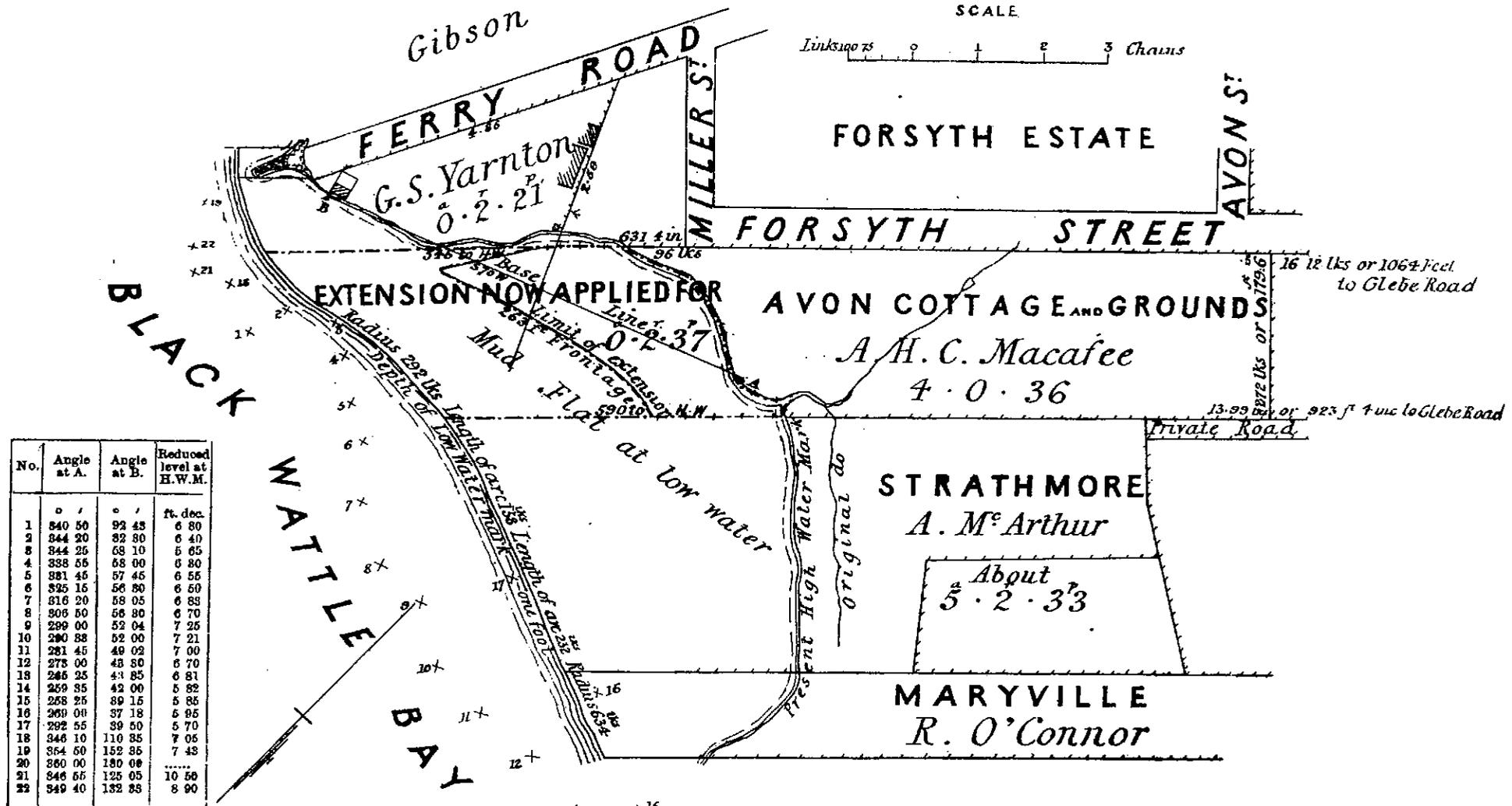


No.	Angle at A.	Angle at B.	Reduced level at high water mark.
	deg. min.	deg. min.	ft. deg.
1	340 50	92 45	6 80
2	344 20	82 30	6 40
3	344 25	58 10	5 65
4	338 55	58 00	6 30
5	331 45	67 45	6 35
6	325 15	56 50	6 50
7	316 20	58 05	6 83
8	306 60	56 30	6 70
9	299 00	52 04	7 25
10	290 35	52 00	7 27
11	281 05	49 02	7 00
12	273 00	45 30	6 70
13	265 25	48 35	6 81
14	259 35	42 00	5 82
15	258 25	39 15	5 85
16	269 00	37 18	5 95
17	292 55	39 50	3 70
18	346 10	0 35	7 05
19	354 60	152 35	7 43
20	360 00	180 00	.....
21	346 35	123 05	10 50
22	349 40	132 33	8 90

Rise and fall of Tide taken at 4 feet 9 inches.
Length of Base, 462 feet.

Signed *F. H. Reiss*
Architect & Surveyor
150 Pitt Street, Sydney

Appendix U.



No.	Angle at A.	Angle at B.	Reduced level at H.W.M.
1	840 50	92 45	6 80
2	844 20	82 80	6 40
3	844 25	68 10	5 65
4	838 55	68 00	6 80
5	881 45	87 45	6 55
6	825 15	56 80	6 60
7	816 20	58 05	6 85
8	806 50	56 80	6 70
9	289 00	52 04	7 25
10	280 88	52 00	7 21
11	281 45	49 02	7 00
12	275 00	48 80	6 70
13	265 25	43 85	6 81
14	259 35	42 00	5 82
15	258 25	89 15	5 85
16	269 00	37 18	5 95
17	292 55	39 50	5 70
18	346 10	110 35	7 05
19	354 50	152 35	7 43
20	360 00	180 00	.....
21	846 55	125 05	10 50
22	849 40	132 35	8 90

Rise and fall of Tide taken at 4 feet 9 inches.
Length of Base, 462 feet

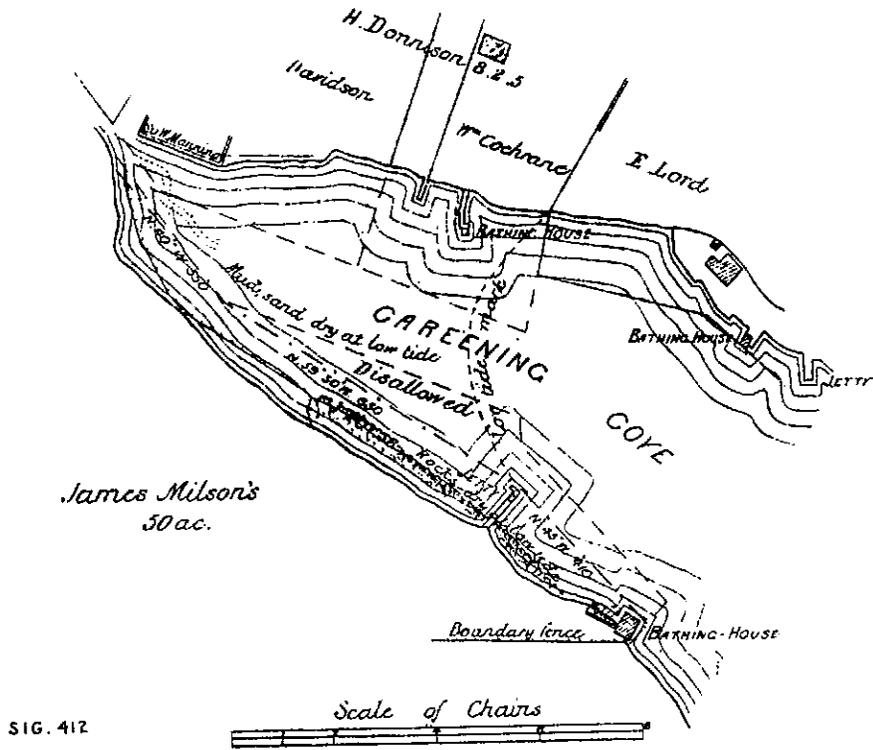
SIG. 412

F. H. Reuss
Architect & Surveyor
134 Pitt Street
Sydney

PLAN

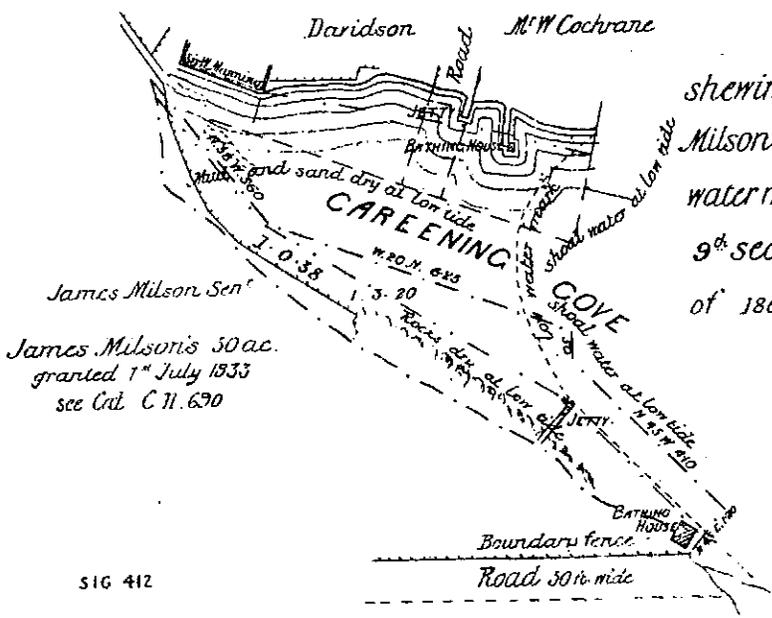
showing a portion of Careening Cove Parish of Willoughby County of Cumberland

Applied for to be reclaimed by M^r Jas. Milson Senr. under 12th Sec of the Crown Lands Alienation Act.



PLAN

showing the land applied for by M^r James Milson Senr to be reclaimed from below high water mark of Careening Cove under the 9th sec. of the Crown Lands Alienation Act of 1861.



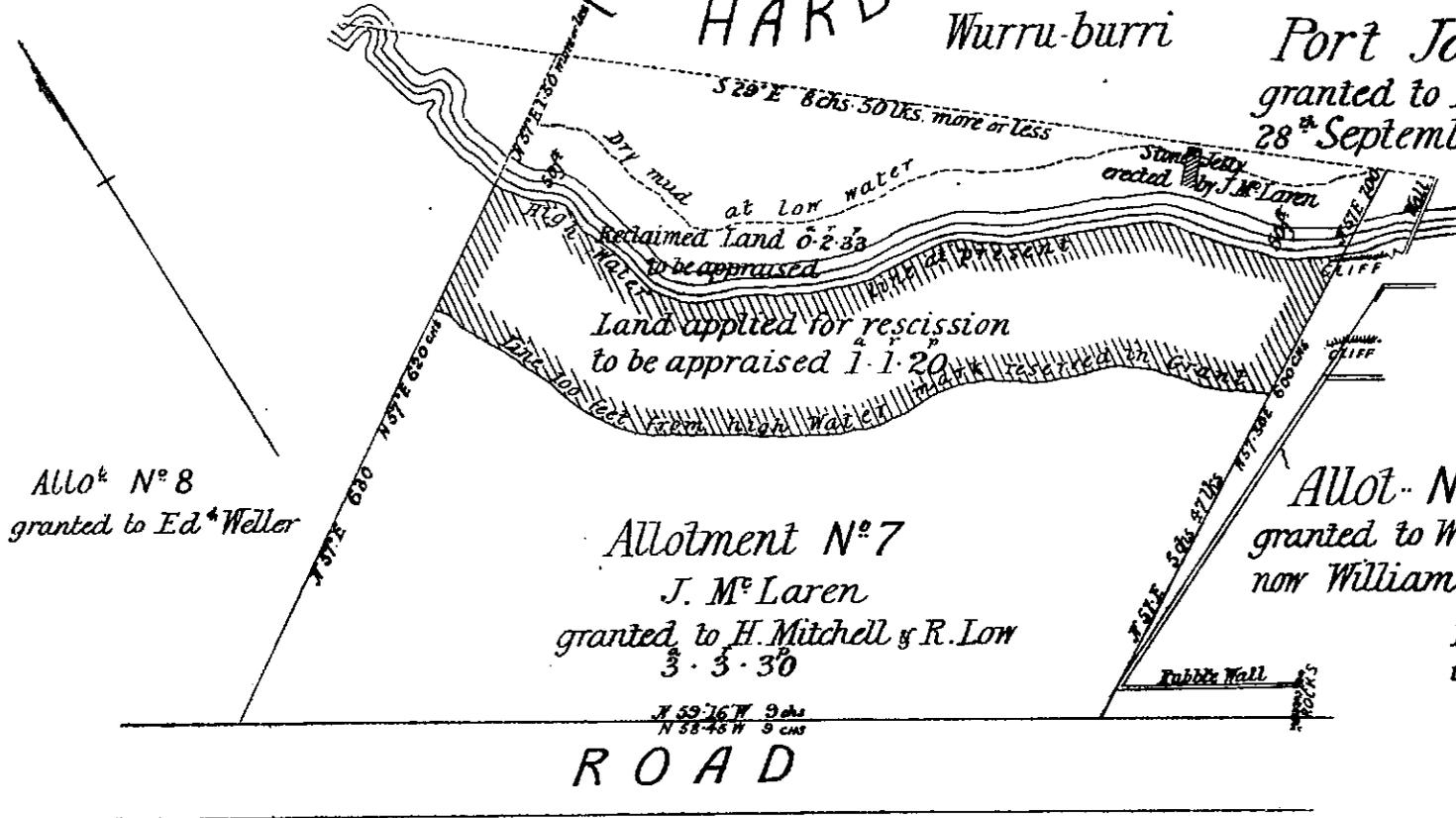
Signed B. J. H. Knapp Junr. J. S.
4th Feb^r 1864

APPENDIX. W.

TRACING

shewing N^o 7 of the Whaling Allo^{ts}
Neutral Bay
Port Jackson N.S.W.
granted to H. Mitchell and R. Low
28th September 1846. now the property
of Tho^s Loxton Esq.

NEUTRAL HARBOUR
Wurru-burri



Allotⁿ N^o 8
granted to Ed^d Weller

Allotment N^o 7
J. M^o Laren
granted to H. Mitchell & R. Low
3.3.30

Allotⁿ N^o 6
granted to William Brown
now William Fanning Esq.

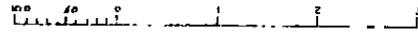
Tracing of lands referred to
in my award of 22nd Oct^r 1864

(Signed) J. V. Gorman
Appraiser

ROAD

Allot N^o 2

SCALE OF CHAINS



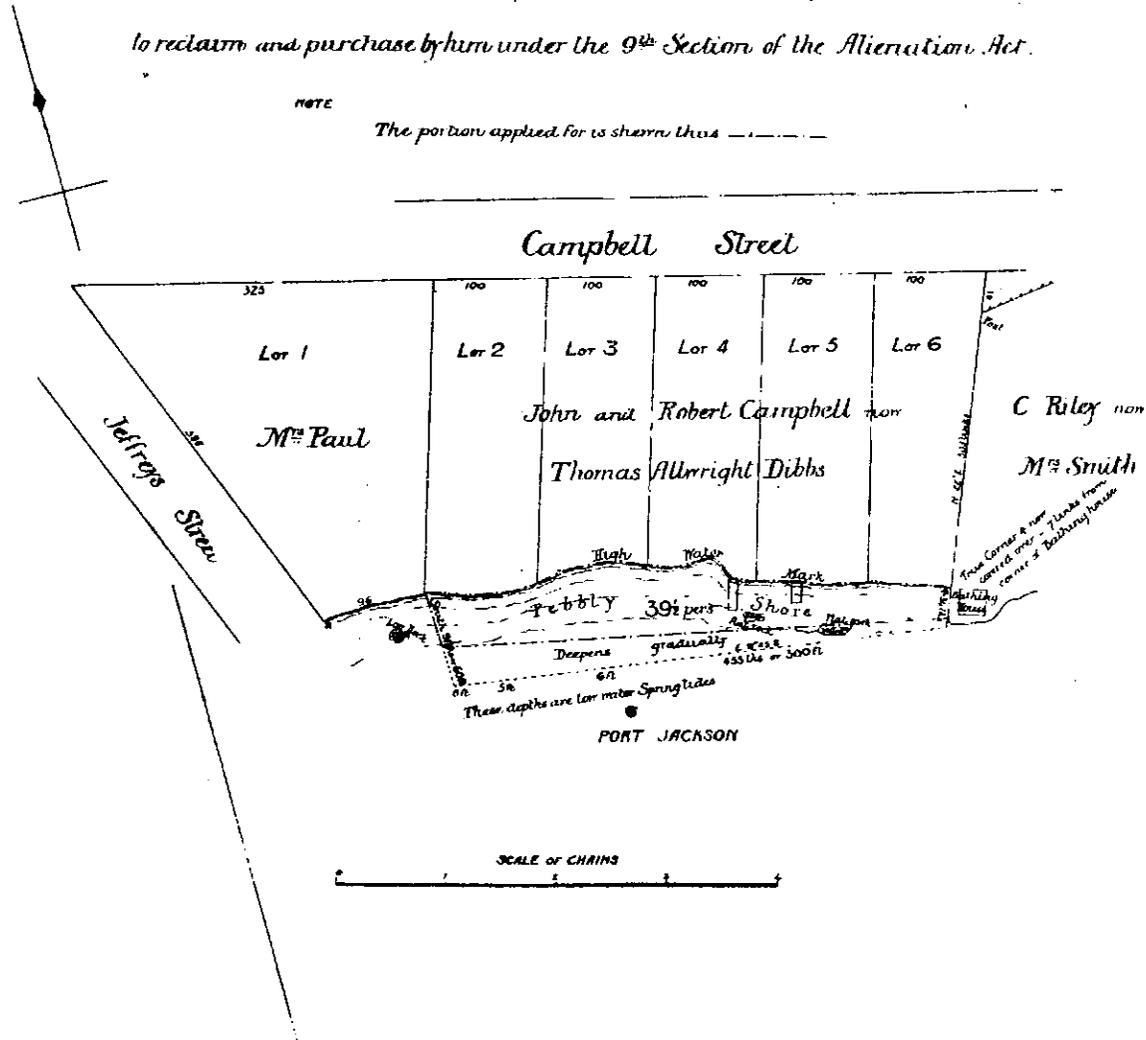
The bearings and lengths shown thus N 57° E 9 chs.
are from the Grant.
The bearings and lengths shown thus N 57° E 620
are the lines marked on the ground 30 minutes
for diff. varⁿ.

APPENDIX X

PLAN of a Portion containing 39 $\frac{1}{2}$ perches in front of 5 Allotments on the North Shore part of Ryan's grant of 120 acres in the Parish of Milloughby County of Cumberland formerly belonging to John and Robert Campbell now to Thomas Albright Dibbs and applied for to reclaim and purchase by him under the 9th Section of the Alienation Act.

NOTE

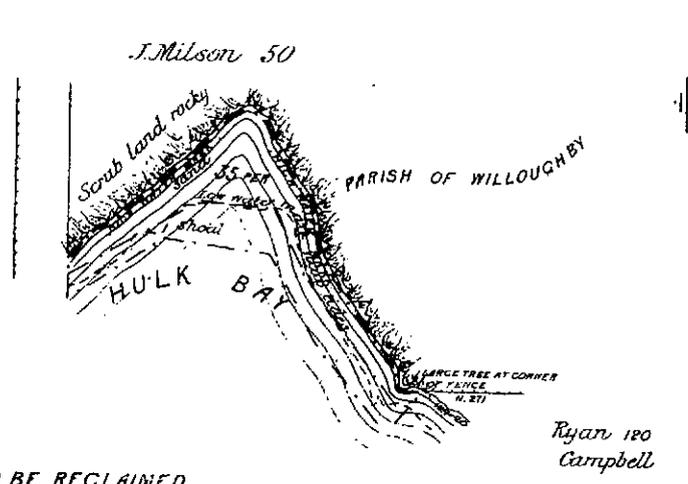
The portion applied for is shown thus - - - - -



APPENDIX. Z.

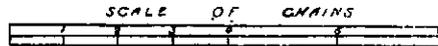
S^t. Leonards

Charlton



PLAN

SHEWING LAND APPLIED FOR TO BE RECLAIMED
FROM HULK BAY BY MR JAMES MILSON.



Signed. 412

(Signed) B. J. H. Knapp L.S.
8th Nov 1864.

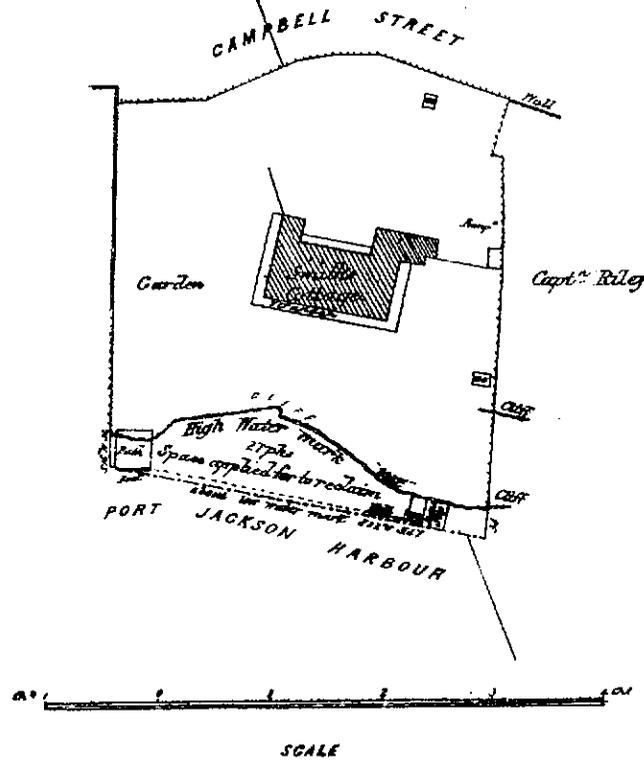
Appendix A A

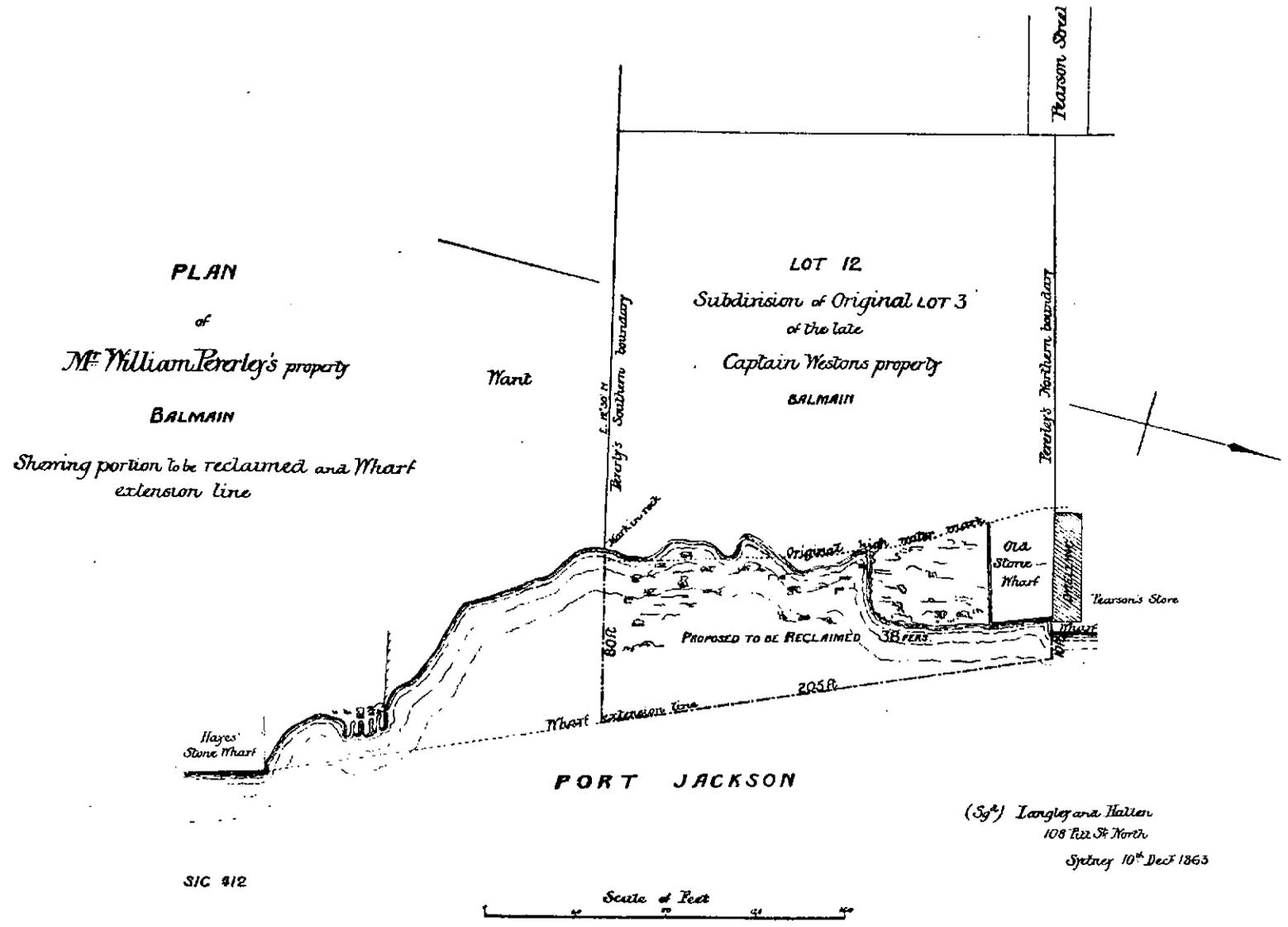
PLAN

*showing part of Ryan's Grant of 120 acres
in the parish of Willoughby County of Cumberland*

The property of Mr. Andrew B. Smith

*showing the land applied for to be reclaimed from below the high water mark of Port Jackson
under Clause 10 of the C.L.A.A. of 1861*





1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LAND LAWS AMENDMENT AND FREEHOLD
SETTLEMENT BILL.

(PETITION—CERTAIN INHABITANTS OF MUSWELLBROOK.)

Ordered by the Legislative Assembly to be Printed, 9 October, 1867.

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

The Petition of the Inhabitants of Muswellbrook whose names are hereto attached,—

HUMBLY SHEWETH :—

That your Petitioners see with dread certain provisions of a Bill for altering the Land Laws of the Country now before your Honorable House. To grant leases for fifteen years to the present holders of the public lands would, in our opinion, be very injurious to the interests of the public at large, and retard the settlement of the Country.

That the way in which the Bill deals with the pre-emptive rights of freeholders and conditional purchasers is very distasteful to your Petitioners, and the proposal to take off five shillings an acre on future free selections quite uncalled for—all that we desire is that the Land Laws of 1861 may be carried out in their integrity.

That the effect of the provisions of the Act, to withdraw areas of land from free selection while they are allowed to be held by the lessees, would, we believe, be highly injurious, and tend to increase the number of reserves, which are a great bar to the settlement of the Country.

For these and other reasons, your Petitioners pray that your Honorable House will not allow the Bill to become law.

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

[Here follow 67 Signatures.]

1867.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LAND LAWS AMENDMENT AND FREEHOLD SETTLEMENT BILL.

(PETITION—CERTAIN INHABITANTS OF ALBURY AND DISTRICT.)

Ordered by the Legislative Assembly to be Printed, 17 October, 1867.

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

The Petition of the Inhabitants of this District, whose names are hereto subscribed,—

HUMBLY SHEWETH :—

That your Petitioners regard with feelings of alarm, certain provisions of a Bill for altering the Land Laws, which is now before your Honorable House. To grant leases for the long period of fifteen years to the present holders of the public lands would, in their opinion, be highly injurious to the interests of the rest of the community, and tend materially to restrict the progress of settlement.

That the manner in which the said Bill proposes to deal with the pre-emptive rights of freeholders and conditional purchasers is also highly distasteful to your Petitioners ; and they regard the proposal to remit, on certain conditions, 5s. an acre on future payments by free selectors, as unjust and uncalled for. Those of your Petitioners who are conditional purchasers ask for no such remission—all they desire is, that the Land Laws of 1861 may be carried out in their integrity. They believe that is owing to maladministration, and not to any defect in the law itself, that dissatisfaction prevails.

Your Petitioners would humbly, but firmly express their opinion, that the practical effect of the provision of the Act which proposes to withdraw large areas of land from conditional purchase, for the purpose of establishing freehold settlements, while the said portions of land are allowed to remain in the possession of the lessees, would be highly injurious, and that it would tend to increase the number of those many hundreds of unnecessary reserves which already make the selection of land for conditional purchase extremely difficult. For these, and for many other reasons which they do not think it necessary to specify, your Petitioners pray that your Honorable House will not allow the said Bill to become law.

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

[Here follow 19 Signatures.]

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PRE-EMPTIVE RIGHTS OF FREE-SELECTORS.

(PETITION—FREE-SELECTORS, ETC., GUNDAGAI, TUMUT, ADELONG, AND VICINITY—NO. 1.)

Ordered by the Legislative Assembly to be Printed, 19 March, 1868.

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

The humble Petition of the Free-selectors, Freeholders, Farmers, &c., of Gundagai, Tumut, Adelong, and its vicinity,—

HUMBLY SHEWETH :—

That your Petitioners hold pre-emptive leases of Crown Lands for some years, and have always paid Government in advance the rent demanded of them.

Now, Honorable Gentlemen, a wealthy squatter (Mr. M'Evoy, in this locality, Tarrabandra, South Gundagai,) fenced in his run with a log-fence, enclosing a number of free-selectors' pre-emptive rights and purchased land within it.

About two months ago he brought 12,000 sheep on to it, discharged the shepherds, and turned these sheep at large, and eat up very blade of grass on our leased lands, and also on our enclosed purchased land; repeated notices have been sent to Mr. M'Evoy's overseer to remove these sheep, and cease destroying our crops, &c. All these notices have been treated with contempt; the damage still continues, so much so, that we had to remove our cattle as well as our milking cows, and our teams of working bullocks, and rent a paddock for them.

Honorable Gentlemen, we most humbly and respectfully implore your Honorable House, to frame some measures to protect us, and the holders of pre-emptive rights throughout the Colony, from this cruel oppression.

And your Petitioners humbly pray, that your Honorable House will take their case into consideration, and grant such relief as may be deemed necessary.

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

[Here follow 217 signatures.]

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PRE-EMPTIVE RIGHTS OF FREE-SELECTORS.

(PETITION—FREE-SELECTORS, ETC., GUNDAGAI, TUMUT, ADELONG, AND VICINITY—NO. 2)

Ordered by the Legislative Assembly to be Printed, 23 March, 1868.

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

The humble Petition of the Free-selectors, Freeholders, Farmers, &c., of Gundagai, Tumut, Adelong, and its vicinity,—

HUMBLY SHEWETH:—

That your Petitioners hold pre-emptive leases of Crown Lands for some years, and have always paid Government in advance the rent demanded of them.

Now, Honorable Gentlemen, a wealthy squatter (Mr. M'Evoy, in this locality, Tarrabandra, South Gundagai,) fenced in his run with a log-fence, enclosing a number of free-selectors' pre-emptive rights and purchased land within it. About two months ago he brought 12,000 sheep on to it, discharged his shepherds, and turned these sheep at large, and eat up nearly every blade of grass on our leased lands, and on our enclosed purchased lands. Repeated notices have been sent to M'Evoy's overseer to remove these sheep, and cease destroying our crops, &c. All these notices have been treated with contempt; the damage still continues, so much so that we had to remove our cattle, as well as our milking cows and our teams of working bullocks, and rent a paddock for them.

Honorable Gentlemen, we most humbly and respectfully implore your Honorable House to frame some measures to protect us, and the holders of pre-emptive rights throughout the Colony, from this cruel oppression.

And your Petitioners humbly pray, that your Honorable House will take their case into consideration, and grant such relief as may be deemed necessary.

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

[Here follow 79 Signatures.]

1867-8.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MRS. ELIZA COLWELL.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 7 April, 1868.

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

The humble Petition of Eliza Colwell, of Wombelong Creek, in the District of Bligh, in the Colony of New South Wales,—

SH EWETH :—

That in or about the year 1855 your Petitioner located herself and family on Wombelong Creek, in the District of Bligh, with cattle—the locality in question having been pointed out to her as a vacant run, by Mr. John Anderson Robertson, then Commissioner of Crown Lands for the District; and your Petitioner applied to the then Government for a lease of the run occupied by her.

In the month of March, 1857, Messrs. Archibald and William Walker, the occupiers of the neighbouring runs of Narranan and Caleriwi, caused an action of ejectment to be commenced against your Petitioner; which action your Petitioner, having but small means, did not defend, but agreed with one Eckart, who was then Superintendent of the Messrs. Walker, to pay £25 and restrict her occupation to the south side of Wombelong Creek.

That a receipt was given by the said Eckart, as follows:—

“Wombelong, 21st May, 1857.

“This is to certify that I have received this day, for Mr. Archibald Walker, £25 sterling, for all demands due to him from Charles Colwell.

(Signed) “E. ECKART.

“Witness—EDWIN C. BLOOMFIELD.”

That in the month of July, 1858, your Petitioner, at the suggestion of Colonel Barney, then the Chief Commissioner of Crown Lands, sent in an amended application for a lease of Wombelong South, on the 5th July, 1858.

That the stations of Narranan and Caleriwi passed from Messrs. Walker to Messrs. Riley and Bloomfield; and that, in the month of September, 1860, Messrs. Henry Wilson Bloomfield and Euston Bloomfield, under pretence of executing a writ of *habere facias possessionem* in the action of ejectment, at the suit of Walker, came to Petitioner's hut, on the south side of Wombelong Creek, turned out your Petitioner, her family, and all her goods, and burned down the hut and stockyards.

That thereupon Petitioner brought an action against the Messrs. Bloomfield, for breaking and entering her run called Wombelong, and destroying the hut, &c.

That the said Messrs. Bloomfield pleaded, among other things, that the said run of Wombelong was not Petitioner's run; and further justified their proceedings under the writ in the action of ejectment, alleging that the ground on which the hut stood was part of Caleriwi, of which run the writ commanded possession to be delivered.

That the case came on for trial before the late Mr. Justice Wise and a jury of four, at Sydney, in the month of February, 1861, when a verdict was found for your Petitioner, with £150 damages.

That Mr. Justice Wise expressly put it to the jury to say whether the place where the hut stood was part of Caleriwi, and the jury found that it was not proved satisfactorily that it was.

That Petitioner built up the hut again, but some other members of the Bloomfield family again forcibly destroyed it; but your Petitioner was advised that, as they were men of no property, it was useless to bring another action against them.

That your Petitioner has again since erected the hut in same place, and still resides there.

That the defendants in the above-mentioned action moved for a new trial, but the Court sustained the verdict in favour of your Petitioner, and no new trial was granted.

That when the hut was destroyed, your Petitioner and family were exposed, with very imperfect shelter, for several days to the rain; and her health, and that of some of her children, has been permanently injured by such exposure.

That, on the 4th of December, 1861, your Petitioner, through her attorney, again applied to the Chief Commissioner of Crown Lands, that a lease of Wombelong South might be issued to your Petitioner; and it was urged upon Mr. Moriarty that the right to the disputed land had been decided in the action in favour of your Petitioner; but Mr. Moriarty, in his reply, dated 6th January, 1862, denied that any notice could be taken of the proceedings in the action.

That your Petitioner submits that there could be no fairer tribunal to try her right to Wombelong Station than the Supreme Court, before an impartial Judge and Jury, and with witnesses on both sides examined on oath.

That your Petitioner, without imputing any corrupt motives to Mr. Moriarty, thinks he may have been unconsciously swayed in his inclination to ignore the judgment of the Supreme Court, by the fact of the existence of a relationship or connection by marriage between himself and the Messrs. Bloomfield.

That the lease of Wombelong has never been granted to your Petitioner; and that two actions of trespass have lately been commenced against her by Messrs. Bloomfield, Lamb, and Parbury, and Mr. Rouse, the now owner of Caleriwi, and one against her son by the former parties, for trespass on the very land which was adjudicated on in the action above mentioned in 1860.

That in the original application by R. B. Dawson, agent for Charles Bury, dated 31st March, 1848, for a lease of Caleriwi, that station is described in the *Government Gazette* of the 21st September, 1848, page 1251, at 30,000 acres; whereas, if what your Petitioner claims as Wombelong be included in it, the area would be very much larger. The description, moreover, sets forth a run with north, south, east, and west boundaries; whereas the plans filed in the Supreme Court by the plaintiff in the three last-mentioned actions make the stations a triangular and not a square tract of country.

That your Petitioner caused several personal applications to be made to Mr. John Robertson, the present Member for the Clarence, while Secretary for Lands, and believes that, had he continued in office, justice would have been done to your Petitioner, as Mr. Robertson appeared to think that your Petitioner ought to have had the lease applied for. Petitioner was also, until recently, refused the right to free select on Wombelong Creek, on the ground that her free selection was part of Caleriwi.

That your Petitioner has always been, and still is, willing to arbitrate the matter in the mode prescribed by the Land Regulations; but Mr. Rouse has evaded and refused arbitration.

That your Petitioner has been harassed by law proceedings for the last ten years, and the various actions have been brought with no other intention than to crush her and her family, by the amount of costs which must necessarily be incurred in defending them; and unless she can obtain the lease to which she believes herself by law to be justly entitled, she will be probably driven from the home which herself and family have occupied for more than eleven years.

Your Petitioner, therefore, humbly prays that your Honorable House will cause inquiry to be made, and that a survey of the land may be made, and a lease may be issued to her of the said station of Wombelong South, as applied for in the month of July, 1858.

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

ELIZA COLWELL.

April 6th, 1868.

1867-8.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MR. WILLIAM EMERY.
(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 24 April, 1868.

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

The humble Petition of William Emery,—

HUMBLY SHEWETH :—

That on the twenty-fifth day of June, one thousand eight hundred and sixty-three, your Petitioner selected seventy-two acres of land at Good Dog, and paid to the Land Agent at Nowra a deposit of eighteen pounds, for which the usual receipt was given, No. 24,155; your Petitioner thereupon took possession of the land, and has occupied it ever since.

That in June, one thousand eight hundred and sixty-six, your Petitioner received a letter from the Surveyor General's Office, stating that information had been received that he had not resided on the seventy-two acres, and requiring explanation and satisfactory proof to be furnished to the Surveyor General's Office by sixteenth July, one thousand eight hundred and sixty-six. The explanation and proof were furnished accordingly; and on the eleventh July, your Petitioner paid the balance of purchase money—fifty-four pounds, and one pound for deed—and received receipt for same from the Treasury, No. 982. Your Petitioner subsequently received a letter, dated the seventeenth September, one thousand eight hundred and sixty-seven, stating that the proof of residence furnished by him was satisfactory.

That your Petitioner afterwards received a letter from the Under Secretary for Lands, dated eighth January, one thousand eight hundred and sixty-eight, stating that the application made by him, at Shoalhaven, on the twenty-fifth June, one thousand eight hundred and sixty-three, for seventy-two acres of land had been cancelled by special permission of the Secretary for Lands, and that on the deposit receipt and a penny stamp being forwarded, the deposit of eighteen pounds, paid by him, would be returned.

That your Petitioner protests against the said cancellation as unjust and illegal.

That your Petitioner claims, that as he has fulfilled all the conditions of purchase, including payment, a grant of the land should be issued to him by the Government.

Your Petitioner, therefore, humbly prays your Honorable House to take the premises into your early and favourable consideration, and grant him such relief as to your Honorable House may seem just.

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

WILLIAM EMERY.

1867-8.

• LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GEORGE EVANS.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 27 April, 1868.

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

The humble Petition of George Evans, now a small farmer and grazier at Evandale, Kangaloola, in the County of Georgiana and District of Goulburn,—

HUMBLY SHEWETH:—

That Petitioner in April, 1865, made application for a pre-emptive lease of land adjoining, and in virtue of his purchased land, Mr. Robertson being then Minister for Lands. Mr. Robertson wrote to Petitioner to subdivide the land, which he did; but before Petitioner received an answer Mr. Robertson had resigned and Mr. Cowper became Acting Minister. There was some correspondence between Mr. Cowper and Petitioner, relative to the land, and by the tenor of Mr. Cowper's letter and the answer Petitioner fully expected another letter previous to the lease being granted. After a lapse of some months, Petitioner wrote to the Lands Department requesting to know the cause of the delay, when he was informed by the present Minister, the Honorable John Bowie Wilson, that the land had been gazetted in my name, but, as the money was not paid, it became forfeit to the Crown, but that it would be put up immediately to sale by auction, so that Petitioner was debarred of his land merely by mistake over which he had no control.

That Petitioner then let twelve months elapse, during which time the land was not put up to auction; he then applied again, and sent down the amount of money required for the lease, for which he holds a receipt, no other document arriving authorizing him to take possession of the land; at the expiration of six months, he sent down double the amount of the former sum, for which he also holds a receipt. Four months after he wrote to the Surveyor General, when he was informed that the land was leased to another person, so that he was not only debarred from what he considers to be his legal and undoubted right, but has been deprived of the use of his money—one moiety for ten months, and the other for sixteen months.

Therefore, Petitioner humbly requests your Honorable House will condescend to take his case into your humane consideration, and, at the expiration of the present lease, order that the land may be granted to him as his pre-emptive right.

And Petitioner, as in duty bound, will ever pray.

GEORGE EVANS,
Evandale, Kangaloola, near Binda.

Handwritten signature or initials, possibly "AB" or "LB", located in the lower-left quadrant of the page.