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NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1870,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN TWO VOLUMES.
VOL. II.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.
SESSION 1870.

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

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AND
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(TWO VOLUMES.)

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1870.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FOR THE HALF-YEAR ENDING 30 JUNE, 1869.)

Presented to Parliament, in accordance with the provisions of the several Acts.

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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 on 30th June, 1869.

Dr.				Cr.			
RECEIPTS.				DISBURSEMENTS.			
1869.		£	s. d.	£	s. d.	1869.	
2 June..	To Government grant in aid of funds	375	0 0			30 June	By Balance from last half-year
	„ Do. for alignment-posts...	75	0 0				„ Secretary's and Surveyor's salary
				450	0 0		„ Miscellaneous expenditure :—
							£ s. d.
	„ Rent of tolls, 5½ months, at £291 13s. 4d.			1,604	3 4		Interest on metal account
	„ Error in wages-cheque drawn for 1s. too little, on 27 March, 1869						Tools
	„ Balance overdrawn at Bank						Stationery & account-books
							Advertising
							Petty expenses
							Law costs
							Stamped cheque-book ...
							Bank interest
							226 9 10
							„ Expenditure on undermen-
							tioned roads, viz. :—
							Old South Head Road :—
							Blue-metal
							Wages, ballast, gravel, &c.
							1,332 19 11½
							New South Head Road :—
							Blue-metal
							White-metal
							Wages, ballast, gravel, &c.
							809 1 0
							Glenmore Road—Wages, ballast, &c. ...
							Darling Point Road— do.
							Old Point Piper Road— do.
							£ 8,256 2 5
							£ 8,256 2 5

For the Commissioners of the South Head Roads Trust,—

T. W. SMART, Hon. Treasurer.
GERARD PHILLIPS, Secretary.

No. 2.

MAITLAND ROAD TRUST.

ABSTRACT of the Revenue and Expenditure of the Maitland District Council, from January 1st to June 30th, 1869.

Dr.				Cr.			
1869.		£	s. d.	£	s. d.	1869.	
1 Jan.	To Balance in hand	117	6 6			30 June	By repairs, &c., to Falls Punt
30 June	„ Receipts from Falls Punt	108	5 0				„ „ Largs Punt
	„ „ Largs Punt	5	0 0				„ „ Hinton Punt
	„ „ Hinton Punt	113	9 6				„ Salaries
	„ Amount repaid by Mr. D. Sim, charged in error						„ Repairs to winches
	„ Due to Bank of Australasia						„ Drain-pipes, Phoenix Park Road
							„ Advertising
							„ Stationery
							„ Poll Clerks at Election in May
							„ Loan to Broken-back Road
							„ Miscellaneous
							£ 351 17 1
							£ 351 17 1

STEPHEN SCHOLEY, Warden.
THOMAS HUGHES, Secretary.

We certify to having examined the Accounts of the Maitland Road Trust for the Half-year ended 30th June, 1869, including Journal, Cash-book, Bank Pass-book, Vouchers, and Bank Ledger, and found the whole correct as per the above Balance-sheet,—

THOMAS M'MAHON, }
JOHN KEATING, } Auditors.

East Maitland, 10th August, 1869.

No. 3.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust in Account Current for the Half-year ending 30th June, 1869.

Dr.

Cr.

DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1869.		£ s. d.	1869.		£ s. d.
Jan. 1	To Balance from December, 1868	22 13 6	Jan. 30	By sum paid for labour, as per voucher	5 10 0
June 30	„ Six months rent of Denham Court Toll-gate	25 0 0	„ 30	„ Do. do.	4 15 0
			Mar. 31	„ Do. do.	0 7 6
			June 15	„ Sum paid for repairing wheelbarrows ...	1 13 0
			„ 15	„ Sum paid for labour, as per voucher	1 5 0
			June 30	„ Sum paid to Secretary for six months' services	15 0 0
			„ 30	„ Sum paid for stamps, 5s.; paper, &c., 3s. 6d.	0 8 6
			„ 30	„ Sum paid for sundries	0 10 0
				„ Balance	18 4 6
		£ 47 13 6			£ 47 13 6

We certify to the correctness of the above Account,—

Campbelltown, 15 July, 1869.

THOS. CHIPPINDALL, }
T. BYRNE, } Commissioners.

No. 4.

RICHMOND ROAD TRUST.

RECEIPTS and Expenditure of the Commissioners of the Richmond Road Trust, for the Half-year ending 30th June, 1869.

Dr.

Cr.

1869.		£ s. d.	1869.		£ s. d.
Jan. 1	To Balance on hand, 31 December, 1868 ...	89 11 2	Mar. 31	By paid Secretary quarter's salary	7 10 0
„ 19	„ Rent of Blacktown tolls for December, 1868	10 0 0		„ Do. postages, stationery, &c.	0 5 0
Feb. 18	„ Do. January	8 6 8	April 7	„ D. M'Pherson, repairs, Blacktown Road	17 10 0
Mar. 13	„ Do. February	8 10 0	„ 17	„ H. Pye, do. do.	12 10 0
April 8	„ Do. March	8 8 4		„ J. B. Ridge, do. do.	2 0 0
May 12	„ Do. April	8 8 4	June 2	„ B. Isaacs, printing	0 5 0
June 12	„ Do. May	8 8 4	„ 2	„ G. Guest, auctioneer, commission	1 0 0
			„ 30	„ Secretary, quarter's salary	7 10 0
				„ Do. postages, &c.	0 5 0
		£ 141 12 10		„ Balance on hand	92 17 10
					£ 141 12 10

EDW. POWELL, }
JOSEPH ONUS, }
JOHN DUCKER, } Commissioners.

No. 5.

WINDSOR ROAD TRUST.

RECEIPTS and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ending 30th June, 1869.

Dr.			Cr.		
1869.		£ s. d.	1869.		£ s. d.
Jan. 1	To Balance on hand, 31 December, 1868 ...	112 4 8	Jan. 2	By paid John Crew, repairs to Windsor Road	40 4 0
Feb. 6	„ Rent of Fitzroy Bridge Tolls for January	18 6 8	„ 9	„ „ „	41 2 0
Mar. 10	„ „ February	18 6 8	„ 16	„ „ „	26 13 0
April 8	„ „ March	18 6 8	„ 30	„ R. Rummery, gravel for „	4 19 0
May 10	„ „ April	18 6 8	Feb. 27	„ John Crew, repairs, Windsor Road	3 8 0
June 9	„ „ May, on account of £13 16s. 8d. (after allowance of £5 for flood)	10 0 0	Mar. 31	„ Faux & Beard, spikes, &c.	0 3 5
				„ Secretary, quarter's salary	10 0 0
				„ Same, postages, stationery, &c.	0 5 0
			April 17	„ J. Whitechurch, repairs, George-street...	10 8 0
			„ 20	„ Jas. Hough, „	2 0 0
				„ P. Matteram, „	3 0 0
				„ J. Whitechurch, „	7 1 0
			May 15	„ Same, repairs, Windsor Road	6 5 6
			„ 29	„ J. Crew, repairs to George-street and Windsor Road	8 10 0
			June 30	„ W. Hooke, posting placards	0 7 6
				„ Secretary, quarter's salary	10 0 0
				„ Same, postages, stationery, &c.	0 5 0
				„ Balance on hand	20 19 11
		£ 195 11 4			£ 195 11 4

RICH. RIDGE,
THOMAS PRIMROSE,
JOHN M. M'QUADE,
JOHN WOOD, } Commissioners.

No. 6.

RANDWICK AND COOGEE ROAD TRUST.

THE Commissioners of the Randwick and Coogee Road Trust, in Account Current for the Half-year ending 30th June, 1869.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1869.	To Toll Receipts	£ s. d. 281 10 0	1869.	By Balance due Commercial Bank, 31 December, 1868	£ s. d. 1,470 16 10
	„ Receipts from Waverley Municipal Council, for transfer of portion of Road to said Council	50 0 0		„ Wages to carters, labourers, and stone-breakers, as per vouchers herewith ...	219 6 9
	„ Received from Randwick Municipal Council, on transfer of portion of Road to said Council	2,345 10 8		„ Road-metal and sundry miscellaneous expenditure, as per vouchers herewith	2,941 6 5
	„ Received from Sydney Municipal Council, on transfer of portion of Road to said Council	1,954 9 4		„ Paid mortgage on Toll	2,000 0 0
		£ 4,631 10 0			£ 4,631 10 0

We certify to the correctness of the above Account,—

Sydney, 24 August, 1869.

HENRY CLARKE,
J. B. HOLDSWORTH,
S. H. PEARCE, } Commissioners.

No. 7.

PARRAMATTA ROAD TRUST.

ABSTRACT of Receipts and Expenditure of the Parramatta Road Trust, for the Half-year ending 30th June, 1869.

RECEIVED.			EXPENDED.		
	£	s. d.		£	s. d.
To six months rental of Toll-gate at Broken-back Bridge	153	0 0	By Salaries :—		
„ Commissioner of Main Roads, for the repair of the Dog-trap Road, for the year 1869	60	0 0	Clerk and Treasurer	18	15 0
			Overseer	47	5 0
					66 0 0
			„ Miscellaneous :—		
			Wages for labour	220	11 0
			Stationery and advertising ...	0	7 6
			Purchase of tools, stores, &c.	1	10 6
			Repairs to roads, dams, and bridges	26	17 0
			Repairs to tools	2	11 5
					251 17 5
„ Total Receipts	213	0 0	„ Total Expenditure		317 17 5
„ Balance, 31 December, 1868	706	5 2	„ Balance, 30 June, 1869		601 7 9
	£	919 5 2		£	919 5 2

We certify the above Account to be correct,—

JAMES BYRNES,
G. B. SUTTOR,
ANDREW PAYTEN, } Commissioners.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS OF NEW SOUTH WALES.

(CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1870.)

Ordered by the Legislative Assembly to be Printed, 25 March, 1870.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1870.

Number.	Class.	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 (Gardner's Road) ...	20
8	4	2	„ Mudbank Road, at Williamson's, <i>viâ</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>viâ</i> Lord's and Hancock'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>viâ</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 Ugly's Point (Koggerah Road) ...	60
22	5	2	„ Rocky Point Road, near Cook's River Dam, to Muddy Creek	14
23	2	2	„ Main Western Road to Balmain Municipality (Balmain Road)	50
24	2	3	„ Main Western Road to Canterbury ...	75
25	3	10	„ Canterbury, <i>viâ</i> Saltpan Creek, to George's River ...	150
26	4	2	„ Main Western Road to Railway Station at Haslem's Creek	20
27	5	3	„ Irishtown to Haslem's Creek Railway Station ...	21
28	4	5	„ Main Southern Road near Burwood, over Cook's River, into Parish of St. George ...	50
29	5	2	„ Main Western Road to Government Wharf at Longbottom	14
30	5	2	„ Longbottom to Breakfast Point ...	14
31	3	5	„ Middle Harbour to Pittwater Road ...	75
32	3	16	„ Manly Cove to Pittwater ...	240
33	4	2	„ Manly Cove to Balgowlah ...	20
34	2	13	„ North Willoughby Municipality to Pennant Hills ...	325
35	2	1	„ Hunter's Hill Municipality to Road from Parramatta to Bedlam Ferry (Onion's Point Road) ...	25
				£ 2,548

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads.				
				£
1	4	17	Road from Newcastle Municipality to Maitland	170
2	4	9	" Newcastle Municipality to Wallsend	90
3	5	13	" Wallsend to Maitland and Gosford Road at Coorumbung ...	91
4	5	17	" Stockton to Raymond Terrace	119
5	5	5	" Stockton and Raymond Terrace Road to Saltash	35
6	4	31	" Raymond Terrace to Stroud	310
7	5	73	" Stroud, <i>via</i> Gloucester, to Tinonee	511
8	3	7	" Tinonee to Cundle	105
9	5	5	" Cundle to Jones' Island	35
10	5	11	" Tinonee to Bohnock	77
11	4	6	" Tinonee to Wingham, south side of Manning River Road ...	60
12	5	2	" Tinonee and Bohnock Road to south channel of the Manning River (Redbank Road)	14
13	3	6	" Tinonee and Cundle Road to Wingham	90
14	5	11	" Wingham to Wherrol Flat, Dingo Creek	77
15	5	16	" Wingham, on the left bank of the Manning River, to Black Flat	112
16	5	11	" Wingham and Wherrol Flat Road, up eastern branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat	77
17	5	56	" Cundle to Port Macquarie	392
18	5	3	" Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miscal's Road)	21
19	5	6	" Raymond Terrace and Stroud Road to Raymond Terrace and Clarencetown Road (Caswell's Road)	42
20	5	4	" Raymond Terrace and Stroud Road, <i>via</i> the Duckhole Swamp, towards the Parading Ground	28
21	4	19	" Raymond Terrace, by east side of Williams' River, to Clarencetown	190
22	3	8	" Raymond Terrace to Hinton	120
23	3	4	" Raymond Terrace and Hinton Road to Seaham	60
24	3	5	" Raymond Terrace, towards Maitland, to its junction with the Morpeth Road	75
25	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland	75
26	3	4	" Raymond Terrace and Maitland Road to Morpeth Municipality	60
27	5	6	" Raymond Terrace to Hexham	42
28	5	5	" Alhwick to Hexham	35
29	5	8	" Hexham to Fullerton Cove	56
30	2	4	" East Maitland Municipality to Oak Vale	100
31	3	14	" Oak Vale to the Broken-back Gap	210
32	2	28	" East Maitland, <i>via</i> Largs and Dunmore Bridge, to Paterson and Gresford	700
33	3	16	" Dunmore Bridge to Seaham and Clarencetown	240
34	1	6	" Clarence Town, towards Dungog, to south boundary of J. D. Walker's 1,280 acres	300
35	2	8	" South boundary of J. D. Walker's 1,280 acres to Dungog ...	200
36	4	17	" Gresford to Eccleston	170
37	4	12	" Gresford to Lowstock	120
38	3	9	" Largs, <i>via</i> Tocal, to Paterson	135
39	3	6	" West Maitland to Dunmore	90
40	4	3	" The north boundary of West Maitland Municipality up the right bank of Hunter's River	30
41	2	4	" Morpeth Municipality, <i>via</i> Hinton Punt, to Dunmore and Seaham Road	100
42	4	4	" Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek ...	40
43	2	3	" West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road	75
44	5	15	" West Maitland to Mulbring Creek	105
45	5	10	" Lochinvar, <i>via</i> Windermere, to Pritchett's 2,000 acres, and loop-line to same place, <i>via</i> Kaloudah	70
46	5	7	" Deep Creek to Allandale Railway Station	49
47	3	5	" Morpeth Municipality to Four-mile Creek	75
48	4	2	" Morpeth Municipality to Largs	20
49	5	4	" Morpeth Punt, through Phoenix Park, to Largs	28
50	5	9	" Clarencetown to Half-way House on Raymond Terrace and Stroud Road	63
51	5	8	" Clarencetown, <i>via</i> Glen William to Clarencetown and Dungog Road, at south boundary of J. D. Walker's 1,280 acres	56
52	3	8	" Dungog to Chichester River	120
Carried forward				£ 6,265

Number.	Class.	Length in Miles.		Proposed Expenditure.
Northern Roads—continued.				£
			Brought forward	6,265
53	5	6	Road from Dungog to Fosterton	42
54	5	15	„ Dungog to Stroud	105
55	5	13	„ Dungog and Stroud Road to Monkerai	91
56	4	26	„ The Broken-back Gap, <i>via</i> Wyee, to Wyong Creek	260
57	3	13	„ Wyong Creek to Gosford	195
58	5	8	„ Gosford to Kincumber	56
59	5	10	„ Wyong Creek to Bumble Hill	70
60	5	10	„ Bumble Hill to the Blood-tree	70
61	5	20	„ Gosford to the Blood-tree	140
62	5	6	„ The Blood-tree to Mangrove Creek at Pemberton's Hill	40
63	2	20	„ Main Northern Road, near West Maitland, <i>via</i> Cessnock, to the Dividing Range	500
64	3	13	„ The Dividing Range to Wollombi	195
65	5	4	„ Town of Ellalong to Main Road from Maitland to Wollombi	28
66	5	11	„ Wollombi Road to Congewai	77
67	5	29	„ Wollombi to Warkworth	203
68	5	60	„ Wollombi and Warkworth Road to Colo River (Bulga Road)	420
69	4	44	„ Wollombi to Wiseman's Ferry	440
70	5	11	„ Wiseman's Ferry, <i>via</i> Shepherd's Gully and Whalan's Punt, to St. Alban's	77
71	5	10	„ St. Alban's through Wallambine Common	70
72	5	15	„ St. Alban's up the M'Donald River to Melon Creek, and up that Creek	105
73	2	1	„ Tomago Crossing-place to Railway Station at Hexham	25
74	2	1	„ Waratah to Railway Station	25
75	4	7	„ Main Northern Road, near Anvil Creek, to Glendon Brook	70
76	4	4	„ Anvil Creek and Glendon Brook Road to Stanhope	40
77	4	14	„ Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	140
78	5	11	„ Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton	77
79	3	12	„ Main Northern Road, near Munnimba Brook, to Warkworth	180
80	5	11	„ Wittingham Reserve to Broke, Wollombi Brook	77
81	5	5	„ Singleton and Jerry's Plains Road to Warkworth	35
82	3	28	„ Singleton to Denman	420
83	5	39	„ Scone to Merriwa	273
84	5	8	„ Scone to Page's River, at Gundy	56
85	5	8	„ Box-tree Flat to Blandford	56
86	5	70	„ Manilla, <i>via</i> Barraba, to Bingera	490
87	5	70	„ Armidale Municipality to Inverell	490
88	5	55	„ Main Northern Road, at Bendemeer, to Bundarra	385
89	4	30	„ Bundarra to Inverell	300
90	4	40	„ Glen Innes to Inverell	400
91	4	4	„ Main North Road, at Uralla, to the Rocky River	40
92	5	25	„ Frederickton to Macleay River Heads	175
93	5	4	„ Kempsey to Frederickton	28
94	5	10	„ West Kempsey to Darkwater Creek	70
95	5	7	„ Hyde's Falls to M'Lean's Falls (Upper Bellinger River)	49
				£ 13,350
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	1	„ Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road	25
5	2	1	„ Parramatta and Ryde Road to Pennant Hills Wharf	25
6	2	1	„ Great North Road, at Ryde, to Parramatta River, at Ryde Wharf	25
7	3	1	„ Bedlam Ferry to Gladesville	15
8	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
9	2	1	„ Gladesville to Gladesville Wharf	25
10	3	2	„ Ryde towards Field of Mars Common	30
Carried forward				£ 640

Number.	Class.	Length in Miles.		Proposed Expenditure.
Western Roads—continued.				£
			Brought forward	640
11	3	3	Road from Main Western Road towards Parramatta River (Concord Road)	45
12	2	4	„ Parramatta to Pennant Hills	100
13	5	8	„ Main Western Road, near St. Mary's, to Orphan School Road	56
14	5	8	„ Do. do. to Blacktown Road	56
15	5	12	„ Do. near Penrith, to Richmond	84
16	4	15	„ Do. do. to Bringelly Cross Roads	150
17	4	6	„ Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbitty	60
18	4	11	„ Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural	110
19	5	15	„ South boundary of G. Acre's 1,500 acres at Dural, to its junction with Pitt Town and Wiseman's Ferry Road (Great North Road)	105
20	4	3	„ Wiseman's Ferry Road into Parish of North Colah... ..	30
21	2	19	„ Parramatta to Windsor... ..	475
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	5	„ Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road	50
29	5	9	„ Enfield to Windsor Punt	63
30	5	6	„ Wilberforce and Churchill's Wharf Road, <i>via</i> Page's Punt, to Pitt Town and Wiseman's Ferry Road	42
31	5	2	„ Churchill's Wharf and Page's Punt Road to Sackville Reach	14
32	5	8	„ Churchill's Wharf to Mouth of Colo River	56
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 Bowenfells (Bell's Line)	280
44	5	13	„ Bell's Line to Colo River (Comleroy Road)	91
45	5	3	„ Wood's Falls to Road from Richmond Bridge to Kurrajong	21
46	5	12	„ Penrith, <i>via</i> Regentville and Mulgoa, to Greendale	84
47	5	2	„ Penrith and Greendale Road, at Mulgoa Church, to the Penrith and Bringelly Road	14
48	4	10	„ Main Western Road, at Little Hartley, to Ganbenang Swamp	100
49	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
50	4	5	„ Hartley to Blaxland's Swamp	50
51	2	4	„ Bowenfells to Blaxland's Swamp	100
52	5	7	„ Blaxland's Swamp to Antonio's Creek (part of Old Bathurst Road)	49
53	4	30	„ Hartley, <i>via</i> Glenroy and Bindo Flats, to Fish River Creek Bridge, near Oberon	300
54	3	10	„ Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	150
55	5	14	„ Mudgee Road to Rylstone	98
56	5	40	„ Cudgegong Municipality to Cassilis	280
57	5	50	„ Mudgee and Cassilis Road to Merriwa and Cassilis Road	350
58	5	22	„ Cudgegong Municipality to Rylstone	154
59	4	21	„ Cudgegong Municipality to Hargraves	210
60	4	5	„ Cudgegong Municipality and Hargraves Road to Windeyer... ..	50
61	2	28	„ Main Western Road, at Woodside, Brown's Hill, <i>via</i> the Limekilns, to Peel and Sofala Road	700
			Carried forward	£ 6,920

Number.	Class.	Length in Miles.		Proposed Expenditure.
Western Roads—continued.				
			Brought forward	£ 6,920
62	4	4	Road from 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	5	9	" Brown's Hill and Sofala Road, at Cheshire Creek, to Upper Turon	63
65	4	30	" Sofala, <i>via</i> Piramul Hill and Dun Dun, to Hargraves	300
66	5	10	" Tambaroora to Sofala and Hargraves Road, near Boiga	70
67	4	12	" Tambaroora to Sofala and Hargraves Road, near Piramul Hill	120
68	5	4	" Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	28
69	5	40	" Kelso to Tambaroora, <i>via</i> Kelloshiel and Lower Turon	280
70	5	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest	154
71	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
72	5	2	" Bathurst and Ophir Road, <i>via</i> Rankin's Bridge, to Kelloshiel	14
73	2	20	" Bathurst to Caloola	500
74	4	16	" Bathurst and Caloola Road to Rockley	160
75	5	8	" Do. do. to Limekilns	56
76	4	34	" Carcoar to Canowindra... ..	340
77	2	31	" Carcoar to Cowra	775
78	5	30	" Carcoar to Orange	210
79	5	44	" Cowra to Young	308
80	4	13	" Bathurst and Caloola Road to Tea-pot Swamp	130
81	4	30	" Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
82	4	29	" Bathurst, <i>via</i> O'Connell's Plains, Eight-mile Swamp, and Oberon, to Fish River Creek	290
83	5	11	" Mutton's Falls to Fish River Creek Bridge, near Oberon	77
84	5	8	" O'Connell's Plains, <i>via</i> Alick's Swamp, to Wiseman's Creek	56
85	5	20	" Oberon to Swatchfield	140
86	5	50	" Orange to Nanima	350
87	5	16	" Stony Creek to Burrendong	112
88	5	27	" Stony Creek to Wellington	189
89	5	54	" Wellington to Dubbo	378
				£ 12,487
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 Irishtown, to George's River Old Road	21
5	3	2	" Smithfield to Fairfield Railway Station	30
6	4	6	" Main Southern Road to Saltpan Creek (Punchbowl Road)	60
7	5	15	" Main Southern Road, near Landsdown 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 Orierton, to Liverpool and Cobbitty Road	30
18	5	8	" Cobbitty to Matawai, 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	" Picton to the top of Long Gully	75
Carried forward				£ 1,302

Number.	Class.	Length in Miles.		Proposed Expenditure
Southern Roads—continued.				
			Brought forward	£ 1,302
23	4	6	Road from the Top of Long Gully to Burragorang Road, near Vanderville	60
24	5	10	„ Mulgoa Road, near Vanderville, to top of Burragorang Mountain	70
25	3	2	„ Top of Burragorang Mountain towards P. Martin's 845 acres	30
26	1	5	„ Campbelltown to Main Southern Road, near Narellan ...	250
27	3	10	„ Campbelltown to Appin	150
28	4	7	„ Wollongong and Kiama Road, to Mount Keira, towards Appin	70
29	4	4	„ Broughton's Pass to Wilton	40
30	5	9	„ Broughton's Creek to Kangaroo Ground	63
31	2	5	„ Appin and Mount Keira Road, <i>via</i> Douglass Park Railway Station, to Menangle Road... ..	125
32	5	4	„ Appin to Brooke's Point	28
33	4	4	„ Appin to Broughton's Pass	40
34	1	5	„ North Boundary of North Illawarra Municipality, <i>via</i> Bulli and Westmacot's Pass towards Appin, to the top of the Mountain	250
35	3	15	„ Top of the Mountain, near Westmacot's Pass, to Appin ...	225
36	5	91	„ Bomaderry Ferry, <i>via</i> Nowra, Tomerong, and Ulladulla, to Batemen's Bay	637
37	5	7	„ Tomerong to Jervis Bay, at South Huskisson	49
38	5	5	„ Tomerong and Jervis Bay Road to North Huskisson	35
39	4	17	„ Bateman's Bay to Moruya	170
40	3	16	„ Moruya to Bodalla	240
41	4	5	„ Nowra to boundary of Numba Municipality... ..	50
42	5	75	„ Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to Braidwood	525
43	5	12	„ Nowra to Burriar	84
44	3	1	„ Nowra and Bomaderry Road, to Terrara	15
45	5	8	„ Illaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry ...	56
46	4	9	„ Main Southern Road, near Little Forest, to the crossing of the Bowral and Kangaloon Road	90
47	3	13	„ The crossing of the Bowral and Kangaloon Road, <i>via</i> Bong Bong and Sutton Forest, to the Main Southern Road, at the Cross Roads (Breman's Inn)	195
48	3	5	„ Main Southern Road, at Fitz Roy Mines, <i>via</i> Bowral, to Old Southern Road, near Bong Bong (Gib Road)	75
49	3	4	„ Berrima to Railway Station at Sutton Forest	60
50	5	10	„ Berrima, <i>via</i> Soapy Flat, to Wanganderi	70
51	5	10	„ The Cross Roads at Sutton Forest to East Boundary of H. H. M'Arthur's 3,140 acres	70
52	3	2	„ The Old Southern Road, at Mittagong, near Burke's, to the Main Southern Road, near the Old Fitz Roy Inn ...	30
53	2	15	„ The Old Southern Road at Throsby Park, near Sutton Forest Railway Station, to the Village of Robertson	375
54	4	6	„ The Village of Robertson, <i>via</i> Vidler's, to the Western Boundary of Kiama Municipality... ..	60
55	5	3	„ Village of Robertson, <i>via</i> Kangaloon, to Alcorn's Hill ...	21
56	4	12	„ Alcorn's Hill to Bowral	120
57	5	6	„ The Kangaloon and Bowral Road, at Robertson Park, to the Western Boundary of Central Illawarra Municipality, near Mount Murray	42
58	4	30	„ Goulburn Municipality to Taralga	300
59	5	6	„ Taralga to Richlands	42
60	4	17	„ Goulburn to Bungonia	170
61	4	30	„ Goulburn Municipality, <i>via</i> Clear Hills, to Laggan	300
62	5	35	„ Laggan, <i>via</i> Tuena, to the Abercombie River	245
63	4	40	„ Goulburn Municipality to Wheeo	400
64	4	42	„ Goulburn and Wheeo Road to Binda... ..	420
65	5	42	„ Main Southern Road, near Yass, <i>via</i> Morumbateman, Ginindera, and Canberra, to Queanbeyan	294
66	5	12	„ Wheeo to Binda	84
67	5	36	„ Wheeo to Burrowa	252
68	4	27	„ Burrowa to Young	270
69	5	72	„ Young, <i>via</i> Weddin Police Station, Grenfell, and Bogalong, to Forbes	504
70	5	15	„ Goulburn Municipality, <i>via</i> Mummell, to Pomeroy	105
71	4	15	„ Main Southern Road, at Breadalbane Plain, to Collector ...	150
72	5	16	„ Collector to Gundaroo	112
			Carried forward	£ 9,421

Number.	Class.	Length in Miles.		Proposed Expenditure.
Southern Roads—continued.				
			Brought forward	£ 9,421
73	3	12	Road from Bungendore to Boro and Braidwood Road, near Doughboy Hill	180
74	5	17	„ Bungendore <i>via</i> Molonglo, to the Queanbeyan and Bungendore Road	119
75	5	23	„ Queanbeyan to Gundaroo	161
76	5	25	„ Bombala to Delegate	175
77	5	12	„ Merimbula to Jellat Jellat	84
78	4	10	„ Bega, <i>via</i> Jellat Jellat, to Tathra	100
79	4	25	„ Brogo, <i>via</i> Bega, to Wolumla	250
80	2	12	„ Eden to Panbula... ..	300
81	2	10	„ Araluen and Moruya Road, <i>via</i> Kiora, to Moruya	250
82	5	4	„ Moruya to the Heads	28
83	5	8	„ Elrington to Araluen	56
84	4	9	„ Braidwood to Sergeant's Point (Little River)... ..	90
85	4	8	„ Serjeant's Point (Little River) to Clyde Road	80
86	5	30	„ Main Southern Road, at Sharpening-stone Creek, to Boorowa	210
87	5	11	„ Tumut to Brungle	77
88	5	10	„ Gundagai to Tarrabandra	70
89	5	30	„ Main Southern Road, at Little Billabong, to Tumberumba	210
90	3	6	„ Albury Municipality to Dight's Forest (Burrumbuttock Road)	90
				£ 11,951

SUMMARY OF PROPOSED DISTRIBUTION:—

Sydney or Metropolitan Roads...	£ 2,548
Northern Roads	13,350
Western Roads	12,487
Southern Roads	11,951
TOTAL	£ 40,336

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 „

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS OF NEW SOUTH WALES.

(CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1870.)

Ordered by the Legislative Assembly to be Printed, 7 April, 1870.

SUBORDINATE ROADS under the Department of Public Works, Roads Branch, provided for on the Estimates for 1870.

Number	Class.	Length in Miles.		Proposed Expenditure
Northern Roads.				
				£
1	1	15	Muswellbrook to Merton	750
2	3	44	Denman to Merriwa	660
3	3	27	Merriwa to Cassilis	405
4	5	75	Cassilis to Coonabarabran	525
5	5	19	Main Northern Road, North of Wallabadah, to Nundle, Hanging Rock and Peel River Gold Fields	133
6	5	50	Main North Road, <i>via</i> Currabubula, to Tamworth	350
7	4	130	Willow-tree to Narrabri	1,300
8	4	25	Tamworth to Manila	250
9	4	60	Armidale to Glen Innes	600
10	3	135	Armidale to Grafton	2,025
11	4	130	Armidale, <i>via</i> Walcha, to Port Macquarie	1,300
12	5	60	Kempsey to Armidale and Grafton Road	420
13	2	35	Port Macquarie to Kempsey	875
14	2	116	Lawrence to Tenterfield	2,900
15	4	58	Glen Innes to Tenterfield	580
16	4	65	Grafton to Casino	650
17	4	17	Casino to Lismore	170
18	5	30	Lismore to Ballina	210
				£ 14,103
Western Roads.				
19	1	2	Petersham to Glebe Island	100
20	1	32	Bathurst to Carcoar	1,600
21	3	35	Bathurst to Ophir	525
22	3	27	Bathurst to Sofala, <i>via</i> Peel and Wyagdon	405
23	5	16	Rockley to Caloola and Tuena Roads	112
24	5	29	Caloola to Tuena	203
25	5	12	Orange to Ophir	84
26	4	38	Orange to Stony Creek	380
27	4	63	Orange, by Boree, to Forbes	630
28	5	40	Molong to Obley	280
29	4	22	Molong to Stony Creek	220
30	3	30	Cowra to Grenfell	450
31	4	70	Cudgegong Municipality to Dubbo	700
				£ 5,689

Number.	Class.	Length in Miles.		Proposed Expenditure.
Southern Roads.				
				£
32	1	60	Goulburn to Queanbeyan, <i>via</i> Tarago and Bungendore	3,000
33	...	56½	*Marulan to Braidwood	500
34	2	36	Tarago to Braidwood... ..	900
35	2	35	Braidwood to Nelligen—Clyde Road	875
36	5	37	Goulburn and Braidwood Road, <i>via</i> Bangalore Gap, Lake George, to Bungendore	259
37	5	45	Gunning to Burrowa	315
38	3	67	Queanbeyan to Cooma	1,005
39	5	57	Cooma to Bombala	399
40	3	43	Cathcart, <i>via</i> Tantawangalo, to Merimbula	645
41	2	47	Bombala, <i>via</i> Wyndham and Panbula, to Merimbula	1,175
42	2	6	Panbula to Wolumla	150
43	5	12	Eden to Sturt	84
44	2	27	Araluen to Moruya	675
45	2	15	Braidwood, <i>via</i> Dirty Butter Creek, to Araluen	375
46	4	12	Monga to Major's Creek, "Elrington,"	120
47	4	4	Monga and Major's Creek Road, at Reidsdale, to Bell's River	40
48	5	80	Wagga Wagga to Young, <i>via</i> Cootamundry and Wallandoon	560
49	4	18	Wallandoon to Murrumburrah	180
50	3	47	Bowning to Young, <i>via</i> Binalong	705
51	2	20	Gundagai to Tumut	500
52	4	12	Tumut to Adelong	120
53	5	40	Gundagai to Wagga Wagga, "North side of River"	280
54	5	28	Middle Adelong to Tumberumba	196
55	2	9	Town of Adelong to Middle Adelong	225
56	3	15	Main Southern Road to Adelong	225
57	4	12	Downing's Inn, at Gilmore Creek, to Reily's Crossing at Adelong Creek.	120
58	2	25	Main Southern Road, at Tarcutta, to Wagga Wagga	625
59	5	55	Wagga Wagga to Narandera	385
60	5	180	Wagga Wagga to Deniliquin	1,260
61	2	34	Albury Municipality to Corowa	850
62	5	77	Albury Municipality to Wagga Wagga	539
63	5	50	Deniliquin to Moama	350
				£ 17,637
GRAND TOTAL				£ 37,429

* Not classified. Amount determined by Vote of Parliament.

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.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BRIDGES AT KING'S FALLS AND LODDON RIVER.

(PETITION—CERTAIN INHABITANTS OF ILLAWARRA AND OTHERS.)

Ordered by the Legislative Assembly to be Printed, 14 April, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Inhabitants of Illawarra, and others,—

RESPECTFULLY SHOWETH :—

1. That a large population is now located on the South Coast, between North Bulli and Ulladulla, and that necessarily a large amount of correspondence is the consequence.

2. That between the town of Appin and Wollongong there are obstructions during time of flood, which invariably prevent the Mails from being carried with ordinary regularity.

3. That these obstructions exist at a place called the King's Falls, and also at another place known as the Loddon River.

4. That at a comparatively small expense, bridges could be erected at those two places which would prevent the delay that has frequently occurred in the arrival of the Mails, and as a consequence prevent inconvenience.

5. Your Petitioners therefore humbly pray that your Honorable House will take the foregoing into your favourable consideration; and your Petitioners, as in duty bound, will ever pray.

[*Here follow 421 Signatures.*]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS AND ROLLING STOCK,
(REPORTS AND CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 4 March, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 22nd October, 1869, That there be laid upon the Table of this House,—

- “ (1.) Report of any Commission which may have been appointed by the Government to inquire into the state of the Existing Lines of Railways and Rolling Stock up to the time of the present Officer taking charge of that Branch of the Railway Department.
- “ (2.) A Report or Reports of any Officer or Officers in the Public Service on the same subject.
- “ (3.) All Minutes and other papers having reference thereto.
- “ (4.) All Minutes and other papers having reference to the removal of the late Locomotive Superintendent and Engineer for Existing Lines, and the appointment of any Officer or Officers to succeed him.”

(Mr. Lyons.)

SCHEDULE.

Railways and Rolling Stock—Report of Commission :—Mr. Lyons moved, pursuant to Notice No. 5, That there be laid upon the Table of this House, copies of the following papers, viz. :—

(1.) Report of any Commission which may have been appointed by the Government to inquire into the state of the existing lines of Railways and rolling stock, up to the time of the present officer taking charge of that branch of the Railway Department.

[No Commission appointed.]

(2.) A report or reports of any officer or officers in the Public Service on the same subject.

(3.) All minutes and other papers having reference thereto.

NO.	PAGE.
1. The Hon. John Sutherland to Engineer for Existing Lines, for information required as to rolling stock. 24 November, 1868	3
2. Ditto to ditto further respecting. 27 November, 1868.....	3
3. Mr. Thomas' report on above	4
4. Mr. Thomas' report on Locomotive Engines for Great Western Extensions. 3 July, 1868	6
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9. Mr. Whitton's Minute thereon (27 November, 1868), and Mr. Thomas' rejoinder. 28 November, 1868	9
10. Commissioner to Engineer for Existing Lines, respecting interruption to Traffic for want of Locomotive Engines. 9 December, 1868	9
11. Mr. Thomas' report on above. 12 December, 1868	9
12. Commissioner to Mr. Thomas, to enumerate instances in which he had applied for Engines and other rolling stock. 13 January, 1869.....	12
13. Mr. Thomas, in reply. 14 January, 1869.....	12
14. Minute of Cabinet, requiring a report from the Engineer-in-Chief on the whole matter. — December, 1868.....	13
15. The Engineer-in-Chief to Commissioner—Report on the condition of the Locomotive Engines on the Southern and Western Railways. 14 January, 1869.....	13
16. The Engineer-in-Chief to Commissioner—Report on proposal of Engineer for Existing Lines to construct Tank Engines. 4 February, 1869	18
17. The Engineer-in-Chief to Commissioner, reporting on Mr. Thomas' memo. of 12 December, 1868. 15 February, 1869	20
18. The Engineer-in-Chief to Commissioner—Report on the condition of the Permanent-way between Sydney and Parramatta Junction. 15 February, 1869. Minute thereon from Mr. Thomas, asking that if any charges are preferred against him he may be allowed an opportunity of rebutting them. 4 March, 1869. Minute of Commissioner thereon. 9 March, 1869	22
18A. Mr. Thomas' report on state of Engines, Northern Line. 9 March, 1869	24
19. Report from Mr. Boag to Engineer-in-Chief—State of rolling stock under his charge, Great Northern Railway. 14 June, 1869	25
20. Report from Mr. Scott to Engineer-in-Chief, on state of Locomotive Engines on Southern, Western, and Richmond Railways. 7 June, 1869	27
21. Report from Mr. Boag to Engineer-in-Chief—Present condition of Carriages, Great Northern Railway. 20 July, 1869	29

(4.) All minutes and other papers having reference to the removal of the late Locomotive Superintendent and Engineer for Existing Lines, and the appointment of any officer or officers to succeed him.

1. The Hon. John Sutherland—Submitting to Executive Council a Minute, wherein he proposes a reorganisation of the Engineer Branch of the Railway Department. 22 May, 1869. Minute of Council approving same. 31 May, 1869	30
2. Instructions from the Secretary for Public Works to the Under Secretary	31
3. Under Secretary to Mr. J. H. Thomas, informing him of his removal from his appointment as Engineer for Existing Lines and of his appointment as Inspector of Rolling Stock. 1 June, 1869.....	32
4. Under Secretary to the Engineer-in-Chief, informing him that he is to take charge of the duties pertaining to the office of Engineer for Existing Lines, &c. 1 June, 1869	32
5. J. H. Thomas to Under Secretary, in reply to his letter of 1 June, 1869. 5 June, 1869.....	32

RAILWAYS AND ROLLING STOCK.

No. 1.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

Commissioner—Information required as to rolling stock.

You will please direct the Foreman of the Locomotive and Carriage Branches to report fully on the state of the rolling stock in your charge, including answers to the following questions:—

The number of locomotives now in stock?

The number in good working order?

How many have been supplied with new boilers, at what date did they begin to run before and after such repairs?

How many with new cylinders?

How many with engine refitted generally?

How many with engine and boilers thoroughly refitted and repaired, giving particulars of each?

How many new engines have come into use—on which line and at what date?

What duplicate gear was each engine supplied with?

Has that gear been in use—name the parts?

What is the present condition of each engine and the duplicate parts?

How many axles and tires have been used from stock?

What part has been replaced and is now in stock—with date of replacement, if by manufacture or importation?

What portion of carriage-work has been taken from stock instead of being repaired?

What is the extent of old work that has been stripped, that is fit to be repaired, and is not yet repaired?

What has been the practice in your branch with respect to testing or thoroughly examining the engines and boilers of your locomotives—detail the manner of conducting the examination. thus—

Boilers when tested, how prepared for testing?

By whom or in what way tested, and the result of test examination?

Framing of engines, cylinders, connecting rods, &c., &c., of engines?

Springs, couplings, bars, &c., wheels and tires?

Axles.—State what examination takes place, and how often?

Tenders, the same as engines?

Passenger carriages, the same, so far as springs, couplings, &c., &c.?

Horse-boxes, cattle vans, brake vans, and all other vans or trucks that are mixed with passenger trains?

State the difference, if any, of the inspection of the wheels, tires, and axles, of goods trucks and passenger carriages?

Have you any register of the axles in use, shewing the time they have been at work, whether imported or manufactured in the Colony on the works under your charge?

The number now in stock, &c.?

Are axles sometimes bent, strengthened, and used again—were those broken ever repaired, how and when?

Suggest any alteration or improvement in the present system of working, as to cheapening the cost and lessening the risk of accidents, and quickly repairing the damage caused by accidents, or from wear and tear.

Forward to me, as soon as possible, your own report on this subject, with these now asked for, and your remarks upon them.

These reports to embrace two periods: From 1st January, 1864, to 30th June, 1866; and from 30th June, 1866, to the date of the reports.

JOHN SUTHERLAND,
24/11/68.

No. 2.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

DEAR SIR,

In my letter to you, of date the 24th instant, I omitted to ask you why we have not trucks sufficient to take the produce of the people to market. The well-grounded complaints on this score that reach me from all quarters, satisfy me that there is need for a radical change in this branch of the department. Mr. Robertson, the present contractor, informs me that if he were supplied with wheels and axles he could furnish us with five trucks per week in excess of the number required under his contract.

Have we any spare wheels and axles for this purpose? If not, are there any ordered from England, and when may we expect them here, or can they be manufactured in the colony?

Yours truly,

JOHN SUTHERLAND,
27/11/68.

No. 3.

No. 3.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

As such a Report as you have instructed me, by your letter of the 24th instant, to prepare, will of necessity be a very voluminous one, as entering into details on 47 locomotive engines, 126 carriages, and 605 trucks, wagons, &c., of every description, and must take considerable time in its compilation, I have thought it advisable to at once obtain you the information upon what I presume is the main object of inquiry, viz.:—What is the present general condition of the rolling stock on the existing Lines of Railway.

Before entering myself upon the subject, I will lay before you the opinions of the practical men over each branch of my department.

First, I take that of Mr. Scott, who has charge of the fitting and erecting shops. He states:—

Appendix A.

"In answer to your memo., No. 1,443, there have no engines that I am aware of been permitted to leave the shops that have been in an unfit state for running, nor in any such condition as would endanger the safety of the public; but the present rate of wear and tear on those engines is very heavy, having so few of them that they are kept constantly running, and the demand for them will not allow sufficient time to repair them to my satisfaction, and some new ones should be got to relieve them as soon as possible."

The next report is from Mr. Bullen, who has entire charge of the running shed, engines engaged working the traffic, drivers, &c., and who formerly held the position of Locomotive Superintendent on the Waterford and Kilkenny Railway, and on the Cork, Youghal, and Queenstown Railway, and was engaged in London by Sir Charles Fox as Traffic Manager and Locomotive Superintendent of the G. N. Railways of Queensland, which position he held until the office was abolished.

Appendix B.

"In accordance with your request in memo. 1,445, I herewith beg to report on the present state of the engines under my charge.

"The engines employed for the train service are carefully examined, as far as possible, before leaving the yard, by me. I allow no engine out that is not in a fit and proper state, or that I would have the slightest hesitation in driving myself. I have further to state, that the present condition of the engine stock, considering the mileage, is very good—far better than other lines with which I have been connected.

"There are 24 engines daily in steam, the average number of miles run being considerably over 2,000 daily.

"The present traffic requires at least 6 additional heavy goods engines as soon as possible."

The following is the report of Mr. Boag, Locomotive Foreman, who has charge of both the engines and rolling stock generally on the Northern Line:—

Appendix C.

"In reply to your memo. 1,444, I have to report—

"1st. That I am not aware of any engine or other rolling stock under my charge having been permitted to run when in an unfit state, or in any way likely to endanger the safety of the public. Rolling stock shewing any defects is immediately brought into the shop, and repaired as opportunity offers.

2nd. A large portion of the rolling stock is necessarily in a worse condition than it was two years ago; most of the engines have been in constant use during that time; some of them have shewn considerable defects by the wear and tear, in consequence of the mileage they have run, and no sheds to put them in to protect them from the weather. Some of these defects are however, either repaired or are in course of being repaired. Our accidents have been few and slight, so that the condition of the rolling stock has only deteriorated from wear and tear. There have been a great number of wagons rebuilt, and we have the addition of 40 new D wagons now running."

We have then the statement of Mr. Bingham, the Foreman Carriage-builder, who has charge of the rolling stock on the S. W. and R. Lines.

Appendix D.

"I believe that the rolling stock generally, excepting the first class carriages for Western Extensions, and wagons and vans lately damaged by accident, are in fair condition, allowing for the manner they are exposed to the weather. I believe every precaution is taken in Sydney to ensure their running in a safe condition; likewise, that the Inspectors, by the wording of the reports received from them, are vigilant on the Southern and Western Lines. I have never known any rolling stock being allowed to run in such a state, as far as it was possible to ascertain, as would endanger the lives of the public. I consider the rolling stock, generally, is in as good condition as it was two years ago; and the same tests are now applied, and inspection more perfect, as an additional Inspector is employed, than there was two years ago."

Appendices E, F, and G.

I also send you several other reports, which, during the last two years, have been furnished me by these officers, and not intended to leave my office; and I think these will bear favourably in comparison with those published in Mr. Rae's reports of 1864 and 1865.

Before giving any opinion upon the question myself, it would perhaps be as well to show that I am qualified to do so. This I feel the more necessary, as it is a very common impression in this Colony that it forms part of every civil engineer's duty to do so; but such is not the case, for a man may be a very clever *civil* engineer, although his opinion on a subject such as this, immediately connected with mechanical engineering, would be utterly worthless.

This will perhaps be better understood if I quote a paragraph from the published address of Mr. John Fowler, C.E., to the Institution of Civil Engineers in London, on his taking the chair for the first time as President in 1866. After describing what the training and studies should be for a civil engineer, he goes on to say (page 38):—

"In the case of the *mechanical engineer*, however, it will be seen that although all scholastic and scientific training should be the same as that previously described for all the other branches, the period of pupilage of the *mechanical engineer* must necessarily be *passed chiefly* in large *workshops* or manufacturing establishments."

Now, I have gained my practical experience in the workshops in England, on the Continent, and in these Colonies; I therefore do claim to be a judge of such matters; and I assert most positively that, considering the limited amount of rolling stock in proportion to the present traffic requirements, that they could not be possibly kept in better order, or a greater vigilance exercised in their inspection.

It is true we have not either a sufficient number of engines and other rolling stock to work the greatly increased traffic either economically or with advantage to the public; and it was knowing this induced me to urge the necessity of calling for tenders for their supply in the manner that has been done.

I have also, during the last two years, added to our stock 234 trucks, all of which were made in the Colony. It is true also, that on account of the limited rolling stock, we have not the time given in the workshops to make them all *look* as they should do; but it is not true that any are allowed to run (so far as human foresight can ascertain) in a manner that would, in the slightest way, endanger the safety of the public.

With regard to the four axles which have broken lately I can only say they were of English manufacture, and the names of the makers should be a guarantee for their workmanship. There is no practical means known of testing them without doing an injury to the axle itself.

The broken portions of these axles have, by your direction, been sent to Mr. M'Arthur's, for his opinion as to the cause of fracture; and I will not anticipate the result of his examination and testing.

It is not the first time that axles have broken on our lines, as I find in Mr. Rae's report (as Commissioner), page 39, for 1864, the Locomotive Foreman states that "Nine solid axles have been forged at the workshops, and used instead of hollow ones broken from time to time in the tenders of Nos. 1, 2, 3, and 4." And it is worthy of remark that none of the axles made in our workshops have broken.

See Appendix H.

In Europe it is a very common cause of accident, as shown by the following extract from an official paper issued by the "Association of German Railways," on broken axles, in 1865 (*vide* "Engineering," Oct. 26, 1866):—

"The returns are from twenty-three Railway Companies, and give a total number of 153 breakages, besides forty cases discovered before complete breakage occurred.

"Of these 153 cases, 34 happened in September, October, November; 45 in December, January, February; 36 in March, April, May; 38 in June, July, August.

"The average time of use before breakage was 9 years 11 months.

"The longest time was 21 years 4 months.

"The shortest only 5 months.

"The average mileage was 104,780 English miles.

"The greatest do. 332,580 do.

"The axles were—

"In 17 cases, of cast steel, and ran an average of 85,171 English miles.

1 do. (hardened) do. 93,339 do.

461 do. wrought iron (hammered) do. 114,575 do.

38 do. (rolled) do. 103,311 do.

48 do. (not stated whether rolled or hammered) 131,918 English miles.

3 cases hollow axles, 92,252 English miles.

"The consequence of the breakages were—

"In 5 cases the carriage or wagon got off the line without any damage.

37 do. the carriage was more or less damaged.

9 several carriages were damaged, including 1 case where 19 carriages were injured. No lives were lost.

98 cases happened with trains at full speed.

16 do. do. near station, *i.e.*, at low speed.

24 do. were found out during the stoppage of trains in stations.

15 do. occurred during shunting.

"The probable cause of breakage was—

"In 17 cases, bad workmanship of axle.

32 do. bad material.

21 do. bad design.

6 do. overloading.

10 do. want of grease or oil.

46 do. too long use.

3 do. breakage of another axle."

With regard to the inspection of rolling stock while it is employed in working the traffic, I may state that there are stationed at Sydney, Picton, and Penrith, whose *sole* duty it is to examine every train as it arrives, and the daily reports of these officers show in themselves that the duties imposed upon them *must* have been performed.

The appearance of the carriages, &c., suffer very considerably by the exposure they are at present subjected to while standing at the station; and to obviate this I obtained permission from the late Commissioner to erect a carriage-shed, 200 feet long, with three lines of rails through it; and this is now in course of erection, and, when finished, will afford great protection to the passenger rolling stock when not in use.

That we should have greatly increased wear and tear from the rapidly increasing mileage run is, of course, inevitable. Thus, in 1865, the miles run were 483,446; in 1866 they amounted to 499,415; and in 1867 to 600,707; and it is probable that it will not be less than 800,000 miles in 1868. And a corresponding increase in the yearly cost for repairs has been the result; thus, in 1866, it was £40,647, while in 1867, £43,230.

But there has been another and far greater cause for increased wear and tear during the last twelve months, and that is the opening of the Western Extension from Penrith to Mount Victoria. This is more particularly observable in the engines; locomotives that would run for months on the other portions of the line without repairs, have come in wholly disabled in as many weeks. We have also had to lend engines to the contractors employed in the construction of the lines; and the cost of the repairs of these will show the injury that is done them, from the rough and constant work (sometimes carried on night and day, Sundays included) they have been subjected to.

To show, also, that the carriages suffered proportionately from the same cause, I may mention that Mr. Bingham, the Foreman Carriage-builder, has within a few days reported that he had been compelled to take in No. 4 saloon carriage (one of those expressly imported for the Western Extensions), to be "lifted," in consequence of the flanges of tires being worn so thin as to render it unsafe to run any longer. Yet this carriage was only erected last April, and has been running (off and on) but for seven months, and is fitted with radial axles to facilitate its going round the sharp curves. Double the time on the other portions of the road would not have half the effect upon it.

That

That the Colony has been shamefully served by the contractors for our rolling stock in England I will give one or two instances to prove : Eighteen carriages (twelve second and six first class) were ordered expressly for the Western Extensions, costing together £15,562. These, on arriving in Sydney, were reported by the Foreman Carriage-builder to be of very inferior workmanship ; that, after inspecting them myself, I wrote to the late Commissioner upon the matter, and advised that a board of practical men unconnected with the Government should be appointed to examine them ; this was done, and Mr. George Russell, the mechanical engineer, and Mr. Robertson, the well-known coach-builder, were called upon to do so, and their report confirmed in every respect those of the officers of the department. A demand was then made of £280 on the contractors for the additional trouble and expense occasioned in their erection, in consequence of the inferior workmanship and material supplied, but it would have cost twenty times that amount to have entirely removed the bad, and replaced with such good work and materials as would make them as they should be. When at last they were got to run upon the line, the lateral motion was found to be so great that alterations have now to be made in their construction, which will cost a large sum of money.

There is also the case of the nine imported goods engines, costing £28,800, which were found to be of very inferior workmanship, and, it was clear, could never have been put together in the manufacturers' workshops, or tried in steam, as they should have been,—occasioning not only great expense, but a long correspondence, without arriving at any satisfactory conclusion.

I would here remark that such cases as these cannot occur, if made, as proposed, in the Colony, as the following clauses in the specifications would guard the Government against any such contingency :—

“The contractor is to be responsible, for a period of one year from date of delivery, for all breakages arising from defective construction, or the use of inferior materials.

“Throughout the whole, the very best materials and workmanship is to be used, in every way equal to the best class of locomotive engines ; and the manufacturer will be held responsible for their safe delivery at the Sydney Station, and for all defects, of whatever kind, that may arise from imperfect workmanship or material, until they shall have run a distance of (1,000) one thousand miles, with proper loads, upon some portion of the railway for which they are intended.”

In conclusion, I would again urge upon the Commissioner the necessity of providing the additional rolling stock with as little delay as possible ; and that, with the view of economy, the saving of time, as a protection against inferior articles being supplied, as well as for the general benefit it would confer, I strongly recommend that it be made in the Colony.

J. H. THOMAS,
Engineer for Existing Lines.

N.B.—I append the original reports of Inspectors, Foremen, &c., from which I have taken the several extracts.—J.H.T.

No. 4.

MR. THOMAS' REPORT ON LOCOMOTIVE ENGINES FOR GREAT WESTERN EXTENSIONS.

SOME twelve months ago I intimated to the Commissioner my opinion that the class of engine which would be found best adapted for working the steep gradients on the mountain lines would be, with some modification in the design, such as that built by Messrs. Vale and Lacy for Mr. Goddard, the contractor.

On the 20th ultimo I had an opportunity of testing the locomotive above referred to, taking with it ten loaded trucks of railway bars (53 tons 6 cwt.), together with a heavy brake-van, from Penrith up the Zig Zags, to Wascoe's.

We had fitted a temporary sand arrangement on the front of the engine, but it had none behind, yet it was enabled to stop on gradients of 1 in 30, and start again with ease. I may mention that it was found that from the starting, and during the whole journey, the ash-pan damper had been closed.

This engine weighs, when in steam with full load of fuel and water, 31 tons 11 cwt. It has 16 in. cylinders, $\frac{1}{2}$ in. stroke, and 6 coupled wheels 3 ft. 9 in. diameter, and a wheel base of 12 ft. 6 in. It cost £1,900.

This class of engines will not only, by the greater amount of adhesion they possess, be enabled to convey far greater loads up the steep inclines, but also prevent the great loss of time which now occurs with our present engines, from the slipping of the wheels,—an amount which is not counterbalanced by the advantages they derive in their wheels being of larger diameter when running on a level, or down an incline. Of course I do not propose that they should entirely supersede the present engines, but only be used for working the traffic over the heaviest portion of the line, viz., that between Penrith and Siding, at the Stone-crushers.

The following table will shew at a glance what the class of engines referred to have done,—what our present engines are capable of doing,—and what the engines I propose to build and guarantee shall perform :—

Description of Engine.	Weight of Engine.	Cost of Engine.	Load that each Engine, exclusive of its own weight, will take up the gradient of 1 in 30.	Diameter of Cylinder.	Length of Stroke.	Diameter of Driving Wheels.
	Tons cwt. qrs.	£	Tons cwt. qrs.	in.	in.	ft. in.
Contractor's	31 11 0	1,900	105 16 3	16	24	3 9
Our present goods	*50 12 2	3,200	84 5 1	18	24	4 0
Our present passenger	†49 16 3	3,200	43 0 0	18	24	5 9
Proposed goods	34 10 0	2,200	126 0 0	16 ²	24	3 9
Proposed passenger.....	32 0 0	2,200	70 0 0	16	24	4 3

¹ What I have put down is perfectly correct. It is true the engine alone weighs but 31½ tons, but as it would be utterly useless without the tenders it may, I think, be fairly considered as a portion of it.

² This is a clerical error, should be 17.—J.H.T.

That

That there is nothing new in what I propose, and that these tank engines have been found, under precisely similar circumstances, best adapted for mountain lines, even with steeper gradients and sharper curves than on our lines, will be seen from the following, from "A description of the Railway across the Blue Mountains, at the Rock Fish Gap, in the State of Virginia, America," in the *Engineer* of the 23rd January, 1857:—

"This road was opened to the public in the spring of 1854, and it has now, in the autumn of 1856, been in constant use for a period of more than 2½ years. In all that time the admirable engines relied on to perform the extraordinary duties imposed upon them in the passage of this summit, have failed *but once* to make their regular trips. The mountain has been covered with deep snow for weeks in succession, and the cuts have been frequently filled for long periods many feet in depth with drifted snow; the ground has been covered with sleet and ice, and every impediment due to bad weather and inclement seasons has been encountered and successfully surmounted in working the track.

"During the last severe winter, when the travel upon all the railways of Virginia and Northern and Western States was interrupted, and on many lines for days in succession, the engines upon this mountain track, with the exception of the single day already specified, moved regularly forward, and did their appointed work. In fact, during the space of 2½ years that the road had been in use, they have only failed to take the mail through in this single instance, when the train was caught in a snow-drift, near the summit of the mountain.

"These results are due, in a great degree, certainly to the admirable adaptation of the engines employed to the service to be performed; but they are due also, in no small degree, to the skill and energy of the superintendent in immediate charge of the track and machinery. The locomotives mainly relied on for this severe duty were designed and constructed by the firm of W. M. Baldwin & Co., of Philadelphia. The slight modification, introduced at the instance of the writer to adapt them better to the particular service to be performed in crossing the Blue Ridge, did not touch the working portions or principle of the engine, the merits of which are due to the patentee, W. M. Baldwin, Esq.

"These engines are mounted on six wheels, all of which are drivers, and coupled, and 42 inches diameter. The wheels are set very close, so that the distance between the extreme points of contact of the wheels and the rail of the front and rear drivers is 9 ft. 4 in. This closeness of the wheels of course greatly reduces the difficulty of turning the short curves of road.

"The diameter of the cylinders is 16½ inches, and the length of the stroke 20 inches.

"To increase the adhesion, and at the same time to avoid the resistance of a tender, the engine carries its tank upon the boiler, and the foot-board is lengthened out and provided with suspended side boxes, where a supply of fuel may be stored. By this means the weight of wood and water, instead of abstracting from the effective power of the engine, contributes to its adhesion, and consequent ability to climb the mountain.

"The total weight of these engines is 55,000lbs., or 27½ tons.

"With such trains the engines are stopped on the track ascending or descending, and are started again on the steepest grades, at the discretion of the engineer.

"Water for the supply of the engines has been found difficult to obtain on the mountain, and since the road was constructed a tank has been established on the eastern slope, where the ascending engines stop daily on a grade of 1 in 18, 280 feet per mile, and are there held by the brakes while the tank is being filled and started again at the signal, and without any difficulty.

"A supply of sand is not neglected, for although the brakes completely control the train in ordinary weather, yet, when the cold is intense, and the track, wheels, and brakes are all covered with snow, frozen into hard ice, they will not hold. Then, as usual, sand is applied in front of the forward drivers, or in front of the middle drivers, as is, under the circumstances, most expedient, and the friction may be increased to whatever amount is necessary for the safety of the train."

J. H. THOMAS.
3/7/68

No. 5.

THE ENGINEER-IN-CHIEF to THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 6 November, 1868.

LOCOMOTIVE ENGINES FOR WORKING STEEP GRADIENTS.

A REPORT by Mr. Thomas, dated 3rd July, 1868, was forwarded to the late Commissioner on the subject of engines required for the Great Western Railway, from which I extract the following:—

Description of Engine.	Weight of Engine.	Cost of Engine.	Load that each Engine, exclusive of its own weight, will take up the gradient of 1 in 30.	Diameter of Cylinder.	Length of Stroke.	Diameter of Driving Wheels.	
	Tons. cwt. qrs.	£	Tons. cwt. qrs.	in.	in.	ft.	in.
Contractor's	31 11 0	1,900	105 16 3	16	24	3	9
Our present goods.....	50 12 2	3,200	84 5 1	18	24	4	0
Our present passenger	49 16 3	3,200	43 0 0	18	24	5	9
Proposed goods	34 10 0	2,200	126 0 0	17	24	3	9
Proposed passenger	32 0 0	2,200	70 0 0	16	24	4	3

I advise that Mr. Thomas be called upon to show to the Commissioner how he arrives at the statement of the weights that each separate class of engine will take up an incline of 1 in 30.

This information should be obtained from Mr. Thomas before any tenders are accepted for the class of engine he recommends.

JOHN WHITTON.

No. 6.

IN reply to the question that Mr. Whitton has suggested should be put to me, I may state that the data given was arrived at by the daily experience of what these engines will do, by the written testimony of the drivers, and by actual experiment with Messrs. Vale and Lacy's engine.

But seeing that Mr. Whitton has no more to do with my department than I have with his, this questioning my statements certainly does appear to me impertinence on his part, equally so as if I were to suggest that inquiry be made as to his importing tons of chairs, spikes for the extensions, which now have to be altered, at a great expense, by Messrs. P. N. Russell & Co., to make them serviceable, and which will entail everlasting trouble and expense in the future maintenance of the line, or suggesting that so many curves were unnecessary on the extensions.

Two and a half years ago Mr. Whitton wrote the following upon the papers referring to my appointment, that were forwarded for his information:—

“Mr. Thomas took charge of the Locomotive Department and the maintenance of the existing lines yesterday, and on that day my responsibility with reference to those departments ceased.”

Why, I would ask, then, does Mr. Whitton now step out of his way to interfere in a matter in which he is no way responsible—is it the fear that this class of engines may fail to do all I have said they will—a failure which must crush me for ever, professionally? No, certainly not.

Is it the expense to which the country may be put? This, most assuredly, cannot be the cause, as, at the worst, it will add but *one* to the number of comparatively useless engines we possess for working these steep gradients (however well they may be adapted for other lines), as the Commissioner is in no way bound to have more. No, it is obvious that all this anxiety is caused from the fear, nay, the certainty, that it will be a success, *for what has been done elsewhere can be done here.*

If Mr. Whitton could assail, on scientific grounds, the principle upon which these engines are proposed to be constructed, I would know how to answer him; but this he carefully avoids, contenting himself with vague insinuations, and throwing doubt upon the veracity of my statements. Does he attempt to deny that these engines have been found to be admirably adapted for steep gradients under precisely similar circumstances in America? (See *Engineer* of 23rd January, 1857). Does he attempt to deny that one of our greatest engineers in England (Mr. Hawkshaw), when called upon to design an engine for working steep gradients of 1 in 27, adopted this principle, and at the present time there are a number of them at work in the Mauritius. (See leading article in the *Sydney Morning Herald*, advocating the use of this class of engine on our Mountain Lines, of 21st September last.)

I totally repudiate Mr. Whitton's assumption of superiority, and challenge him to prove that, either in practical experience or education, he knows so much as I do regarding mechanical engineering. This I am ready to put to the test at any time, either in the workshops, or by scientific examination.

It is not because he has, by a fortuitous combination of circumstances, been placed in the position he holds, that he of necessity is a better authority than one who was educated for a mechanical engineer, served his time to it, and who has worked his way up through every grade in England, on the Continent, and in these Colonies.

Neither I, or I feel quite sure will the public expect Mr. Whitton to advocate the manufacture of our rolling stock in the Colony, for obvious reasons, but which it would be useless for me now to enter upon.

In conclusion I repeat what I have before stated in reference to these engines, that in the event of failure I will instantly resign my present position; nay, more, I am willing to enter into a bond, binding myself to pay £500 (with the very best security—the money itself) that this class of engine will do all I have said it would. Is Mr. Whitton prepared to back his opinion in the same way?

JAS. H. THOMAS.

10/11/68.

No. 7.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.
(Minute Paper.)

I HAVE to request that Mr. Thomas will be so good as to inform me how he arrives at the statement of the weight that each separate class of engine will take up an incline of 1 in 30?

J.S., 16/11/68.

No. 8.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

THE data given was arrived at by the daily experience of what these engines will actually do, by the written testimony of all the drivers using them, and by experiment with Messrs. Vale and Lacy's engine, in the presence of a number of witnesses, the result of which will be found at length in my report enclosed, of 3/7/68.

J. H. THOMAS.

18/11/68.

No. 9.

No. 9.

THE CHIEF ENGINEER'S MINUTE, AND REPLY OF THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

As Mr. Thomas has based his statements of the power of the proposed engines upon reports only *made to him* by the drivers of the present engines, I conclude that he is not able to ascertain the power of an engine in the proper way. As the engines from which he has derived his information are of a different class to those he proposes, I shall be glad to learn how he has ascertained that the proposed engines will take up an incline of 1 in 30 double the load of the present goods' engines?

It is quite clear that Mr. Thomas knows very little about locomotive engines.

J.W., 27/11/68.

I—as could any schoolboy—have taken one of the several formula given in works on the subject, and covered the paper with figures, and thus shown that I did know what Mr. Whitton calls “the proper” way to ascertain what an engine will draw; but I thought it would be far more satisfactory to arrive at it from actual experiment.

Mr. Whitton *says* I arrived at the power of the proposed engines from reports of drivers on the present ones; I have, as he knows well, said nothing of the kind, but shown that it was from trials made by me with an engine exactly (or nearly so) similar to what I propose, as will be seen by reading my reports.

If I were to tell the Inspector of Telegraphs that he knew nothing about electricity, I should expect him to say—“What, Mr. Thomas, are your qualifications to enable you to judge?” and I think, therefore, such a question should be put to Mr. Whitton.

I, at all events, am prepared to put my qualifications to the test. I have designed and written specifications for an engine on the same principle as those lately designed by the most eminent engineer in England—the same as the contractors are using in this Colony—and the same has been found to succeed in other countries where steep gradients are worked. If it does not answer, I will resign. If it does, will Mr. Whitton do the same?

J.H.T., 28/11/68.

No. 10.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

Interruption to traffic for want of Locomotive Engines.

My attention having been so frequently directed to the urgent need of locomotive power, and which I have so *repeatedly been* informed could not be supplied, and as my attention has been called to the great number of locomotive engines standing idle in the Sydney yard, I have to request the Engineer for Existing Lines will, without delay, take the necessary steps for putting into efficient working order as many locomotives as may be required, not only for the present traffic, but for the daily increasing work.

Mr. Thomas, I am sure, must be fully aware of the difficulties of working the traffic under existing circumstances, and with the many locomotive engines in the yard, which ought to have been kept serviceable, bespeaks a want of foresight and management which, to say the least, is inexcusable, and which is now causing a very severe loss to the revenue, as well as great inconvenience to the country at large; besides which, it cannot be denied that actual danger is threatening throughout the whole department, from the disorganised state into which the entire traffic—passenger and goods—is now inevitably drifting.

I therefore request that not one moment be lost in doing what can be done by the employment of all available labour for putting such engines, as can be at once repaired, into such a condition as to be available for immediate use.

I cannot permit the overwork of the skilled mechanic beyond what is absolutely necessary, especially at such a time when business generally is known to be so slack, and so many good hands in the labour market. At all times I prefer extra labour should be employed when required, in preference to overtime being made, as it is self-evident that any working man, performing his fair day's labour, is not very well fitted to work overtime. In cases of absolute necessity this of course does not apply; but at the present moment I cannot admit such a necessity exists.

JOHN SUTHERLAND,
Commissioner.
9/12/68.

Reply herewith.—J.W.T., 11/12/68.

No. 11.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

REPLY to Minute on interruption to traffic for want of Locomotive Engines.

THE Commissioner has been grossly, and I fear maliciously, misinformed in this matter; advantage has been taken to the colouring of truth which the appearance of a number of engines in the Sydney yard would have upon anyone unacquainted with what they are capable of doing.

2. We have 30 engines upon the S. W. and R. Railways (24 of which are on an average in steam daily), but of these 30 engines there are but 6 (six) capable of taking a goods train up our heavy gradients.

3. For instance, one of these 6 engines could take 60 loaded trucks as a load to Penrith or Picton in one trip, whereas it would take the same engine 7 or 8 trips to get them up to Mount Victoria, or Marulan.

4. These 6 engines are distributed as follows:—

- 2 working mountain traffic, Western Line.
- 1 midnight goods.
- 1 southern „
- 2 under repair.

Those on the Western Extension will not remain running more than 5 or 6 weeks without requiring to come into the shops, and this is not a long time to repair an engine, as you cannot get a large number of hands on to them at once, that is, if the men are to *work* and not be looking at one another. So that of necessity we must nearly always have two of these engines under repair.

5. Although in your minute passenger and goods traffic are coupled together, I have never heard of any complaints of want of engine-power to work the passenger traffic, notwithstanding that two of our most useful engines are laid up from the fact of their crank axles being broken, owing to the shameful way they were forged, and I have been in communication with Messrs. M'Arthur & Co., with the view of their making us two others to replace them.

6. I have urged the necessity of obtaining more goods engines; I have pointed out that however good those we have are for comparatively level lines, they are not adapted for working steep gradients. I have shown what has been done elsewhere upon similar lines, having the same gradients as our own. The press have also drawn the attention of the Government to it. I have got out drawings and specifications for an engine upon such a model; their construction will cost £348 less than those we have. The contractor is willing to guarantee them and make one upon his own responsibility. I have also offered to bind myself, and there has been the money lying idle to make them with. All this I say I have urged upon the Government, and this is all I can do, and indeed more than could be reasonably expected of me.

7. I am accused of exhibiting a want of foresight and management to meet the requirements of the traffic; let us see how this is borne out by facts.

8. When I took charge, some two years ago, there were on the existing lines 207 A B and D trucks, and I have since that time had made in the colony 234, or considerably more than double the quantity. I have indented for 800 pairs of wheels which, allowing for renewals, would leave enough for 100 more trucks. Finding however that our wants were rapidly increasing and all the money voted (and considerably more) had been expended, I recommended that tenders should be called for all our rolling stock, engines, &c., which would be required during the next five years, which would amount to over 1,000 of different descriptions of vehicles; for these, and it is no light work, I got out specifications, had them printed to facilitate parties tendering, and got £60,000 placed on the Estimates for the first year's expenditure. The trouble and annoyance I have had in consequence is beyond belief. Does all this look like want of foresight and management on my part to meet the requirements of the traffic?

9. But this is not all that has been done to facilitate the working of the traffic. Let anyone who knew the Sydney Station-yard two years ago, and look at it now with its mile or two of additional sidings, the entrance of the tunnel widened, *sheep-pens erected* on the Darling Harbour Branch, and obstructions to the shunting removed,—must acknowledge that a vast improvement has been made. I have also got a large shed, 200 ft. by 40 ft., in course of erection, for the protection of the rolling stock, and to relieve the yard. Then there is the greatly increased accommodation given at Newtown by the enlargement of the station-yard; the new station at Petersham in place of the wretched accommodation there was previously; the commodious platforms and new stations at Homebush; new platforms at Haslem's Creek; fruit-shed at Seven Hills; sidings on the mountains; and 100 minor matters.

10. The rules and regulations of the service have been revised, and more efficient telegraphic instruments have been placed along all the lines at my request, to afford greater facilities and for the safer working of the lines. To obtain an efficient staff of drivers I have advertised and sent to Melbourne. Small telegraph instruments for the guards' vans have been ordered.

11. Does not all this prove that the charge of want of foresight, &c., is hardly justifiable, or do I merit such a minute as this being placed on record against me?

12. Does not rather the persevering way with which I have urged the carrying out of the rolling stock contract for five years (and I am not to blame that it has not 'ere this been in operation) prove the contrary, and that I should rather have credit given me in the matter?

13. And now as regards the want of men in the fitting shop: For the last twelve months the first application for an increase came on the 2nd instant, and these have been supplied; but I know at the same time that if the men in the shops did half a day's work in the day they would not be required.

14. That this shop is grossly, badly managed, and that Mr. Scott has not done his duty, I have repeatedly pointed out; and if the papers were read by any impartial person they would speak for themselves. It was not long ago that an engine, No. 7, was turned out of the shop, and on taking out the time I found for labour alone it had cost £408 15s. 8d., and any honest workman would tell you that this was ridiculous, considering the amount of repairs that were done. The cost of the forgings for this shop were formerly considerably more than they are now, that the work is done at per lb. notwithstanding the greatly increased mileage. Again, I found an engine had cost £95 or £97 for painting, and these are now being done for £20 each; and if the time was taken out for the making of the new boilers of Nos. 1 to 4 engines, it will be seen they cost some £500 or £600 each, for labour alone on each. What, it may be asked, is the remedy for this? There are two—

15. (1st.) To let the *labour* only of repairing the engines, and of course it would be to the advantage of the contractor to keep them in good repair. This would necessarily necessitate the same supervision as now, as a protection for the public.

16. (2nd.) To allow me to make what changes I think necessary in the management of the shops, and to hold me personally responsible for the result.

17. Upon every railway in the world there must of necessity be a large portion of the engines under repair. Things will wear out, and casualties occur under the best of management, and I challenge comparison with the returns of any line of railway in the world with the same mileage, notwithstanding the steep gradients and sharp curves which bears so heavily on rolling stock. It speaks for itself: Out of thirty engines there is an average of twenty-four in steam every day.

18. I attach a report of Mr. Bullens', showing the number of engines under repair at the present time; and to anyone who has a *knowledge* of what is required to keep up a heavy traffic, with a limited engine-

engine-power, and are able to *distinguish the difference* between mere running repairs and those necessitating a complete over-haul, will at once see that there is not an undue proportion of engines in the shops.

19. The time-table is no criterion of the number of trains, as there are regularly three or four extra, besides an enormous number of specials.

20. I might have pleaded in this case, that the very large increase in the traffic could scarcely be anticipated, as it is evident it has exceeded the expectations of those in charge of this branch, but I have not done so, as, had my advice been acted on, we should now have been in a position to meet all their requirements.

21. It is not often that a Government officer is accused of trying to save expense; I have been accused of this and plead guilty to the charge. I have no interest in doing this beyond that of faithfully discharging my duty. It is not my money I am spending, and therefore, as far as I am personally concerned, might have filled the yard with men did I not feel that it would be dishonest to do so. I know that I might have saved myself a deal of trouble and annoyance had I quietly have taken on as many men as could well be stuck in the shops, and got far more credit perhaps for doing so. However, to show there has been no want of a sufficient number of men, I refer you to a detailed report on the engines by the locomotive foreman, which was forwarded by me with my report on the rolling stock. It will be seen that in reply to a minute of mine, Mr. Scott distinctly states that it is not the want of hands but a sufficient number of goods-engines that causes the difficulty, and this he repeats in the report he made lately at your request.

22. With regard to the working over-time, I find upon reference to the sheets for the past three months that the most (and that in only two instances) any man worked in the *fortnight*, was $1\frac{1}{2}$ day. Surely this cannot be considered over-working the men!

23. According to the rules of the service, time and quarter is allowed for work done after hours, up to 10 P.M., from which hour time and half is allowed, so that the actual number of hours these men were at work is considerably less than $1\frac{1}{2}$ day. A man may have a job in hand which an hour or two will finish—that if you put on twenty men would not get it done any sooner. Most of the over-time is made by men repairing the goods-engines at Penrith on the Sunday, being the only day they are not running.

24. I am not responsible for the class of rolling stock imported, and which have proved a failure, as I predicted they would to the late Commissioner the first day I saw them; and it is now upwards of eighteen months since I urged the necessity of getting others more suitable.

25. I am in this position:—I, as the responsible officer (rather that should be), give advice, and immediately every influence is brought to bear by those who are *not* responsible to prevent such advice being carried out. Now can it be expected under such circumstances things can work well? Let but full confidence be placed in me. Let my advice be taken, and full powers given me to carry it out. In a word,—let me be placed in the position that I should be if a company or an individual, in place of the Government, had the railways, and things would be carried on very differently, and the result would, I am sure, prove satisfactory.

26. I have spoken out strongly on this occasion as the minutes upon these subjects may at some future date be made to have a different significance to what I know the Minister intends them to have. I wish therefore to put my reply on record with them, in defence of my character and professional reputation.

27. In conclusion I have to thank you for the fair way in which you have on every occasion given me the opportunity of answering all the insinuations (for in no case have they been open charges) made with the view of disparaging my reputation; but I feel confident that if my replies to them are read, any impartial person would acknowledge there has not been the slightest foundation for their being made, and could only be prompted by a want of knowledge of the circumstances connected therewith; and that I have done, or recommended should be done, all that it was in the power of man to do, to get sufficient rolling stock and a class of engines adequate to the requirements of the traffic. If my recommendations have not in some cases been acted upon, or in others deferred until too late, I at least, cannot be held responsible. I have not rested content with merely reporting these things, but as I think both yourself and the late Minister will bear me out, that I have left nothing undone—answered every objection, and urged that my advice should be taken. Neither I or anyone else could do more.

JAS. H. THOMAS.

12/12/68.

GREAT SOUTHERN AND WESTERN RAILWAYS.

RETURN of Engines running and under repairs, December 10th, 1868.

No. Engine.	Class of Engine.	In what condition.	Remarks.
1	4-wheel coupled	Under repairs	Will be ready in a few days.
2	Do.	Running order.	
3	Do.	Under repairs.	Will require repairs.
4	Do.	Running order	
5	Do.	Under repair	Ready in about two weeks.
6	Single engine	Do.	
7	Do.	Running order.	General repair.
8	Tank engine	Do.	
9	Single engine	Do.	Requires repairs.
11	Do.	Under repairs	
12	Tank engine	Running order	Ready in about a week.
13	4-wheel coupled	Do.	
14	Single engine	Do.	Requires running repairs.
15	Do.	Do.	
16	Do.	Broken crank axle	Shunting engine.
17	6-wheel coupled heavy goods engines	Under repairs	
18	Do.	Running repairs.	Not another in stock.
19	Do.	Running order.	
20	Do.	Do.	Stays and tubes leaking.
21	Do.	Do.	
22	Do.	Do.	Will soon require repairs.
23	4-wheel coupled bogie engines..	Do.	
24	Do.	Do.	Ready in about three weeks.
25	Do.	Do.	
26	Do.	Under repairs	
27	Do.	Running order.	Will soon require repairs.
28	Do.	Do.	
29	6-wheel coupled	Do.	Ready in about three weeks.
30	Tank engine	Do.	
31	Do.	Do.	

N. BULLEN,
Sydney, 10/12/68.

No. 12.

THE COMMISSIONER FOR RAILWAYS to THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

Minute Paper.—Application for Locomotive Engines and other rolling stock.

WILL Mr. Thomas be so good as to at once send me a copy of his first application for Locomotive Engines to be made in the Colony or imported from England, with the date ?

Also, the dates of application since 1st January, 1867, for any other rolling stock ?

This is wanted for Cabinet at once.

J.S.—13/1/69.

No. 13.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS to THE COMMISSIONER FOR RAILWAYS.

MINUTES regarding rolling stock are scattered among a mass of papers in the Commissioner's Office, but our record books, not being as yet indexed up, I am unable to get you all the information unless a little time is given.

Most communications on the subject, both to the late and present Minister, have been verbal. I find, however, a very long report, dated 2/7/68, recommending that a more suitable class of engine for working steep gradients be procured, and in this report I find that I refer to some communications on the point some twelve months previous.

I find another report, dated 19/9/68, recommending, that as we were short of steam power, that tenders be at once invited for three goods engines.

Tenders were called for the whole of the rolling stock, 30/9/68, all the papers connected with which are in the Commissioner's Office.

There is also a reference made to the class of engines I recommend in my report, 12/6/68.

Dates of application for other rolling stock are, as far as I can find, 15/2/67, 9/3/68, and 23/5/68. These were for trucks, and the whole (234 in all) have been supplied by Colonial manufacturers.

In a report, dated 16/6/68, I pointed out the necessity, in order to meet the constantly increasing requirements of the traffic, that 100 sets of wheels should be indented for over and above what had been ordered for rolling stock then in hand, and these should now be on their way out.

Recent dates are 8/1/69 for brake-vans, and 12/1/69 for goods trucks.

JAS. H. THOMAS.
14/1/69.

[Enclosure.]

See No. — with
these papers.

Copy herewith.

[Enclosure.]

Engineer for Existing Lines of Railways to The Commissioner for Railways.

Government Railways—Existing Lines.

Locomotive Engines for steep Gradients.

WE have only six goods engines capable of working the 1 in 30 gradients on the Southern and Western Lines, and the great wear and tear they receive necessitates the keeping of two constantly under repair.

The daily increasing traffic (that from Mount Victoria, I believe, exceeding all the other Stations together) will, I fear, cause us to run short of steam power, unless means are at once taken to procure more locomotives for working these steep portions of our lines.

I would therefore recommend that Tenders be invited, as early as possible, for the construction of three of the class of engines referred to in my minute of 2/7/68 to be made in the Colony, the plans and specifications for which I have already prepared.

JAS. H. THOMAS.—19/9/68.

The Cabinet are disposed to advertise for rolling stock generally, which will include tank engines.

Engineer-in-Chief for Railways had better see these papers.—J.B., 26/9/68.

Mr. Whitton.—29/9/68.

68/59 with Commissioner.—30/9/68.

Seen. J.W., 30/9/68.

No. 14.

MINUTE OF CABINET.

HAVING fully considered the whole of this question, the Cabinet are of opinion that the proper course will be to obtain, in addition to the papers now submitted, a report from the Engineer-in-Chief on the whole matter.

JOHN ROBERTSON.

See reports dated 14th January, 1869,—4th February, 1869,—and two reports of 15th February, 1869.—J.W., 16/2/69.

No. 15.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 14 January, 1869.

Report on the condition of the Locomotive Engines on the Southern and Western Railways.

SIR,

In compliance with the instructions of the Cabinet, conveyed to me by minute dated 18th December, 1868, I have the honor to submit the following report on the locomotive engines on the above-named Railways.

Locomotive Engines.

The total number of engines—including the three small ones used for working the Windsor and Richmond Railways, is thirty (30), as per tabular statement annexed, marked A. Seen, 19/1/69.
J.S.

I purpose to deal only with the engines belonging to the Main Southern and Western Lines, and shall therefore exclude, in alluding to the number of engines, those belonging to the Richmond Branch, Nos. 29, 30, and 31.

The total number of engines on the main lines named above is 27 (No. 10 engine having been sent to the north), which may be classed as follows:—

Passenger Engines.

Nos. 6, 7, 8, 9, 11, 12, 14, 15, 16, 23, 24, 25, 26, 27, 28,—fifteen.

There are therefore fifteen passenger engines for working the traffic on the main lines, which are in the following condition, viz. :—

No. 6 was in the shop, at various times, for ordinary repairs, between 1862 and March, 1866.

On the 13th July, 1866, it was stopped from running, requiring new cylinders, and has remained in the yard up to the present time without any repairs having been effected. It has therefore been useless for two years and five months.

No. 7 was stopped from running on the 11th June, 1866, requiring new cylinder, and was not taken into the shop for repairs until the 26th March, 1868.

The necessary repairs were made, and the engine resumed work on the 2nd September, 1868, having been useless for two years and two months.

No.

No. 8 had general repairs at various times up to April, 1867, and now requires to be taken into the shop for thorough repairs.

No. 9 had various general repairs from 1861 to May, 1868.

The cylinders are now in bad condition and should be renewed at once. No patterns have, however, yet been made for them.

No. 11 had ordinary repairs at various times from 1861 to December, 1868, and is now in fair running condition.

No. 12 had general repairs up to December, 1865,—was in that month taken into the shop for extensive repairs,—went out of shop on 23rd January, 1866, and after several minor repairs was taken again into the shop for a general overhaul on 17th December, 1868, and is not yet finished.

No. 14 had various general repairs up to 27th November, 1868, when it was stopped from running, a flaw having been discovered in the crank axle; duplicate driving-wheels and axle were at once substituted, and it is now running and in good working condition.

No. 15 had various general repairs up to September, 1868, and is now in good working condition.

No. 16 was repaired at various times up to 23rd October, 1868.

On the 20th November it was taken into the shop with a broken cranked axle, and is now laid up for a new axle.

No. 23.—Only very slight repairs have been made to this engine, but the driving and trailing wheels now require turning up.

No. 24 has had general repairs at various times up to May last, and although it is still running it should be taken at once into the shop to have the wheels of both engine and tender turned up, besides other minor repairs.

No. 25 has had considerable repairs, and although still running (with leaky tubes and cracked tube-plate) should be at once taken into the shop to have the necessary repairs effected and the wheels turned up.

No. 26 had general repairs up to 1st December, 1868, on which day it was taken into the shop with a broken cylinder, having been in a collision with No. 11 engine in the station-yard at Sydney. It is now under repair.

No. 27 had general repairs at various times up to October, 1868, and is now in good working condition.

No. 28 had ordinary repairs up to November, 1868, and is now in fair working condition.

All the passenger engines are either fully employed or under repair. There is no spare engine for special trains, or to take the place of any engine that may become disabled; and with so large a proportion of the total number of passenger engines in an unsatisfactory condition, such a contingency is by no means improbable,—nine engines out of the fifteen being either utterly disabled, or requiring to be taken into the shop for repairs.

Goods Engines and Engines used for Ballasting.

Nos. 1, 2, 3, 4, 5, 13, 17, 18, 19, 20, 21, 22,—twelve.

Nos. 1, 2, and 3 are in good condition, but No. 4 must be taken into the shop immediately for general repairs.

No. 1 had new boiler in 1862, and new cylinders in 1865.

No. 2 had new boiler in 1864, and new cylinder in 1867.

No. 3 had new boiler in 1863, and new cylinder in 1867.

No. 4 had new boiler in 1861, and new cylinders in 1866.

No. 5 ("Governor General") is in good working condition.

No. 13 had new pistons with double rods, new cylinders, covers, and glands, trailing axle-boxes lined up, slide-bars and eccentrics set up, and new brake-screws to tender, in December, 1865. It is now in bad order, and must be taken into the shop for general repairs.

Nos. 17 and 18.—These engines have just undergone a thorough repair, and are now in good working condition.

No. 19 was taken into the shop on 24th December, 1868, to have all wheels turned up, and for general repairs.

No. 20, after being thoroughly repaired, was sent out of the shop on the 4th November, 1868, and is now in fair working condition.

No. 21 was sent out of the shop on the 7th December, 1868, after having had all wheels turned up and general repairs effected, and is now in fair working condition.

No. 22 was taken into the shop on the 25th September, 1868, for general repairs, which were completed on 7th October, 1868. It is not in good condition, and must be taken into the shop at once for repairs.

The total number of goods engines, properly so called, is eleven (as No. 5, "Governor General," is a small engine); and out of this number one is under repair, and three others should be taken into the shop at once, leaving only seven effective engines.

These engines are fully employed, and no engine in reserve to meet any casualty that may arise.

I may here mention that No. 18 engine, on the Western Railway, is running from Monday morning until Saturday night, without the fire being put out during that time,—one driver making the day trip and another driver taking the night duty. The only day on which repairs can be made is Sunday. Such a system of working is utterly destructive to any engine.

It is therefore clear that additional engines are immediately required both for passenger and goods traffic, and to give an opportunity of thoroughly repairing the engines now in use, six (6) passenger engines and six goods engines should be ordered at once.

I fear the delay which has taken place in ordering additional engines will be productive of great loss to the Government and inconvenience to the public generally.

The opening of further extensions during the present year will, no doubt, give a large additional traffic; and, at least, from twelve to eighteen months must elapse before the requisite number of engines can be imported.

From

From a report by Mr. Scott on the condition of the rolling stock on the Southern, Western, and Richmond Railways, dated 31st December, 1865 (copy of which is appended, marked B), it appears there were at that date, thirty-one engines, and out of this number sixteen only were required for working the traffic (including the Richmond branch), fifteen were new engines, and one engine only was undergoing repairs.

I think it due to Mr. Scott, the locomotive foreman, to state that he is in no way to blame for the bad condition in which the engines now are, as I find from memoranda, which I give in the Appendix, marked C, that he has been constantly calling the attention of the Engineer for Existing Lines to the state of the engines, and entreating him to grant more assistance.

Mr. Cobb, the out-door foreman, also made many applications to be allowed more cleaners, but was generally met by a refusal.

In one instance Mr. Cobb mentions that there were seven engines running without any cleaners, and this will no doubt in a great measure account for the very filthy condition of all the engines on these lines.

Every engine should only do the work which is considered the proper amount of running for one driver, and should be thoroughly cleaned after every trip.

In the purchase of locomotives for the future use, I advise the Government to make the different classes as few as possible, for instance :—

No. 1 class, to work the passenger traffic between Sydney and Picton, and Sydney and Penrith.

No. 2 class, to run the passenger trains from Penrith to Bathurst, and from Picton to Goulburn.

No. 3 class, for the suburban trains.

No. 4 class, to embrace the heavy goods engines for the whole of the lines.

There are at present eight different classes of engines (exclusive of those working the Richmond line), and by providing what may be called standard engines, now that the traffic has become well known, the number of duplicates to be kept in store will be reduced one-half.

No. 1 class to have—

Inside cylinders	...	...	...	...	...	16" diameter.
Stroke	...	...	...	...	...	24"
Leading wheels	...	...	...	...	...	3' 9" "
Driving and trailing wheels coupled...	...	...	...	...	...	5' 6" "
Tender on six wheels to hold 1,800 gallons of water.						

No. 2 class to have—

Outside cylinders	...	...	...	...	...	18" diameter.
Stroke	...	...	...	...	...	24"
Leading 4-wheeled bogie	...	...	...	...	...	3' 0" "
Driving and trailing wheels coupled...	...	...	...	...	...	5' 6" "
Tender on six wheels to hold 1,800 gallons of water.						

No. 3 class to have—

Outside cylinders	...	...	...	...	...	15" diameter.
Stroke	...	...	...	...	...	22"
Leading wheels	...	...	...	...	...	3' 6" "
Driving and trailing wheels coupled ...	...	...	...	...	...	5' 0" "
Tank to hold 800 gallons of water.						

No. 4 class to have—

Inside cylinders	...	...	...	...	...	18" diameter.
Stroke	...	...	...	...	...	24"
Leading, driving, and trailing wheels, all coupled ...	...	...	...	...	...	4' 0" "
Tender on six wheels to hold 2,000 gallons of water.						

There are only six large goods engines for the Southern and Western Lines, two being in use on the Western Line, two on the Southern Line, and two generally undergoing repairs.

To work the present goods traffic in a satisfactory manner on the Western Line, four large engines are indispensable, and a similar number will be required in the South, but in order to meet the anticipated traffic not less than six new engines of this class should be provided, making a total of twelve heavy goods engines for the two lines.

The engines I now propose for the heavy goods traffic are precisely similar to those now in use, and which are admirably adapted for working the steep gradients on these lines.

They are, however, capable of hauling much heavier loads than they have yet done if properly used, but they have hitherto been worked in a manner most objectionable and unsatisfactory. I also advise that six engines of each of the classes I have named be provided as early as practicable, making a total number of twenty-four new engines for working the passenger and goods traffic on the Southern and Western Railways.

I have not had time to inspect thoroughly the carriage and wagon stock, but I have seen quite sufficient to state that it is generally in a very dirty and unsatisfactory condition.

I have, &c.,
JOHN WHITTON.

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

PARTICULARS of Locomotive Engines.—14 January, 1869.

No.	Description of Engine.	Diameter of position of Cylinders.	Diameter of Wheels.			Whether Coupled or Single.	Length of Stroke.	Maker's Name.	Date on which commenced to run.	Remarks.	
			Leading	Driving	Trailing						
1	Tender Engine...	in. 16 inside...	ft. in. 5 6	ft. in. 5 6	ft. in. 3 9	Coupled	ft. in. 2 0	R. Stephenson	May, 1855		
2	Do.	do.	" "	" "	" "	" "	" "	do.	Sept., 1855		
3	Do.	do.	" "	" "	" "	" "	" "	do.	do.		
4	Do.	do.	" "	" "	" "	" "	" "	do.	do.		
5	Do.	14 inside...	4 6	4 6	3 6	" "	1 10	Hawthorn	Nov., 1856		
6	Do.	15 outside	3 6	5 6	" "	Single...	" "	Fairbairn	Mar., 1856		
7	Do.	do.	" "	" "	" "	" "	" "	do.	Apl., 1856		
8	Tank Engine.....	do.	" "	" "	" "	" "	" "	Manning, Wardle, & Co.	Jan., 1859		
9	Tender Engine...	do.	" "	5 9	" "	" "	" "	do. do.	Dec., 1858		
10	Do.	do.	" "	" "	" "	" "	" "	do. do.	Aug., 1861	Sent to Newcastle, 2 May, 1866.	
11	Do.	do.	" "	" "	" "	" "	" "	do. do.	Oct., 1861		
12	Tank Engine.....	do.	" "	5 6	" "	" "	" "	do. do.	Nov., 1861		
13	Tender Engine...	16 outside	" "	5 0	5 0	Coupled	" "	do. do.	June, 1863		
14	Do.	16 inside...	3 6	6 0	3 6	Single...	1 8	Bezer, Peacock, & Co.	28 Nov., 1865		
15	Do.	do.	" "	" "	" "	" "	" "	do. do.	4 Jan., 1866		
16	Do.	do.	" "	" "	" "	" "	" "	do. do.	13 Sep., 1865		
17	Do.	18 inside...	4 0	4 0	4 0	Coupled	2 0	R. Stephenson & Co.	May, 1865		
18	Do.	do.	" "	" "	" "	" "	" "	do. do.	Sept., 1866		
19	Do.	do.	" "	" "	" "	" "	" "	do. do.	Sept., 1865		
20	Do.	do.	" "	" "	" "	" "	" "	do. do.	Jan., 1867		
21	Do.	do.	" "	" "	" "	" "	" "	do. do.	do.		
22	Do.	do.	" "	" "	" "	" "	" "	do. do.	do.		
23	Do.	18 outside	2 9	5 9	5 9	" "	2 0	Bezer, Peacock, & Co.	Apl., 1867		
			Bogie.								
24	Do.	do.	" "	" "	" "	" "	" "	do. do.	Feb., 1867		
25	Do.	do.	" "	" "	" "	" "	" "	do. do.	Apl., 1867		
26	Do.	do.	" "	" "	" "	" "	" "	do. do.	Oct., 1865		
27	Do.	do.	" "	" "	" "	" "	" "	do. do.	Oct., 1866		
28	Do.	do.	" "	" "	" "	" "	" "	do. do.	Mar., 1867		
29	Tank Engine.....	11 inside...	3 0	3 0	3 0	" "	1 6	Manning, Wardle, & Co.	Mar., 1864	Windsor.	
30	Do.	do.	" "	" "	" "	" "	" "	do. do.	Aug., 1864	Sydney.	
31	Do.	do.	" "	" "	" "	" "	" "	do. do.	do.	Richmond.	

B.

The Locomotive Foreman to The Engineer-in-Chief.

REPORT on the condition of the Rolling Stock and Machinery, 31st December, 1865.

Great Southern, Western, and Richmond Railways.

Locomotive Engines.

There are thirty-one engines on these lines; twelve of these are daily in steam, but sometimes, on special occasions, we have as many as four additional ones at work.

Nos. 1, 2, 3, and 4 are always kept in constant use, and are now in good working condition. Nos. 1 and 2 have been fitted with wrought-iron pistons and brass rings, and Nos. 3 and 4 with solid cast-iron pistons and steel rings.

No. 5.—This engine and tender have just had a thorough repair, comprising new axle-boxes, brasses, tires to engine and tender wheels, and new frame and brake gear to tender.

Nos. 6 and 7 are in safe working condition, but their cylinders are much corroded, and cannot last much longer.

Nos. 8 and 12 (tank engines) are in a safe working state. No. 12 has been fitted with solid cast-iron pistons and double piston rods.

Nos. 9, 10, and 11 are in safe running order.

No. 13 is in a safe working condition; has been fitted with double piston rods and steel rings.

Nos. 14, 15, and 16 are new engines, and are all in good condition.

Nos. 17, 18, 19, 20, 21, and 22 are new goods engines. Only two of these have commenced running, but two of the others are put together.

Nos. 23, 24, 25, 26, 27, and 28 are new bogie engines. Three of these are put together but we have had steam only in one of them.

Nos. 29, 30, and 31 are in good working condition. Two of these are constantly running on the Richmond Line; the other is generally undergoing repairs at Sydney.

Steel Piston-rings and double Piston-rods.

Steel piston rings are proved to be a great economy in locomotives. Engine No. 2, with a set of brass rings, ran only 22,954 miles, and the pistons and springs had to be set up about once a month; while No. 3, with steel rings, ran 39,775 miles and little or no repairs to the pistons during that time.

The piston-rod, carried through the outside cylinder cover, is found to be a great improvement, by its keeping the piston in the centre of cylinder. I have just examined No. 12 (done this way and with steel rings) and find a beautiful gloss on the cylinder, causing very little friction; this engine has been running thirteen months, but the pistons have required no repairs, and have been only taken out twice for the purpose of examining them.

Lubricators.

I have put one of Roscoe's patent lubricators (for lubricating slide valves and pistons) on engines Nos. 3, 14, 15, and 17, and I find them of great service. I have examined the valves and pistons occasionally, and have always found them greasy and wearing smoothly, thus effecting a great saving in wear and tear, and reducing the amount of friction. The wearing part of those engines without these lubricators are generally dry and rough, wearing away the slides and pistons fast.

In my next report I shall give a comparative statement of the state of pistons and valves, and mileage run by engines with and without these lubricators; I would recommend all locomotives to be fitted with them, and they would soon pay for themselves by the diminution of wear and tear.

Carriages,

Carriages, &c.

First class.—These are in good running order, but some of them will soon require painting and the linings renewed.
Composites.—These are mostly in good repair.
Second class.—These are generally in good order, but some require painting.
Third class.—These are most in good running order, but some require repairing and painting.
Hearses.—These are in thorough repair.
Passenger brakes.—These are in good running order.
Carriage trucks.—These are nearly all in good condition.
Horse boxes.—These are generally in good order.
Tram cars.—One of these is past repairs; the others are in good repair.

Goods Wagons, &c.

Goods brakes.—One of these requires to be thoroughly renewed; the others are in good repair.
A wagons.—The most of these are in good repair, but some require renewing.
B wagons.—These are chiefly in good repair, but some require new wood-work.
C vans.—These are in good order.
D trucks.—These are nearly all in good order.
E wagons.—These are mostly in good repair, but the woodwork of some must be renewed.
Sheep vans.—These are in good order.
Cattle wagons.—These are in good repair, but they require painting.
Meat vans.—These are in good running order, but will soon require painting.
During the past year the whole woodwork of many of the goods wagons has been entirely renewed, and numerous repairs have been effected to carriages, so that these branches of our rolling stock are generally in good condition.
We shall not require any additions to our number of carriages during 1866; but notwithstanding the late additions we are still short of goods wagons.
The machinery in workshops and stationary engines are all in good repair.

WILLIAM SCOTT,
Locomotive Foreman, G. S., W., & R. Lines.

C.

Extract from Report, dated 9 September, 1867.

Locomotive Foreman to Engineer for Existing Lines of Railways.

I HAVE a memo. from Mr. Tipping about No. 18 tires getting loose of the same class. As you are aware, there are only six of this class, and cannot be kept long in the shop for repairs, and there are no tires ready for them when required.

Nos. 22 and 28 bogies, and Nos. 2, 4, 14, and 15, and one of the Windsor engines, would all require to come in for wheels turning up and other repairs. As you are aware I have only five fitters, and can only have two lifted at a time, and I cannot do the justice to them I should like.

W.S.,—9/8/67.

Extract from Report on Engines, dated 20 November, 1867.

Locomotive Foreman to Engineer for Existing Lines of Railways.

THIS will show nine engines and eight tenders that now require to come in for repairs, and two now in, among two sets of fitters, which it will be impossible to do with the number I have got. Two fitters and two labourers are constantly required for small repairs to running engines that come in daily; so this leaves me only with two available sets for lifting engines, which is now not enough. Hoping you will see the necessity of allowing me one good fitter and two labourers, then, I believe, I could manage, as our new engines will wear the working parts more and more every day, and will require renewing, and must be kept up to their work.

There are too few goods engines for the present traffic; three more, at the very least, for the present traffic will be required.

Yours, &c.,
W. SCOTT.
20 Nov., 1867.

Locomotive Foreman to Engineer for Existing Lines of Railways.

Locomotive Department,
26 Feb., 1868.

Sir,

I find the work of the locomotive repairs increasing, so that I find I cannot do justice to them without more hands. I require one good fitter and one labourer, and I can then have three engines off the wheels at once for repairs.

I applied for two labourers on the 28th November last, but have not had any as yet.

Yours, &c.,
W. SCOTT.

Extract from correspondence respecting Engines.

Locomotive Foreman to Engineer for Existing Lines of Railways.

May, 1868.

I INTEND the return to show that there is not a sufficient number of heavy engines to replace those that require to come in for repairs. You may also refer to my report of November, 1867, relating to more goods engines being required.

Yours, &c.,
W. SCOTT.

Locomotive Foreman to Engineer for Existing Lines of Railways.

Sir,

I beg respectfully to inform you that I have the following engines under repair, and fitters at work on No. 5, No. 1, No. 3, and No. 21, and I have No. 26, No. 11, and No. 28 laid up, waiting for fitters to commence on them, and No. 8, No. 19, and No. 18 require coming in. As you will see, I require two more fitters and one labourer as soon as possible, to enable me to get as many engines as possible ready for Christmas.

I may also inform you it takes two fitters to keep the daily running repairs going, independent of the general repairs.

Yours, &c.,
W. SCOTT.
21/12/68.

Fitters employed on engines:—
No. 21. Cahill and Bailey.
No. 5. Harkness and Twiss.
No. 3. Williams and Furlong.
No. 1. Crawford and Hosick.

Locomotive Foreman to Engineer for Existing Lines of Railways.

Sir,

No. 17 engine came in yesterday with leaky tubes, and a number of the stays require to be taken out and new ones fitted in. I cannot spare the boilermakers off No. 3 and No. 11 engines at present. Will you allow me to take on one boilermaker to get this done at once?

I beg to call your very serious attention to the number of engines requiring repairs at present, which are kept back for want of men to put on them, and are urgently required for working the traffic.

Yours, &c.,
W. SCOTT.
4/12/68.

No. 16.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 4 February, 1869.

SIR,

In accordance with your verbal instructions, I have the honor to submit the following report on the proposal of the Engineer for Existing Lines to construct tank engines for working the steep inclines on the Great Western Railway of this Colony.

Referring to the specifications under which these tank engines were to be constructed, I find that the cylinders were to be 17-in. diameter, stroke 24-in., wheels six coupled 3-ft. 9-in. diameter.

There is nothing stated in the specification as to the weight of these engines; but in a report furnished by Mr. Thomas to the late Commissioner, dated the 3rd July, 1868, the weight is stated to be 34½ tons.

From this report I extract the following:—

"Some twelve months ago I intimated to the Commissioner my opinion that the class of engines which would be found best adapted for working the steep gradients on the mountain lines would be with some modification in the design such as that built by Messrs. Vale & Lacy for Mr. Goddard, the contractor.

On the 20th ultimo I had an opportunity of testing the locomotive above referred to, taking with it ten loaded trucks of railway bars (53 tons 6 cwt.), together with a heavy brake-van from Penrith up the Zigzag to Wascoe's.

We had fitted a temporary sand arrangement on the front of the engine, but it had none behind, yet it was enabled to stop on gradients of 1 in 30 and start again with ease. I may mention that it was found that from the starting and during the whole journey the ashpan-damper had been closed.

The engine weighs when in steam with full load of fuel and water, 31 tons 11 cwt. It has 16-in. cylinders, 24-in. stroke, and 6 coupled-wheels, 3-ft. 9-in. diameter, and a wheel-base of 12-ft. 6-in.; it cost, £1,900.

This class of engine will not only, by the greater amount of adhesion they possess, be enabled to convey far greater loads up the steep inclines, but also prevent the great loss of time which now occurs with our present engines from the slipping of the wheels, an amount which is not counterbalanced by the advantages they derive in their wheels being of larger diameter when running on a level or down an incline. Of course I do not propose that they should entirely supersede the present engines, but only be used for working the traffic over the heaviest portion of the line, viz., that between Penrith and the siding at the Stone-crushers.

The following table will show at a glance what the class of engines referred to have done, what our present engines are capable of doing, and what the engines I propose to build and guarantee, shall perform:—

Description of Engine.	Weight of Engine.	Cost of Engine.	Load that each Engine, exclusive of its own weight, will take up the gradient of 1 in 30.	Diameter of Cylinder.	Length of Stroke.	Diameter of Driving Wheels.	
			Tons. cwt. qrs.			in.	ft.	in.
1. Contractor's	31 11 0	1,900	105 16 3	16	24	3	9
2. Our present goods	^a 50 12 2	3,200	84 5 1	18	24	4	0
3. Our present passengers	^b 49 16 3	3,200	43 0 0	18	24	5	9
4. Proposed goods	34 10 0	2,200	126 0 0	17	24	3	9
5. Proposed passengers	32 0 0	2,200	70 0 0	16	24	4	3

^a 31½ tons.

^b 31 tons.

I may here remark that the statement furnished by Mr. Thomas of the weight which each engine can take up an incline of 1 in 30, has been arrived at partly by guessing, partly from an experiment which Mr. Thomas says was made under his direction, partly by reports from the engine drivers, but not in one single instance by ascertaining the tractive power of each engine by calculation. The results are, therefore, as might have been expected, utterly unreliable.

I now propose to give the tractive steam powers of each engine, and assuming the same steam pressure in the cylinders of each engine for the full length of the stroke, to show what load each engine would be able to haul up, in favourable weather, an incline of 1 in 30.

For convenience of reference I have numbered each engine as shown in the margin of the above table:—

No.	Description of Engine.	Weight of Engine.	Tractive steam-power in lbs.	Load each Engine will take up an incline of 1 in 30, including its own weight.
		Tons. cwt. qrs.		Tons.
1	Contractor's	31 11 0	10,922	128
2	Present goods	31 10 0	12,960	152
3	Present passengers	31 0 0	9,016	106
4	Proposed goods	34 10 0	12,330	145
5	Proposed passengers	32 0 0	9,638	113

These

These calculations are based upon the assumption that the average steam pressure in the cylinders for the whole length of the stroke is 80 lbs., but if the lap of the valve be diminished each engine will have a greater tractive steam-power, but the speed will be reduced.

It is quite clear from the above table that No. 2, the goods engine at present in use on these lines, is the most powerful of all the engines in use or of those proposed.

The tank engines proposed to be constructed are to weigh, when in full working order, $34\frac{1}{2}$ tons; this would be their total available *adhesive* power; but it must not be forgotten that the adhesive power of a tank engine diminishes with every stroke of the piston, and as these engines must take at least 7 tons of water, it follows that when the whole of the water has been evaporated the engine will only weigh $27\frac{1}{2}$ tons instead of $34\frac{1}{2}$ tons, which was the weight at starting; or, if the average adhesive power be taken as 31 tons, these proposed *powerful* engines would have 10 cwt. of adhesive power and 630 lbs. of tractive steam-power *less* than the engines now in use.

But assuming that the whole of the water had been evaporated, these tank engines would have 4 tons less weight available for adhesive power than the present goods engines.

The large goods engines on the present lines do not weigh, as stated by Mr. Thomas, 50 tons 12 cwt. 2 qrs., but $31\frac{1}{2}$ tons, this weight being always available for adhesive power as the water is carried in a tender behind the engine.

The passenger engines weigh only 31 tons instead of 49 tons 16 cwt. 3 qrs.

The weight of the tender having been in each case most improperly included as a portion of the weight of the engine.

I wish to call attention to the price at which Mr. Thomas states in his report that the engines proposed by him could be manufactured in this colony, viz., £2,200. The lowest tender received for this class of engine was, I understand, a little under £3,000, or nearly £800 above Mr. Thomas' estimate.

The difference in cost between the large imported engines and the tank engines proposed is more apparent than real, as the tank engine dispenses with the tender, and is consequently worth considerably less than the engine with tender attached.

The comparison is therefore not a fair one, and unless explained is likely to mislead.

Having shewn that these proposed engines are not so powerful as the engines now in use (if properly worked), I wish to point out how extremely dangerous it would be to attempt to work engines of the tank class on the steep gradients of the Western Line. The present goods engine and tender weigh about 50 tons, the whole of this weight being made available for retarding the speed of the trains when descending steep gradients by means of brakes on all the wheels of both engine and tender, but even with this brake power and the assistance of a heavy brake van it is often difficult during foggy weather to keep the train under command. This being so it is not difficult to understand what might and most probably would be the fate of a train when attempting to descend the steep inclines on the Western Line with a break power (varying as the weight of water decreased in the tank) from 16 tons to 23 tons less than that now in use.

I may also point out another great defect in these proposed tank engines, which is of considerable importance.

The total weight of water to be carried will be about 7 tons; this weight, so far as I can understand from the specification, has to be placed in a great measure on the top of the boiler, and probably about 5 tons weight of water will be entirely above the boiler. This weight when running round the sharp curves, being precipitated suddenly from one side of the tank to the other, would not be unlikely to turn the engine completely over, assisted as it would be by the super-elevation of the outside rail.

I therefore advise that tank engines be not used on any of the main lines in this colony where steep gradients have to be worked, for, independent of the deficiency of weight available for brake power, should any accident occur to the brakes on the engine there would be no tender or other brake which could be used to stop the progress of the train when descending the steep inclines on such a line as that over the Blue Mountains; and in addition there is not one single advantage to be obtained in using them, as they are in every way inferior to the large goods engines now in use.

The other engines recommended by Mr. Thomas are simply copies of engines now in use on these railways. I recommend that the engines for the future be constructed without any alteration in the manner and of the dimensions named by me in my report on the condition of the locomotive stock on the Southern and Western Railways, dated 14 January, 1869.

The proposal to have engines manufactured in the colony and for the contract to remain in force for five years appears to me extremely injudicious.

It must be obvious to anyone who has given the matter the least consideration that in large establishments in England, where every possible use is made of machinery, where the sub-division of labor is carried out to its fullest extent, and where labor is not more than one-third the cost of labor in this colony, to obtain the same class of workmanship here for the same amount of money is manifestly impossible.

It must also be remembered that all the raw material has to be imported from England, and freight and duties must be paid; that the wheels, axles, springs, &c., will be manufactured in England; and if the contractor in this colony has to compete in price with manufacturers at home he must import all the material not in a raw but in a manufactured state, and rest satisfied with the simple process of putting the various pieces together on their arrival in this colony.

Improvements in the manufacture of engines and in their adaptation to the work to be performed are almost daily taking place in England and on the Continent; but if a contract be entered into for the manufacture of the class of locomotives now used, such contract extending over a period of five years, it would debar this colony from taking advantage of any improvements made during that period.

It is quite true that an arrangement might be made with the contractor that any improvements suggested should be carried out, but as the contract price must have been based upon the class of engine now in use, any alteration would most probably be looked upon as breaking the contract, or at least an additional sum would be charged for carrying out the improvements suggested, and the price of the engine considerably increased, although the alteration might not be expensive.

I consider such an arrangement would not be for the benefit of the colony.

I have, &c.,
JOHN WHITTON.

No.

No. 17.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 15 February, 1869.

MINUTE PAPER.

Reply to Mr. Thomas' Memo. of 12/12/68. M.P. 68-648.

1. See my report on condition of locomotive engines, dated 14th January, 1869.
2. Do. do. do. 4th February, 1869.
3. Any of the large goods engines would take the load of 60 wagons up the Southern or Western Line in five trips, if properly worked.
4. The goods engines on the Western Line, when wrought iron tires were used, did require the wheels turning up in five or six weeks, but with steel tires, which are now being used, they require turning up once in three months only. It will therefore in future not be necessary to have two engines from this cause always under repair.
5. Two engines might at the date of Mr. Thomas' Memo. (12 Dec., '68) be out of working order, but as duplicate wheels and axles were immediately put under engine No. 14, it was running again early in January. One engine only of this class is now out of working order.
6. Mr. Thomas first made application for more goods engines in July, 1868. I find Mr. Scott suggested to Mr. Thomas the necessity of more goods engines being provided, as far back as 20th November, 1867.

With respect to the class of engines proposed by Mr. Thomas, reference should be made to my report dated 4th February, 1869.

If Mr. Thomas' usefulness to the Government be of the character described by himself, it would manifestly be a loss to "bind" him and thus decrease the scope of his usefulness.

I think it could reasonably be expected of Mr. Thomas to make provision for the requirements of his own department, but this he appears to have entirely neglected.

7. It is quite clear that Mr. Thomas has exhibited great want of foresight in not having provided sufficient engine power for the working of the traffic. When all the available engines were in steam it was quite time to ask for additional locomotive power.

8. When Mr. Thomas took charge of this department there were fifteen new engines, and all the others in good working condition; but in less than three years the engines are all in use, and many of them in a very bad state of repair and the worst stage of uncleanness.

The wagon wheels indented for were not ordered in time to meet the requirements of the traffic.

Mr. Thomas was not aware of the necessities of the traffic until forced upon him by a deficiency of rolling stock, and all the "trouble" he appears to take credit for having experienced was inflicted too late to be of any service.

9. The additional sidings in the Sydney Station-yard are nothing extraordinary; nearly all the useful ones were laid out by me, and the plans forwarded to Mr. Thomas.

The small matters which Mr. Thomas says he has done in erecting sheep-pens, &c., are most insignificant. As to the carriage-shed which he says is in course of erection, I can only say that I regret that it is so, as it is evidently in the wrong position, and ought to be taken down.

The new station at Petersham, which Mr. Thomas has erected in place of the "wretched" accommodation previously existing, appears to have been anything but useful, as the Station-master (although his allowance for house rent has ceased) has not been able to bring his family into it, in consequence of the "wretched" manner in which a necessary provision for the comforts of a family has been neglected.

10. Mr. Thomas has, I believe, professed to revise the rules and regulations for working the line. The attempt however has not been successful, for one of the most important additions he has made is in reference to the distance signals; and although he has been on the railways of this Colony at different times, upwards of five years, he is still ignorant of the manner in which these distance signals are constructed.

The rule therefore had better be omitted.

The other alterations generally are not improvements, and some very useful rules have been omitted.

11. I consider the charge of want of foresight fully merited.

12. Mr. Thomas' first written application for additional locomotive power was made on the 2nd July, 1868, and tenders were invited on the 17th November, '68, but as no money had been voted by Parliament for this special purpose no tender could be accepted.

I may here remark that it was a very fortunate circumstance that no money had been voted, or it is probable the Government might have accepted an offer for the construction of a class of engines most unsuitable for the purpose intended.

13. Mr. Scott made application to Mr. Thomas for additional men on the following dates, viz. :—

1866.—August 23, October 22, September 24, December 10, and December 20.

1867.—January 4, February 25, March 10, May 2, September 9, and November 20.

1868.—February 26. To this Mr. Thomas replied by refusing to consent to any increase upon future applications. May 14 and December 2.

Mr. Thomas states that if the men in the shops "did half a day's work in the day" additional men would not be required.

This is a most extraordinary admission. Mr. Thomas is responsible for all the expenditure in the Locomotive and Carriage Departments, and he admits that if the men worked one-half their time the additional assistance asked for by Mr. Scott would not be necessary. Mr. Scott is one of Mr. Thomas' subordinates, and if he asks for more assistance than Mr. Thomas knows to be requisite why does he allow him to squander the public money in so wholesale a manner?

I understand the fact to be that Mr. Thomas never enters the shops to superintend any repairs to engines, and he is therefore not in a position to say what repairs are necessary.

14. That the shops are "grossly, badly" managed I am quite prepared to admit, and I fear they must remain in that unenviable condition so long as they are under the charge of Mr. Thomas, whose principal amusement, judging from the memoranda which I have seen, appears to be to insult Mr. Scott on every possible occasion, and to refuse him that assistance which is absolutely necessary to enable him to discharge with satisfaction the duties appertaining to his office as Locomotive Foreman.

All Mr. Thomas' absurd statements about the cost of engine No. 7, the painting of engines, and the making of the new boilers of engines Nos. 1, 2, 3, and 4, must be taken with great caution, as there is nothing given as to what repairs were done, to enable any person to form any opinion whatever. I, however, recommend the Commissioner to charge Mr. Thomas with all the money he admits to have thrown away under his mismanagement.

15. "To let the labour" of repairing the engines would be most unwise, for whether it would be "to the advantage of the contractor to keep them in good order or not," it certainly would be to the advantage of the contractor to do as little as possible in return for the money paid.

16. I always understood that Mr. Thomas had full power to make any recommendation he pleased with reference to the management of the shops, but I have never heard that any particular re-organisation had been recommended.

17. There are very few lines on which engines have been waiting for repairs for more than two years, more particularly when such engines were urgently required for working the traffic. This, however, was the case at the Sydney station under Mr. Thomas' management.

18. When engines are allowed to remain upwards of two years without repairs it is absurd to say that an undue proportion of it is not in the shops. The engines I have alluded to might have been repaired and in working order if Mr. Thomas had allowed the foreman sufficient hands for the purpose.

19. Mr. Thomas might have stated by whom the "enormous number of specials" was ordered, and for what purpose required.

20. If the advice referred to by Mr. Thomas means his first written communication, dated 2 July, 1868, asking for additional engine power, it is simply ridiculous to state that all requirements would have been met had his advice been taken. The engines should have been ordered twelve months before that date to have been of any use in the present emergency, and Mr. Thomas cannot plead ignorance of the requirements of the traffic, as his attention was called to the matter by Mr. Scott's memo. of 20 November, 1867.

21. This paragraph is the most perfect piece of what may be called twaddle that I ever read. I have never heard anyone charge Mr. Thomas with trying to save expense, but I have often heard him accused of the grossest extravagance in permitting all the works and rolling stock to fall into the very lowest state of disrepair. I have not heard him accused of taking on "as many men as could well be stuck in the shops," but I know that repeated applications have been made to him for a sufficient number of men to repair and clean the engines, and I know that he has generally refused without giving any satisfactory reasons for doing so. How Mr. Thomas can state that there has been a sufficient number of men, and quote Mr. Scott as his informant, I am at a loss to know, and Mr. Scott's and also Mr. Cobb's repeated applications for additional assistance will entirely disprove the statement.

22. It is always better to employ extra hands than to allow the men to work overtime, and although Mr. Thomas states that the workmen in the shops have not made much overtime, if I am not misinformed several of the enginemen have done so.

23. It is to say the least an unfortunate circumstance that the goods engines on the Western Line can only have repairs effected on Sundays. This does not look like having made proper provision for the requirement of the traffic. I have no doubt, however, that if the engines had been properly used one day of rest during the week might have been accorded to the fitters.

24. I am quite satisfied that Mr. Thomas is not responsible for the present class of engines ordered for the extensions beyond Penrith and Picton, but I am pleased to say that I am. Engines more suitable for working the traffic cannot be made, but when good engines are handed over to the charge of a man too ignorant to understand them and too conceited to learn, the result can hardly be doubtful. All Mr. Thomas' antecedents go to show that the only experience he has ever had on railways has been obtained in this Colony; and although his opportunities of improvement have been great, he appears to know little more than he did on his first appointment in 1859.

25. Mr. Thomas has had almost unlimited power over the Locomotive and Permanent-way departments for nearly three years, and a very pretty "hash" he has made of them. Before any further powers for an extended period be given to him he should be called upon to show that he has not abused the confidence which has hitherto been reposed in him.

26. I know of nothing that Mr. Thomas has done which can raise to any great height that "character and professional reputation" he appears so much afraid of losing. I do remember that on one occasion he was appointed one of a Commission to inquire into the explosion of a steam-boat boiler. The appointment was made on the 9th June, 1868, and on the 11th of the same month the following correspondence took place between himself and Mr. Scott, the Locomotive Foreman:—

Existing Lines Branch,
11 June, 1868.

Memorandum to Mr. Scott.

WITH a view of obtaining in writing the process adopted for testing the boilers of our locomotives, I desire replies to the following:—

1. Is any test applied to the boilers; and, if so—
2. What is the nature of the test?
3. How often is it employed?
4. What pressure is applied on these occasions?
5. Is there a fusible plug inserted in every boiler; and, if so, of what is it composed?
6. Are the boilers periodically examined?

JAS. H. THOMAS.

Mr.

Mr. Scott's replies.

1. Yes.
2. Cold water with the force pump.
3. It may be only once in four years, unless I have the lagging taken off for any other purpose; then I invariably test them.
4. The pressure is from 160 to 180 lbs.
5. There is a fusible plug in the crown-plate of all locomotive fire-boxes; it is a brass screw plug, 1½ in. diameter with a ¾ in. hole tapped in the centre, and run full of lead. Some of our fire-boxes have 2 in.
6. The boilers are examined every time they come in for repairs, which may be every 3 or 6 months; and if any leakage at any particular part is reported, that part is stripped and examined at once.

Mr. Thomas' remarks.

These boilers should be thoroughly examined internally at least once a year, or oftener if the water used is found to injure the plate.

Lead is found in practice to answer the purpose, as it melts in its pure state at 610° Fahrenheit, although I think a mixture, consisting of tin and lead, with a small portion of bismuth, preferable.

This is a most important matter, the majority of explosions are, I believe, owing to plates of boilers having been allowed to get too much worn by corrosion, and not from steam, by extreme tension generated by the drivers. To avoid this the boilers should undergo a thorough examination upon every possible occasion, and tested annually by hydraulic force, the pressure being 170 lbs., or 50 lbs. over which it has to withstand in ordinary working condition under steam,—no engine being allowed to run with a plate that is in the slightest degree doubtful in character.

Explosions from want of water would be entirely prevented by the use of lead plugs, which, to be in proper condition, should be removed frequently—say every month. ¾ in. diameter is not sufficiently large, and, when so small, there should be two in the crown of each fire-box.

Mr. Thomas, it should be remembered, has held his present position nearly two years, and yet he was entirely ignorant not only as to how or when the locomotive boilers were tested, but also as may be gathered from his memo., of the use of lead plugs in the fire-boxes of the locomotives.

After obtaining all information from Mr. Scott it is quite refreshing to read with what charming simplicity he gives instructions to the Locomotive Foreman how he should deal with the locomotives in future, merely, in fact, reiterating the information supplied to him by Mr. Scott.

I hope this information enabled him to discharge satisfactorily his duties as one of the Commission.

Mr. Thomas' concluding paragraph brought with it, I hope, the consolation which is generally accorded to those who feel that, amidst all the difficulties and dangers of this life, they at least have remained faithful to the trust reposed in them.

In his own moving language he has left nothing undone—answered every objection—and for so doing he at least cannot be held responsible.

It is lamentable to find how easily we can deceive ourselves.

JOHN WHITTON.

No. 18.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 15 February, 1869.

Great Southern Railway—Sydney to Parramatta Junction.

SIR,

In attention to your verbal instructions, I have examined the condition of the permanent-way on the Southern Railway, between Sydney and Parramatta Junction, and have the honor to submit the following report:—

From Sydney to the Parramatta Junction, Barlow rails were originally laid down for a double line of way, and this length was opened for public traffic in September, 1855.

These rails, being of a peculiar pattern (and the form of course patented), it was assumed by the inventor that sleepers would be unnecessary, and consequently only one sleeper was placed at the joints, and one sleeper under the middle of the rails.

Shortly after the opening it was found that more sleepers were necessary; and as the line was being worked by the contractor for the construction of the railway, under a lease for twelve months, saplings only were used for sleepers, being split down the middle, and laid with the round side down, to avoid, I presume, the expense of adzing a bed for the rails.

These in the course of a few years began to decay, and other sleepers were substituted of larger dimensions, and more in number, but still without being able to maintain with the patent rails anything approaching to a satisfactory permanent-way.

It was therefore deemed advisable as these rails began to wear, to relay the line with rails and chairs similar to the other portions of the railway beyond the Parramatta Junction; and during the years 1866 and 1867 the double-headed rail with chairs was laid from Sydney to Ashfield, a distance of five miles of double line.

Although this length has been relaid within the last three years with rails and chairs of the most approved description, so completely has the maintenance been neglected that some portions of it are more like a contractor's temporary road than the main line of a Government Railway.

There is scarcely a quarter of a mile on any part of this length in a satisfactory state; the whole requires lifting, straightening, and ballasting.

It is of little use relaying unless more attention is paid to the maintenance, as nothing but the greatest carelessness could have allowed a road composed of such good materials to fall into such a disgraceful state.

There was not one man on the line between Newtown and Sydney on the day of my inspection (the 9th instant); and as this is the worst part of the whole length it was a gross neglect of duty to take off (as I ascertained had been the case) men to attend to works in connection with the proposed new carriage-shed south of the Sydney Tunnel.

From

From Ashfield to near the 12-mile post the line is still laid with the original Barlow rails, but in such a condition from defective rails and rotten sleepers that I consider it unsafe for the trains to run over at the present rate; and I strongly advise the Commissioner to limit the speed of all trains over this portion (between Ashfield and the 12-mile post) to twenty miles an hour.

There is literally no ballast on this length but sand and a little burnt clay; the few stones that have been thrown in various places on the top of the sleepers are of little use, being much too large for packing. In fact the whole of this length should be relaid at once; but in doing so proper stone ballast should be laid for at least six inches under the sleepers, and after the rails are laid the road should be properly boxed up to within two inches of the level of the rails between, and within one inch of the level on the outside of the rails, and in the space between the two lines of way.

In several instances the embankments on this length are too narrow to receive the full width of ballast, and some of the cuttings to allow of the proper width of ballast being used with the open side drains now existing.

These, however, are defects which can be easily remedied, and should be attended to at once.

From near the 12-mile post to the Parramatta Junction, a distance of about a mile, the road is in much better condition. It was relaid in 1863 with a single-headed rail, fish-pointed, and fastened to cross sleepers with wrought-iron spikes; but even this length requires additional ballast before its condition can be considered satisfactory.

The bad state into which the road has been allowed to fall can be attributed only to ignorance of what constitutes a good permanent-way, or to negligence in its maintenance.

True economy is shown in the management of a railway when the whole of the works are maintained in the best possible condition; and there is no more certain sign of incompetence on the one hand and extravagance on the other, than to allow the permanent-way to fall into the lowest stage of disrepair before any expenditure is considered desirable.

New Carriage-shed.

I wish to draw attention to the position selected for a new carriage-shed, which is being erected about a quarter of a mile on the Newtown side of the Sydney Tunnel, adjoining the main (up) line.

Whenever carriages are taken into or removed from this shed, both the main lines must be blocked, or the engine must run on the wrong line. In either case it will be extremely inconvenient, if not absolutely dangerous. This shed should have been erected in the station-yard, where easy access could have been had to it at all times, without in any way interfering with the main line beyond the immediate station-yard.

To provide a convenient space for the additional shops and sheds, the whole station-ground should be excavated to the level of that portion of the yard on which the new goods shed is being erected, and I recommend that this be done at once.

Signals.

I feel it an imperative duty again to call attention to the defective signal arrangements in the station-yard at Sydney, which are totally inadequate for the protection of the public travelling on the railway.

To protect the station-yard, as it ought to have been protected long ago, proper junction signals should be erected near to the tunnel, at the junction of the goods lines with the main lines.

These signals should be above the tunnel, so as to be seen a considerable distance from the station-yard. The pointsman's box should also be above the tunnel, so as to give him a clear view of the whole yard, and of trains approaching the station from the south.

Distance signals should also be erected for the various branch lines, as well as for the main line, and the whole should be worked and controlled by one man.

Junction for goods lines.

I may remark that the goods lines have only what is termed a single junction, and this is formed with the down line; consequently, all up-trains will have to run (with a long train) down to the passenger station, shunt back through a crossover road on to the down-line before being able to place the trucks into the goods sidings. A proper double-line junction must be formed before the goods traffic can be satisfactorily worked.

I have, &c.,
JOHN WHITTON.

The Commissioner for Railways to The Engineer-in-Chief.
Government Railways.

Permanent-way materials required for relaying line Parramatta to Sydney.

WITH reference to my verbal request, I now direct that the Engineer-in-Chief will give the necessary instructions to supply from stocks on hand the requisite permanent-way materials for relaying the Sydney and Parramatta Line—the materials to be replaced by indent.

JOHN SUTHERLAND.

Mr. Whitton. 19/2/69.—R.M.

18/2/69.

Order No. 825.—17 Feb., 1869. Eight miles of rails = four miles of road, with the necessary chairs, fish-plates, bolts, nuts, spikes, and keys. W.H.Q., 19/2/69.

The Engineer for Existing Lines of Railways to The Commissioner for Railways.
Government Railways—Existing Lines.

Relaying line between Ashfield and Burwood.

HAVING observed that the sleepers and ballast have been advertised for, and also informed that the store-keeper has had a requisition sent to him to deliver the necessary quantity of rails, I should be glad to have the papers forwarded to me for my information, that no time may be lost in commencing this important work.

J. H. THOMAS,
p. ROBT. SHERIDAN.
This

This work should be commenced and carried out as quickly as possible. The papers in question are with the Cabinet.—J.S., 24/2/69.

Mr. Thomas, B.C.

Seen. As I understand that Mr. Whitton has made a report on the state of the Parramatta line, I respectfully request that in justice I may have at least an opportunity afforded me of seeing it; and this, I submit, is not an unreasonable request, seeing that I alone am responsible for this as well as all other portions of the existing lines of railway.—J.H.T., 25/2/69.

Mr. Thomas will perceive, in reference to my Minute of 24/2/69, the papers in question are with the Cabinet.—J.S., 26/2/69.

Mr. Thomas, 26/2/69.

Seen. J.H.T., 2/3/69.

The Engineer for Existing Lines of Railways to The Commissioner for Railways.

Government Railways—Existing Lines.

I GATHER from the discussion (as reported in the papers) on the Estimates for this branch of the department, that there were some charges against me now under the consideration of the Government. If such is the case it has never been intimated to me, and I certainly feel that I have been unfairly dealt with.

I am aware that an officer of the department, who both the present and late Minister have remarked the animus he has ever displayed in any matters touching my management, had been appointed by the Government to report on the rolling stock and the Parramatta line, and have heard various rumours regarding these reports, but I have not seen them; and if they contain charges questioning my management, I think that in justice I ought to have been called upon to make any remarks before being considered by the Cabinet, for as it is they have but an *ex parte* statement before them, and that from a personal enemy, and one also interested in proving that my management is a failure, as I felt bound to alter the system adopted by him when he had charge of the same department, more especially with regard to my efforts to have the rolling stock made in the Colony.

It may be unusual for officers to notice any discussion that takes place in the Assembly, but this being one in which my personal and professional reputation is questioned, I feel I am perfectly justified in asking that an opportunity at least may be given me of rebutting such charges.

JAS. H. THOMAS.—4/3/69.

Mr. Thomas' impressions as to the discussions referred to are not quite correct; no charges have been preferred against him, but Mr. Whitton has been requested to and has reported on the condition of the rolling stock and on the condition of the Parramatta line, which reports are now under the consideration of the Cabinet. Mr. Thomas may rest assured that if any charges arise from the reports in question, he shall have every opportunity of meeting them at the proper time.—J.S., 9/3/69.

Mr. Thomas.

Seen. J.H.T., 11/3/69.

No. 18A.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

MINUTE PAPER.

Condition of Locomotive Engines at North.

I WISH to have, without one moment's unnecessary delay, a detailed report on the present condition of the Locomotive Engines at the North, specifying each by number.

JOHN SUTHERLAND.

3/3/69.

MR. THOMAS' REPORT ON STATE OF ENGINES, NORTHERN LINE.

THE following will show the present condition of the engines on the Great Northern Railway:—

- No. 1—Laid up for general repairs, including new cylinders, having run eleven years.
- No. 2—Shunting in yard; will shortly require to come in for new cylinders, &c.; this engine has also been running eleven years.
- No. 3—In for slight running repairs.
- No. 4—Laid up for general repairs and new cylinders, having been running for twelve years.
- No. 5—Damaged by accident on 12/2/69, and consequently laid up for repairs of damage done.
- No. 6—In working order.
- No. 7—In working order.
- No. 8—In working order.
- No. 9—In working order.
- No. 10—At work, but will shortly require an overhaul.
- No. 11—Damaged by accident 8/2/69; laid up for repairing damage done.
- No. 12—In working order.
- No. 13—In working order.
- No. 14—Running for Messrs. Larken and Wakeford, but will no doubt require extensive repairs when returned by them.
- No. 15—In working order.
- No. 16—In working order.
- No. 17—Laid up for general repairs, which will be shortly completed.

It

It will thus be seen that there are—

- 10 at work.
- 1 at work for Messrs. Larkin and Wakeford.
- 2 damaged by accidents.
- 1 in for running repairs.
- 3 laid up for general overhaul and new cylinders.

—
Total 17
—

The mileage run by these engines in 1868 was 277,981, which does not include that run by engines lent to Messrs. Larkin and Wakeford.—J.H.T., 9/3/69.

Mr. Whitton.—J.S., 9/3/69.

This report is not in detail, and two of the engines stated to be in working order are nearly useless. There are not more than seven efficient engines on the line.—J.W., 10/3/69.

No. 19.

REPORT FROM MR. BOAG TO THE ENGINEER-IN-CHIEF.

Great Northern Railway,
4 June, 1869.

SIR,

In obedience to your instructions, contained in Memo. of June 2nd, I beg to furnish you with a detailed account of the state of the rolling stock under my charge.

Engine No. 1.—Is in good working order at present.

Tender No. 1.—Is in good working order, with the exception of the tires, which are very thin, and will require renewing shortly.

Engine No. 2.—Is laid up at present for a thorough repair; a new pair of cylinders; new slide valves, new packing rings for the pistons; all the glands require bushing; new slide rods; new piston rods; pump rams require turning; new packing rings for the pumps; all the clacks require to be examined; gauge-cocks; blow-off cocks; whistle; regulator; and several other minor repairs are required, too numerous to mention.

The boiler will have to be lifted out of the frame to have the bottom parts of the outside fire-box repaired with new plates.

Boiler No. 2.—The crown plate of the inside fire-box requires repairing in several places and several new crown stays require renewing.

A great many new copper stays will have to be put in through the water spaces of the fire-boxes, and the fire-box thoroughly cleaning out; the boiler and fire-box will require new lugging, and testing to 170 lbs. square inch with cold water.

Tender No. 2.—The tender requires to be lifted; brasses examining, probably new ones will be required; the tires are very thin and will require renewing.

Engine No. 3.—Is at present in good working order running the passenger trains. The tires on the tender wheels are very thin and will shortly require renewing.

Engine No. 4.—Is at present laid up for the following repairs; a new smoke box; new steam pipe; new set of tubes; and a few slight repairs to the boiler and fire-box; all the axle-boxes require to be fitted to the horn plates; motion bars, sink motion, pumps, eccentric, feed pipes, require to be fixed; blow-off cocks, whistle, water-gauge, regulator requires examining; the boiler and fire-box requires new lugging; the boiler must be tested to 170 lbs. on the square inch.

Tender requires lifting; brasses and valves examining; the tires are very thin and will require renewing shortly; engine and tender requires painting.

Engine No. 5.—Is laid up for repairs on account of running off the line at the Wallsend Junction on the 12th February, 1869.

The following repairs are required at present:—A new set of tubes; four new plates on the bottom parts of the outside fire-box; 60 new copper stays in the tube plate through the water spaces; 60 new copper stays through the water spaces where the new plates are being put on to the outside fire-box.

New driving axle boxes and brasses; all the glands require bushing; leading axle requires to be straightened; all the wheels require turning; gauge blow-off cocks, whistle, and regulator requires doing up; ash-pan, &c., requires repairing.

The boiler and fire-box requires new lugging; it must be tested to 170 lbs. on the square inch; leading, driving, and trailing wheels require painting.

Tender requires lifting, brasses examining; one axle bent—it requires to be straightened.

Tank Engine No. 6.—Is in fine working order, with the exception of the slide valves. They are very thin and will require renewing shortly. It requires painting as soon as practicable.

Engine No. 7.—Is in good working order, running coal trains. It requires painting.

Engine No. 8.—Is at present laid up for the following repairs:—A new set of tubes; a new angle iron round the boiler and smoke-box; several new stays are required to go through the water spaces; the crown plate of the inside fire-box requires repairing and some new crown stays putting in; the boiler and fire-box require new lugging; the boiler must be tested to 170 lbs. on the square inch.

The smoke-box is taken off to get the cylinder down; the steam chests are completely eaten through in some parts at the bottom from corrosion—these parts I intend to repair with new cast iron patches; new slide valves; new slide rods; piston turning up; all the glands require bushing; regulator; steam pipe inside of the boiler must be taken out and replaced; gauge-cock, blow-off cocks, and whistle requires repairing; all the gear requires fixing.

Tender No. 8.—Requires to be lifted, the brasses and valves examining.

Engine and tender require painting.

102—D

Tank

Tank engine No. 9, "Pioneer."—It was laid up on Thursday, 11th June, 1869, for the following repairs:—A new pair of cylinders; the top part of the right cylinder is completely eaten through in one place; it is not more than $\frac{1}{8}$ of an inch in thickness in other parts. A pattern will have to be made for new ones, unless Mr. Scott has one. This engine is the same class as those running on the Windsor Branch line (their names are "Sydney," "Richmond," and "Windsor"). A pair of new slide valves will be required; valve faces; filed-up tires require turning; the boiler and fire-box requires to be repaired in several places; several of the copper stays require renewing in the fire-box; blow-off cocks, whistle, water gauge requires to be examined; tank will have to be taken off the boiler and all the lugging taken off; the boiler tested to 178 lbs. on the square inch. And sundry other repairs, too numerous to mention.

I believe Mr. Scott has a pair of duplicate cylinders for this class of engine; if so I should be glad if you would give instructions for me to have them at once. This engine is very much wanted for the Morpeth Branch line.

Name, "Pioneer"—Manning and Wardle, makers.

Engine No. 10.—Requires to come into the shop for a general overhaul as soon as practicable. It is *two years* since it had a thorough repair.

The following repairs are required:—New tires on the leading, driving, and trailing wheels; all the axle-boxes require lining up, and probably new brasses fitted into the boxes.

The horn plates require to be filed up; piston and slide rods require to be turned; all the glands require bushing; new brass packing rings for all the glands; probably new slide valves, and the steam chest faces will require to be done up; blow-off cocks, water-gauge, injectors, regulator, ball and socket, and feed pipes, require examining; fire-box, boiler, and tubes, require examining; a great many new copper stays will be required in the fire-box; all the lugging will have to be taken off the boiler and fire-box and renewed where it is bad; the boiler will have to be tested to 170 lbs. on the square inch.

Tender No. 10.—The tender will have to be lifted, and probably new brasses fitted into the boxes, on account of the time it has been running; the valves and brake-gear requires repair; all the wheels require new tires; the horn plates require to be filed up. Engine and tender requires painting.

Engine No. 11.—Is in fair working order; running the goods train. It will run some months without any extensive repairs.

No. 11 Tender.—Is in good working order at present. The wheels have been turned up once, but will not stand it again. Engine and tender requires painting.

Engine No. 12.—Is at present in fair working order; running the Wallsend coal trains.

All the engine wheels have been turned once; they will not stand turning again; new tires will be required when it is laid up; the bottom parts of the outside fire-box require new plates, putting in similar to those put on engines 11 and 13.

A few of the tubes will have to be taken out and new ones put in, and several new stays require putting into the fire-box.

This engine will probably run some time before these repairs need be effected.

Tender No. 12.—Is in fair working order; the wheels have been turned up once, but will not stand it again.

Engine No. 13.—Is in good working order.

Tender No. 13.—Is in good working order.

I may also inform you that the duplicate engine wheels, that were ordered from England for Stephenson's Engines, Nos. 11, 12, and 13, I had to forward them to Sydney, January 12/1/69, for this class of engines.

I trust you will give instructions for them to be returned as early as practicable, in the same condition as when they left here. I have been put to a great deal of inconvenience in not having them, when one of these engines requires new tires. It must be laid up until the tires come from Sydney; after which they have to be bored out, put on to the wheels, drilled, riveted, and turned, which is a great waste of time, in not having duplicate work for engines and tenders.

Engine No. 14.—Has been used by Messrs. Larkin and Wakeford from the 12/3/68 until May, 29/69, and is returned for the following repairs:—New slide valves; cylinder requires to be faced up; piston rods very much bent; piston and slide rods require turning; all the glands require bushing; slide rod guides require bushing; horn-plates all require to be filed up; new brasses are required for the driving and trailing axle-boxes; all the axle-boxes require lining up; new bogie axle-boxes are required; bogie wheels required to be turned; new tires for driving and trailing wheels; the tires all require to be bored out, drilled, riveted, and turned; all the eccentric straps require letting together; all the engine springs require to be taken to pieces and examined; new pins fitted into the compensating levers; the engine-break requires renewing in several places; two footsteps broken; ball and socket pipes require examining; the frame betwixt the engine and tender is broken; new plates must be put on for the buffers to bear against; a new top will have to be made for the funnel; the plates of the inside copper fire-box are very much strained 2 feet from the bottom; the left back corner of the inside fire-box was split open 2 feet from the bottom. A patch was put on for Messrs. Larkin & Wakeford November, /68. This patch will probably have to be taken off, and a new piece of copper-plate put in.

There are about 90 stays that go through the water spaces where the plates are strained in the boxes; the heads are nearly eaten off, and very likely broken; they will require renewing. To replace these stays, and repair the fire-box, to make it as good as it was when the Contractors had it, the boiler will have to be lifted clean from the frame to effect these repairs.

Injector, blow-off cocks, whistle, feed pipes, require examining. A new steam gauge—one of Bourdon's Patent—is required; the gauge on it at present is about 30 lbs. out. Engine and tender requires painting.

Tender No. 14.—Requires to be lifted; horn-plates all require filing up; axle-boxes lining up, and probably new brasses fitting into the axle-boxes; all the wheels require new tires; the tank requires repairing in several places; tender valves require to be examined; one tender spring broken; drag-links and hooks damaged.

This engine and tender was new when the Contractors had it on 12/3/68.

Buyers & Peacock, makers.

Engine No. 15.—Is in poor working order.

Tender

Tender No. 15.—In good working order.
 Engine No. 16.—Is in good working order.
 Tender No. 16.—Is in good working order.
 Engine No. 17.—Is in good working order.
 Tender No. 17.—Is in good working order.

T. BOAG, 14/6/69.

7 engines out of 17 laid up for extensive repairs.—J.W., 16/6/69.

Mr. Boag to have every engine on this line put into the most efficient condition as quickly as possible, and whatever duplicates are required they must be applied for at once.—J.W., 1/7/69.

Memo. 69/283.—W.H.Q., 2/7/69.

No. 20.

REPORT from MR. SCOTT to THE ENGINEER-IN-CHIEF.

REPORT on Locomotive Engines on the Southern, Western, and Richmond Railways.—June 7/69.

No. 1.—In fair working condition. Running 11.30 p.m. Goods.

No. 2.—In fair working condition, but wheels are getting rough.

Tender.—Buffer castings broken, and plates bent, bottom of tank very thin and patched. Running 10 p.m. Goods.

No. 3.—Now under repair, cylinders taken out and rejointed, a knee-plate screwed on to bad place in steam chest, steam ports and valves refaced, piston rods turned up and glands bushed, new piston rings, slide bars let together, slide blocks bored out and bushed, and engine frames repaired, with strong plates bolted on, all brasses let up, &c.

Tender.—Sand box put on, tank very thin, and patched on bottom.

No. 4.—In working condition, tires thin, framing plates cracked, eccentric liners thin.

Tender.—Tires thin. Running special goods trains.

No. 5.—In working condition, boiler cracked and patched on top of fire-hole door-plate, and corroded through at bottom and patched. This engine is working on the Western extension, between Mount Victoria and the Clarence Tunnel.

Tender.—In working condition.

No. 6.—This engine has been undergoing extensive renewals, viz. :—New cylinders, slide bars, connecting rods, valves, pistons, and valve spindles, also a new set of driving wheels, with steel axle fitted, and two injectors, in the place of pumps, &c., and will be ready for running in 10 days or a fortnight, newly legged and painted.

Tender.—Tank repaired, and a spare set of wheels put under, and axle-boxes and brasses fitted and newly painted.

No. 7.—In safe working condition, but requires to come in for wheels, turning up, and brasses letting together. This engine was fitted with new cylinders, and wheels, &c., the same as No. 6 above, and has been running since September 2nd, 1868, and is still running, and run over 20,270 miles.

Tender.—Wheels require turning up, &c. Running Parramatta Trains.

No. 8.—In working condition, but requires to come in for repairs, wheels turning up, axle-boxes knocking, valve motion repairing, pistons and valves examining, piston and valve spindle rods turning up, and glands bushing, eccentric liners letting together, and two new ones required, slide blocks bushed or new ones, tank under the foot plate leaking and patched. This engine is stopped from running passenger trains, and is now working coals up Darling Harbour Branch.

No. 9.—In working condition, but requires coming in for the following repairs :—Wheels turning up, axle-boxes knocking, valve motion repairing, pistons and valves examining, piston and valve rods turning up, and glands bushing, slide blocks bushing or new ones, eccentric liners renewing; the left cylinder steam-chest is corroded through and patched; it may last sometime, but cannot be depended on.

Tender.—Wheels require turning up, and brasses examining (and this engine is ballasting).

No. 11.—In working condition, but requires to come in for the same repairs as No. 9, and is of the same class, left cylinder cracked and patched. Running short passenger trains.

No. 12.—In good working condition, having just been repaired. Running Funeral trains.

No. 13.—Requires coming in for the following repairs :—New tires on all wheels, axle-boxes and brasses examined and will require lining up or new ones, pistons and valves examined and may require new rings on valves, piston and valve spindle rods will require turning up and glands bushing, new pins in valve motion, eccentric liners and brasses letting together, &c.

Tender.—New tires on all wheels, and brasses examined. This engine is used for shunting in the yard, and has not been in the shop for 14 months.

No. 14.—In good working condition.

Tender.—In good working condition. Spare engine.

No. 15.—In good working condition.

Tender.—In good working condition. Running Trains from Parramatta Junction to Penrith.

No. 16.—In good working condition.

Tender.—In good working condition. Running Trains from Sydney to Picton.

No. 17.—The wheels and working parts of this engine is in good working condition, but came in with leaky tubes and the side of copper-plate of fire-box bulged in towards the fire, and 6 copper stays broken. I have now got the plate back to its proper place, and new stays put in; this must have been either from over-pressure or weakness; the firehole copper-plate is bulged between the stays, and shows signs of weakness, from the door to the bottom of box.

Tender.—

- Tender.—In fair working condition.
 No. 18.—Now under repairs, having a spare set of wheels, with new steel tires on, put under new driving brasses, axle-boxes lined up, pistons and valves examined, piston and valve spindle-rod turned up and glands bushed, valve motion repaired, slide bars let together, all brasses let up, springs repaired, break gear repaired, &c.
 Tender.—Wheels changed and require turning up, break gear repaired, &c.
 No. 19.—Requires coming in for the following repairs :—All brasses letting up, valves examining and reset, smoke-box repairing, and new door, &c.
 Tender.—Leading wheels, flanges very sharp. Running goods on Western extension. I will send No. 17 to take her place until these repairs are done—at once.
 No. 20.—Big end brasses has been running hot and side bars require letting together, top clacks bad, &c. Will come through to Sydney with goods train, and have these jobs done at once.
 Tender.—In good working condition. Running from Picton to Marulan and Goulburn.
 No. 21.—In good working condition.
 Tender.—In good working condition. Running goods from Sydney to Picton.
 No. 22.—In fair working condition, but requires all brasses letting together, tubes caulking, and other small repairs. This can only be done by sending men from Sydney on Saturday, and working on Sunday.
 Tender.—Leading wheel flanges getting sharp. Running goods from Penrith to Mount Victoria.
 No. 23.—In fair working condition, but wheels require turning up.
 Tender.—In fair working condition. Running from Picton to Goulburn.
 No. 24.—In fair working condition.
 Tender.—In fair working condition. Running from Sydney to Picton.
 No. 25.—In fair working condition.
 Tender.—In fair working condition. Running specials, and Saturday trains.
 No. 26.—In fair working condition.
 Tender.—In fair working condition. Running from Picton to Goulburn.
 No. 27.—In working condition, but wheels getting rough, and valves blowing through. Spare engine to relieve others.
 No. 28.—In fair working condition.
 Tender.—In fair working condition. Running from Parramatta Junction to Mount Victoria.
 No. 29.—Now in for the following repairs :—Leak on side of fire-box ; wheels require turning up ; brasses or big and small ends letting up ; pistons and valves examining ; rods turning up and glands bushing ; new pins in valve motion ; slide bars letting together ; new buffer plates.
 No. 30.—In working condition, but feed pipes and pump clacks require examining and some small repairs ; and wheels require turning up, but will have to run until I get No. 29 repaired. Running special goods on Richmond line and Saturday passenger trains.
 No. 31.—In good working condition, having just been repaired ; but regulator is leaky, and will have to come in for one day to have it done.

Yours respectfully,
 WILLIAM SCOTT.

Instructions given to Scott to put all engines into thorough good repair.
 The difficulty, however, in doing this, is the great deficiency of engine-power, which will not allow sufficient time to effect thorough repairs, being urgently required for the traffic.
 All, however, that can be done, will be accomplished.

J. W., 1/7/69.

- No. 1.—Running the 11:30 P.M. Goods from Sydney to Penrith.—Archibald, driver.
 No. 2.—Running the 10 P.M. Goods from Sydney to Picton.—J. Frost, driver.
 No. 4.—Running 5:30 A.M. Train and Special Goods.—C. Smith, driver.
 No. 5.—Running contractors' material from Mount Victoria to Clarence Tunnel.—Flasket, driver.
 *No. 7.—Running Parramatta Trains.—G. Jones and C. Baggs, drivers.
 *No. 8.—Running Coals up Darling Harbour Branch.—Waring, driver.
 *No. 9.—Running Ballast Train.—Ferguson, driver.
 No. 10.—Sent to Newcastle.
 *No. 11.—Running Trains from Sydney to Homebush.—Grant, driver.
 No. 12.—Running Funeral Trains.—Hubbard, driver.
 *No. 13.—Shunting Engine in Sydney yard.—G. Jones and C. Baggs, drivers.
 No. 15.—Running Trains from Parramatta Junction to Penrith.—J. Heron, driver.
 No. 16.—Running Trains from Sydney to Picton.—J. Palmer, driver.
 *No. 19.—Running Goods from Penrith to Mount Victoria.—Mulholland, Watson, and Sacre, drivers.
 No. 20.—Running Goods from Picton to Goulburn.—C. Frost and Harrison, drivers.
 No. 21.—Running the 8 P.M. Goods from Sydney to Picton.—Nichols, driver.
 No. 22.—Running Goods from Penrith to Mount Victoria.—Mulholland, Watson, and Sacre, drivers.
 No. 23.—Running Trains from Picton to Goulburn.—Farquhar, driver.
 No. 24.—Running 9 A.M. Train from Sydney to Picton.—Sixsmith, driver.
 No. 25.—Running Specials and 1:30 P.M. on Saturdays.
 No. 26.—Running Trains from Picton to Goulburn.
 No. 28.—Running Trains from Parramatta Junction to Mount Victoria.—Maine and Jno. Jones, drivers.
 No. 30.—Running Special Goods and Saturday Trains on Richmond Line.
 No. 31.—Running Passenger Trains from Blacktown to Richmond.—Branch, driver.
 Nos. 3, 6, 17, 18, and 29, are under repair.

Engines

Engines running every day	5
Engines running every day	23
Nos. 14 and 27.—Spare engines for specials, and other emergencies ...	2
Total ...	<u>30</u>

Engines marked thus (*) all would require to come in at once; but I have no engines to take their place, and must keep them running to keep the traffic going, and cannot lay up more than five at once, as you will see by this return. If I repair five engines every month, six months pass over before it comes to its turn again; and it is only by keeping axle-boxes, bigend coupling-rod, brasses, and other fittings in readiness, to be put in when the wheels are taken from under, that I can keep the traffic going,—and a number of them are overworked, having two drivers to one engine, which is most objectionable, but cannot be avoided, with the present number of engines. The copper fire-boxes of Nos. 17, 21, 22, 24, and 25, have been repaired and patched, and cannot be depended on; I see no danger, but if they get so bad that the box will require to be taken out, it will lay them up for two or three months, do our best, and would become a serious matter before we get some new ones to take their places.

Yours respectfully,
WILLIAM SCOTT,
 Locomotive Foreman.

No. 21.

REPORT FROM MR. BOAG TO THE ENGINEER-IN-CHIEF.

Great Northern Railway,
 20 July, 1869.

SIR,

Report of the present condition of the carriages and the repairs they require.

No. 1, Second class.—The body and under frame is in good condition; one step-board broken; wheels require turning; springs are in good order; painting looks very shabby; it will require painting shortly.

No. 2, Second class.—Is altered into goods van No. 10.

No. 3, Second class.—Two top-side panels split; the flooring is getting very bad, and will soon require renewing; wheels and springs are in good order; the painting is not very good.

No. 4, Second class.—The body and under frame are in good condition; wheels and springs are in good order; painting requires flattening down, and two coats varnish.

No. 5, Second class.—The body and under frame are in good condition; wheels and springs are in good order; painting requires flattening down and two coats of varnish.

No. 6, Second class.—The body and under frame are in good condition; the tires are getting thin; hollow axles; springs are in good order; painting very shabby; will require painting soon.

No. 7, Second class.—Is newly repaired and painted; hollow axles.

No. 8, Second class.—The body and under frame are in good condition; the tires are getting thin; wheels and springs are in good order; painting requires flattening down, and two coats of varnish; hollow axles.

No. 9, Second class.—The body and under frame are in good condition; the flooring is getting very bad, and will soon require renewing; wheels and springs are in good order; painting very shabby, but will last some time.

No. 10, Second class.—Two top-side panels split; one inside seat rotten—it will have to be renewed; wheels require turning; springs in good order; it requires to be painted.

No. 11, Second class.—The body and under frames are in good order; several of the flooring-boards are rotten at the ends, and require renewing; wheels and springs are in good order; painting very shabby; it requires painting.

No. 12, Second class.—The body and under frame are in good condition; wheels require turning; springs are in good order; the painting requires flattening down, and two coats of varnish.

No. 13, Second class.—The body and under frame are in good condition; wheel requires to be turned; springs are in good order; painting very shabby; too bad for varnishing, but will last a short time.

No. 14, Second class.—One end panel split; remainder of body and under frame in good condition; wheels and springs in good order; the painting is shabby; it requires two coats of varnish.

No. 15, Second class.—The body and under frame are in good condition; wheels require to be turned; springs in good order; painting very shabby; not fit for varnishing, but will last some time.

No. 16, Second class.—The body and under frame are in good condition; wheels and springs are in good order; the painting requires flattening down, and two coats of varnish.

No. 17, Second class.—The body and under frame are in good condition; wheels and springs are in good order; the painting requires flattening down, and two coats of varnish.

No. 18, Second class.—The body and under frame are in good condition; wheels and springs are in good order; the painting requires flattening down, and two coats of varnish.

No. 19, Second class.—The body and under frame are in good condition; the wheels require to be turned; springs are in good order; the painting requires flattening down, and two coats of varnish.

No. 20, Second class.—The body and under frame are in good condition; the wheels and springs are in good order; the painting is very shabby, too bad to be varnished; it will shortly require painting.

No. 21, Second class.—The body and under frame are in good condition; the wheels require to be turned; springs are in good order; the painting is very shabby, and will shortly require to be painted.

No. 22, Second class.—The body and under frame are in good condition; the wheels will soon require to be turned; springs are in good order; the painting is very bad; it requires painting.

No. 23, Second class.—The body and under frame are in good condition; two plates of glass cracked; the wheels will require to be turned shortly; springs are in good order; the painting requires flattening down, and two coats of varnish.

No.

No. 24, Second class.—The body and under frame are in good condition ; the inside trimmings are in fair working order ; four plates of glass are cracked ; wheels and springs are in good order ; the painting is shabby ; it will soon require painting.

No. 25, Second class.—The body and under frame are in good condition ; the inside trimmings are in fair repair ; four plates of glass cracked, and one broken ; the wheels and springs are in good order ; the painting is good.

No. 26, Second class.—Requires one cover to ventilator for the door ; the body and under frame are in good condition ; five plates of glass are cracked, and one broken ; the wheels and springs are in good order ; the inside trimmings are in fair condition ; the painting requires flattening down, and two coats of varnish.

No. 27, Second class.—The body and under frame are in good condition ; two plates of glass are cracked ; the wheels and springs are in good order ; the painting very soon will require to be renewed.

No. 28, Second class.—Requires four roof boards, and one hoop stick spliced for top roof ; the body and under frame are in good condition ; seven plates of glass are cracked ; the inside trimmings are in fair condition ; the wheels and springs are in good order ; the painting is in a fair condition.

No. 29, Second class.—The body and under frame are in good condition ; one plate of glass is cracked ; the wheels and springs are all in good order ; the painting requires flattening down, and two coats of varnish.

No. 30, Second class.—One end top panel split ; the body and under frame are in good condition ; the inside trimmings are in fair order ; five plates of glass cracked ; the wheels and springs are in good order ; the painting is in fair condition.

Composite Carriages.

No. 1, Composite.—Body and under frame are in good condition ; the inside roof and trimmings are very shabby ; three plates of glass are cracked, and one plate broken ; wheels and springs are in good order ; hollow axles ; painting requires flattening down, touched up, and two coats of varnish.

No. 2, Composite.—Body and under frame are in good condition ; the inside trimmings very much torn in several places, and moth-eaten ; it requires new trimming ; one plate glass cracked ; wheels and springs in good order ; painting requires flattening down, touching up, and two coats of varnish.

No. 3, Composite.—The body and under frame are in good condition ; the inside trimmings and roof very shabby ; the wheels require turning ; springs are in good order ; the painting looks shabby ; it will soon require to be painted.

No. 4, Composite.—The body and under frame are in good condition ; it requires new trimmings, and a new carpet ; a new set of inside ventilators over side-lights ; two plates of glass cracked ; wheels and springs are in good order ; it requires painting.

No. 5, Composite.—Two side bottom and two door panels split ; the body and under frame are in good condition ; the trimmings are much worn, and moth-eaten ; it requires a new set of trimmings ; the inside roof requires to be recovered ; seven plates of glass are cracked ; wheels and springs are in good order ; it requires painting.

No. 6, Composite.—The body and under frame are in good condition ; the inside trimmings are good ; wheels and springs are in good order ; the painting requires to be flattened down, and two coats of varnish.

Yours, &c.,
T. BOAG.

THE whole of these carriages must be put in good order and repair, in the shortest time practicable ; and I request Mr. Boag to attend to this immediately, the work to be done by day labour, under strict supervision. If the number of men now employed be insufficient for the purpose, other hands may be employed, their names and proposed rate of wages being first submitted.—J.W., 27/7/69.

Mr. Boag—to be returned. W.H.Q., 27/7/69.

One trimmer.—There is no trimmer in Newcastle ; one must be sent from Sydney.

One labourer.—S. Brown, at 6s. per day.

One female to do the sewing (10) cushions in each saloon, at 4s. 6d. each.

Piping, at 1d. per yard.

Miss Bourne submitted for approval.

T. BOAG.—4/8/69.

Approved.—Carriage-trimmer will be sent from Sydney. Mr. Boag—to be returned. W.H.Q., 6/8/69. T. Boag., 7/8/69. Noted. J.P.S., 7/8/69.

CORRESPONDENCE respecting the removal of Mr. J. H. THOMAS from the Office of Engineer for Existing Lines, &c., &c.

No. 1.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 22 May, 1869.

THE Honorable the Secretary for Public Works submits for the consideration of His Excellency the Governor and the Executive Council the accompanying Minute, showing the arrangements he proposes for a re-organisation of the Engineer Branch of the Railway Department, in connection with the Existing Lines, with a view to the more efficient supervision of the locomotives and permanent-way, and of the manufacture of rolling stock, &c.

Mr.

Mr. Secretary Sutherland at the same time recommends to His Excellency and the Council, that for the purposes of the proposed re-arrangement, Mr. James Henry Thomas be relieved of the charge and responsibility of the supervision of the locomotive works and permanent-way of the existing lines, and that the Engineer-in-Chief be requested to take the charge and responsibility of those branches in addition to his present duties, but without additional salary.

Mr. Secretary Sutherland further recommends that Mr. James Henry Thomas be appointed Inspector of all imported rolling stock, machinery, permanent-way materials, &c., and of the manufacture of such as may be obtained in the colony, with salary of £550 per annum, to be paid from the votes for rolling stock and machinery, for the expenditure of which his services are now, or may be hereafter required, and that this arrangement be carried into operation forthwith.

JOHN SUTHERLAND.

After careful consideration of the subject herein set forth, the Executive Council concur in the recommendation of the Honorable the Secretary for Works, and advise that the necessary steps be forthwith taken for giving effect to the same.—ALEXANDER C. BUDGE, Clerk of the Council.

Abst. of Min. 69/122, 31 May, 1869. Confirmed, 2 June, 1869. Approved,—B., 3 June, '69.

[Enclosure.]

Department of Public Works,
Sydney, 22nd May, 1869.

EXISTING LINES OF RAILWAYS.

BEING impressed with the necessity for a re-organisation of the locomotive and permanent-way branches of the Railway Department, I desire the approval of my colleagues to carry into operation certain proposed changes which, while they will tend to the greater efficiency of those branches, will not be attended with increased cost.

At present the locomotive and permanent-way departments are under the control of Mr. Jas. Henry Thomas, as Engineer for Existing Lines, but from the unmistakably disorganised condition into which all branches of his department have drifted, possibly from the very many sources of occupation requiring Mr. Thomas' attention, I consider it absolutely necessary, for the safety of the public and for the efficiency of the service, that Mr. Thomas should be relieved of the great responsibility involved in his present appointment, in order that he may be the better enabled to devote his energies and professional skill to one portion of the department, where full scope will be found for all the ability that gentleman may possess, viz. :—

The superintendence and inspection of the building of rolling stock, and the manufacture of machinery to be obtained in the Colony, and the inspection of such as may be imported, including all materials for which orders have been or may hereafter be sent to England.

I should perhaps remark that a very large sum of money has already been voted, and it is intended to invite the Parliament to supplement that vote by a very large amount, to enable contracts already entered into to be extended over a period of five years.

The rolling stock now so urgently required will thus be the more expeditiously and faithfully constructed under the direct supervision of a responsible officer of the Government, whose inspection will not be confined to viewing the article when completed, but whose whole time will be devoted, during the entire progress of the manufacture, to such duty, which will thus give an opportunity of examining and testing not only the qualities of various materials required, but also the workmanship of such parts as would be hidden from view in the finished state.

I am enabled to recommend this course with greater confidence, from the many reports of Mr. Thomas', pointing out what he considers the great defects in the present system of importation and inspection of rolling stock, &c., as well as from the general public impression that prevails that the Government is not well served by the present agency.

I therefore propose to appoint Mr. Thomas as Inspector of all rolling-stock, machinery, and materials for the permanent-way, &c., whether obtained in the Colony or imported, and I shall cause provision to be made in the new contracts that no money will be paid until the officer inspecting has duly certified that all the conditions of the contract have been faithfully complied with.

I propose to pay Mr. Thomas with salary equal to what he now receives (£550 per annum), to be charged to the vote for the expenditure of which his services are now or may hereafter be required.

Should my colleagues approve of this step, I then propose to place the locomotive and permanent-way branches under the control of the Engineer-in-Chief, who will be entirely responsible, and will provide all necessary supervision from his own department for the efficient working of these branches, without extra cost; this will enable me to dispense with the Engineer for Existing Lines, whose salary I propose to withdraw from the Estimates.

JOHN SUTHERLAND.

No. 2.

INSTRUCTIONS FROM THE SECRETARY FOR PUBLIC WORKS TO THE UNDER SECRETARY.

Public Works,
1 June, 1869.

THE Under Secretary will inform Mr. Thomas, the Engineer for Existing Lines, that upon my recommendation—with a view to a re-arrangement of the Existing Lines Branch of the Railway Department—His Excellency the Governor, with the advice of the Executive Council, has approved of his being relieved of the duties of his present office, to take effect from this date.

Mr. Thomas to be informed further that he has been appointed, with salary at the rate of £550 per annum, Inspecting Engineer of the manufacture of all rolling stock and machinery, for which contracts may be entered into in the colony, and also, upon its arrival here, of all rolling stock, machinery, permanent-way materials, &c., &c., as may be ordered from England.

The Under Secretary will inform Mr. Thomas that he will be immediately under the direction of, and responsible to, the Commissioner for Railways, from whom he will receive his instructions, and with whom he will correspond on all matters connected with his duties—such duties to be confined to a professional inspection, and not to extend to alterations by him of the plans and specifications.

Mr. Rae will instruct Mr. Thomas to hand over all papers and documents to the Engineer-in-Chief for Railways.

Instruct Mr. Whitton accordingly.

JOHN SUTHERLAND.

J. H. Thomas, Esq., informed. The Engineer-in-Chief for Railways informed.—J.R., 1/6/69.

No. 3.

No. 3.

THE UNDER SECRETARY FOR PUBLIC WORKS to J. H. THOMAS, Esq.

Department of Public Works,
1 June, 1869.

SIR,

I am directed to inform you that upon the recommendation of the Honorable the Secretary for Public Works, His Excellency the Governor, with the advice of the Executive Council, has approved, with a view to a re-arrangement of the Existing Lines Branch of the Railway Department, of your being relieved of the duties pertaining to the office of Engineer for Existing Lines, and your appointment in that capacity accordingly ceases from this date.

2. I am however further to inform you that you have been appointed, with salary at the rate of £550 per annum, Inspecting Engineer of the manufacture of all rolling stock and machinery for which contracts may be entered into in the colony, and also upon its arrival here of all such rolling stock, machinery, and permanent-way material, &c., &c., as may be ordered from England.

3. I am to add that you will be immediately under the direction of, and responsible to, the Commissioner for Railways, from whom you will receive your instructions, and with whom you will correspond on all matters in connection with the duties which will be entrusted to you; such duties will however be confined to a professional inspection, and will not extend to alterations of the plans or specifications.

I have, &c.,
JOHN RAE.

P.S.—I am to instruct you to hand over all papers and documents to the Engineer-in-Chief for Railways.

No. 4.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE ENGINEER-IN-CHIEF.

Department of Public Works,
Sydney, 1 June, 1869.

SIR,

I am directed by the Honorable the Secretary for Public Works to inform you that upon his recommendation, made with a view to a re-arrangement of the Existing Lines Branch of the Railway Department, His Excellency the Governor, with the advice of the Executive Council, has approved of Mr. J. H. Thomas being relieved of the duties pertaining to the office of the Engineer for Existing Lines and Locomotive Superintendent, and Mr. Thomas has been apprised that his appointment in that capacity ceases from to-day. He has been instructed to hand over to you all papers and documents relating to his office.

2. I am further to inform you that His Excellency and the Council have requested you to undertake the duties connected with these branches, in addition to your present duties as Engineer-in-Chief for Railways.

I have, &c.,
JOHN RAE.

No. 5.

J. H. THOMAS, Esq., to THE UNDER SECRETARY FOR PUBLIC WORKS.

Sydney, 5 June, 1869.

SIR,

I have the honor to acknowledge the receipt of your letter of the 1st instant, relieving me of the duties appertaining to the office of Engineer for Existing Lines and Locomotive Superintendent, and appointing me Inspecting Engineer for Rolling Stock, and at the same time to express my surprise and regret that an officer of the Government, holding such a highly responsible position of nearly (16) sixteen years standing in the service, and one who has never done anything to forfeit the confidence placed in him, should have been so summarily dealt with as not to have received the slightest intimation of the intention to remove him until 4:30 P.M. o'clock on the day upon which it took effect.

I have, &c.,
JAS. H. THOMAS.

Seen. J.S., 12/6/69. Forwarded by Railways, 28/6/69.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY ROLLING STOCK.

(CORRESPONDENCE, &c., RESPECTING THE SUPPLY OF.)

Ordered by the Legislative Assembly to be Printed, 4 March, 1870.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated the 26th October, 1869, to the Governor, praying that His Excellency will be pleased to cause to be laid upon the Table of this House,—

“ Copies of the Specifications of the Railway Rolling Stock, for the supply
“ of which Tenders were called for in the Colony during the last two years ;
“ also, Copies of all Tenders received for the supply of the above, and all
“ Minutes, Advertisements, and Correspondence relating thereto.”

(*Mr. Lucas.*)

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RAILWAY ROLLING STOCK.

A.

CORRESPONDENCE, &c., from A No. 1 to A No. 34, respecting construction of 100 Wagons—70 by P. N. Russell & Co., 30 by D. Sim—April, 1867.

A No. 1.

The Traffic Manager, G.S., W., & R. Railway, to The Commissioner for Railways.

Redfern, Traffic Manager's Office,
3 January, 1867.

THE demand for wagons is so great on the lines now that I find it impossible to supply the stations, and when the extensions are opened for goods traffic the demand will be much greater; I therefore submit that 100 more wagons should be procured at once.—E. OWEN.

Mr. Thomas, for report. I presume the same deficiency will be felt in the North—J.R., 3/1/67.

The Traffic Manager, Great Northern Railway, to The Commissioner for Railways.

THE supply of rolling stock for this line is not adequate to the requirements. Out of the last 80 D trucks made only 20 were supplied to this line, although I understand that I was to receive 40.

I would strongly recommend that the following additional stock be provided before the opening of the line to Muswellbrook, or I am afraid it will be impossible to carry on the traffic in anything like a satisfactory manner, as goods are at present frequently detained for want of trucks.

30 half-box or D.
10 low-sided or A.
7 cattle trucks.
6 horse boxes.
6 break vans.

It would be of great assistance if a portion of the D trucks were supplied early.—JNO. L. BEESTON, 8/1/67. Submitted, 16/1/67.—J.R. Mr. Thomas, for report on the first instance.—17/1/67, J.R. Seen.—J.H.T., 12/2/67.

THERE can be no doubt as to the necessity of providing an additional supply of trucks for working the increased lengths of line, both on the Northern and Southern Railways, but to have had them available for the opening of these extensions they should have been ordered some eight or ten months ago. The bodies and ironwork might be made in the colony, while the wheels, axles, and springs are being sent for from England. The requisite quantity for which I have included in a list of things to be indented for by next mail.—J.H.T., 12/2/67. Submitted, 15/2/67.—J.R.

Invite tenders immediately for 100.—J.B., 15/2/67. Mr. Thomas, B.C., 16/2/67—J.R. Seen.—J.H.T., 18/2/67.

A No. 2.

The Storekeeper to The Chief Clerk.

Government Railways,
Store Branch,
12 February, 1867.

Lamps as described, are urgently required, viz. :—

Engine head.
Do. head or tail.
Carriage side.
Do. roof.

I called on Mr. Keep, with a view of obtaining samples of each, so that they might be submitted for approval, but his agent in Melbourne, as will be seen by enclosed copy of letter, declined making samples.

Mr. Keep supplied lamps of a similar description last year, which were found very superior.

EDWD. FIELDING.

Copy of Letter.

24 engine head and buffer lamps 6,009, 62/6.
12 head or tail, with ruby sides, 75/.
36 carriage side lamps, 6,015, 50/.
60 rectangular roof lamps, 6,023, 51/.

“This lot can be completed in four months, in quantities as required to go on with.”

3

If the above are supplied equal to those in 1866 at the prices quoted, I would recommend that the number shewn may be ordered.—EDWD. FIELDING, 12/2/67.

P.S.—Maker will not make samples.

Mr. Thomas to forward indent, and say if there be time to procure these from England—B.C., 12/2/67, J.R.

When the cost of Colonial-made articles is about the same as those of English manufacture, providing all other matters are equal, I consider that preference should be given to the former.

In this case I find that the Victorian engine lamps, of which we require the least number, are, taking freight into consideration, slightly lower in price than the Home made, while those of which large quantities are used are about 30 per cent. higher. I would therefore recommend that the first-named lamps (Nos. 6,009 and 6,010) be ordered from Melbourne, and the remainder from England; and anticipating approval, have included them in indent for stores, by next mail.—J.H.T., 15/2/67.

Submitted, 15/2/67.—J.R.

Approved.—J.B., 15/2/67.

Mr. Thomas, B.C., 16/2/67.—J.R.

Seen.—J.H.T., 18/2/67.

A No. 3.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

MINUTE PAPER.

Indent for Carriage and Wagon Wheels, Springs, Vulcanized India-rubber, Lamps, &c.

HEREWITH I submit an indent, to be forwarded by next mail for various articles required for stock in connection with the Existing Lines. The large number of carriage and wagon wheels have been set down in anticipation of the approval of the course to be taken regarding the additional rolling stock applied for by the Traffic Managers on the Southern and Northern lines.

The probable cost will be as per estimate herewith.

Estimated cost of articles in Indent.

	£	s.	d.
40 pairs of carriage wheels	940	0	0
350 do. wagon do.	6,256	0	0
700 springs	700	0	0
500 India-rubber springs	525	0	0
4 cwt. India-rubber sheet	112	0	0
400 feet do. do. hose	120	0	0
14 cwt. patent packing	196	0	0
3 dozen carriage side lamps, No. 6,015	66	0	0
3 do. duplicate glasses for do.	1	0	0
5 do. rectangular roof lamps, No. 6,023	83	0	0
	<u>£8,999</u>	<u>0</u>	<u>0</u>

This estimate includes freight and charges.

J. H. THOMAS,
15/2/67.

Submitted, 15/2/67.—J.R. Approved.—J.B., 15/2/67.

What amount is available of the votes for rolling stock?—J.R., 15/2/67. Accountant, B.C.

The votes for wagons are as follows:—

	£
1864	4,000
1865	9,000
"	10,000
1866	10,000
	<u>£33,000</u>

of which there is a balance still unexpended of £17,662 6s. 9d.—R.C.W., 16/2/67.

Prepare notice for 100 D wagons, 18/2/67.—J.R. See Indent Book, 18/2/67.

Mr. Thomas, B.C., 18/2/67. Seen, 18/2/67.—J.H.T. Wrote, 22/3/67.

Notice to Works.—Advertisement to *Gazette*, 25/2/67.

A No. 4.

Department of Public Works,
Railway Branch,
Sydney, 25/2/67.

Supply of 100 Goods Wagons.

Tenders (for the supply of 100 goods wagons) to be opened 26th March next.—R.M.

Noted for advertisement, 25/2/67. Mr. Halligan, B.C.

A No. 5.

Mr. J. Draper to The Commissioner for Railways.

Newcastle, 5 March, 1867.

Dear Sir,

Having observed in the Government Gazette that tenders are called for the supply of 100 goods wagons, I beg to state that I am desirous of tendering for the same. I am also anxious to know what class or description of wagon—whether class A, B, C, or D; also, whether the kind of wagon, or kind of wagons, as the case may be, is at present in use on the Great Northern Line; if so, by receiving information, giving the particulars sought for, it will save me expense and loss of time.

I also beg to request you will inform me what part of the said wagons the Government provides—whether wheels and axles, springs, axle-boxes, patent buffers, &c.

Trusting you will be kind enough to forward me an early reply to same.

I am, &c.,

JOSEPH DRAPER.

Mr. Thomas, B.C., 8/3/67.—J.B.

Mr. Draper informed.—J.H.T., *pro.* R.J.S., 12/3/67.

A No. 5A.

The Engineer for Existing Lines of Railways to Mr. J. Draper.

Office of Engineer for Existing Lines,

12 March, 1867.

Sir,

In reply to your letter of the 5th instant, I have to state that the class of truck required is that known as D wagons. A specimen one, for the guidance of contractors, may be inspected at the Redfern Railway Works, Sydney. The portions of the trucks which the Government undertake to supply are wheels, axles, steel-bearing spring, and India-rubber draw and buffer springs.

The specification can be seen, and, if necessary, copied at this office by yourself, or anyone you may appoint on your behalf.

I have, &c.,

JAS. H. THOMAS.

A No. 6.

Mr. G. Halligan to The Commissioner for Railways.

Supply of 100 Goods Wagons for Railway.

Department of Public Works,

Sydney, 26th March, 1867.

THE Tenders for the undermentioned works—(14) fourteen in number—are referred to the Commissioner for Railways, for report.

GERALD HALLIGAN,

(B.C., for the Under Secretary.)

ANALYSIS OF TENDERS.

No.	Names.	Price for 70, for Great Southern Railway.	Price for 30, for Great Northern Railway.
		£ s. d.	£ s. d.
1	P. N. Russell & Co.	82 0 0	84 10 0
2	John Robertson	98 0 0	98 0 0
3	Vale and Lacy	91 5 0	95 5 0
4	Bubb and Son.....	85 10 0	85 10 0
5	R. Dawson & Co.	83 0 0	87 0 0
6	John Taylor.....	92 15 0	92 15 0
7	Geo. M'Cawley	83 10 0	85 0 0
8	A. Rodgers	60 0 0	58 0 0
9	Joseph Draper.....	.....	95 0 0
10	Duncan Sim.....	.....	80 0 0
11	Wm. Vaughan.....	92 0 0	96 0 0
12	Wm. Stoddart.....	89 0 0	95 0 0

I would recommend for acceptance Messrs. P. N. Russell's tender, at £82 each, for the 70 wagons required for Sydney, and Duncan Sim's, at £80 each, for the 30 required for Newcastle, provided of course their sureties are considered unexceptionable.

It will be seen that there is one tender, "Rodgers'," much lower than those recommended; but as I know that it is utterly impossible that they could be done for the price mentioned, as well as from the fact of his never having seen the specification, and consequently not aware of what would be required before tendering

tendering (See his letter herewith to Commissioner, 67/486), I have not taken his tender into consideration. Trucks of this description have previously been made here by contract at £82 10s., but then the Government supplied the buffers, worth £7 10s., which in this case they do not, so that the prices may be considered at about 10 per cent. lower than before received.

JAS. H. THOMAS,
27/3/67.

Approved.—J.B., 4/4/67. Accepted, 8/4/67. Notice to Works, 9/4/67.

A No. 6 A.

Mr. A. Rodgers to The Commissioner for Railways.

Newcastle Foundry,
22 March, 1867.

Sir,

Seeing that the Government have invited tenders for the supply of 100 goods wagons, may I ask, before tendering, how many are intended for G. N. Railway, and if the Government will receive a distinct tender for such a number as may be required for this district?

Believing you will pardon me for putting these questions, and kindly answer the same,

I am, &c.,

A. RODGERS.

Mr. Rodgers has tendered, but by his letter it would appear without ever seeing the specification, as the information he asks for is distinctly stated in one of its clauses.—J.H.T., 26/3/67.

Seen.—J.B., 4/4/67.

A No. 7.

Mr. John Robertson to The Commissioner for Railways.

Tender for Goods Wagons.

I, John Robertson, hereby propose to construct the goods wagons for the Southern and Northern Railway, at my workshops in Sydney, in strict accordance with the specification, and to the satisfaction of the Inspecting Engineer, at the following prices, viz. :—100 goods wagons,—70 to be delivered at the Locomotive Works, Sydney Railway Station, and 30 at the Newcastle Station, Great Northern Line, free of all charges, for the sum of £98 each.

JOHN ROBERTSON,
489, Pitt-street, Sydney,
22 March, 1867.

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, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of £800, for securing such performance.

CLARKE WHITE, Botany-street, Redfern.
GEORGE W. HOLLIDAY, 71, Goulburn-street.

A No. 8.

Vale & Lacy to The Commissioner for Railways.

Tender for Railway Service.

26 March, 1867.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated 23rd February, and in accordance with plans and specifications exhibited at the Railway Office, to build 100 goods wagons.

We will build 70 according to the terms of specification, and deliver them complete on the Redfern Station, for ninety-one pounds five shillings (£91 5s.) per wagon,—30 to be delivered at Newcastle complete for ninety-five pounds five shillings (£95 5s.) per wagon,—the whole to be completed in twelve months.

	£	s.	d.
70 wagons, at £91 5s.	6,387	10	0
30 do., Newcastle, at £95 5s.	2,857	10	0
	£9,245	0	0

VALE & LACY,
Druitt-street Engine Works.

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 Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of £800, for securing such performance.

PATRICK LACY, Judge-street, No. 17, Woolloomooloo.
THOMAS D. NEILL, 643, George-street.

A No. 9.

A No. 9.

Bubb & Son to The Commissioner for Railways.

Tender for 100 Goods Wagons.

Victoria Foundry,
Sydney, 26 March, 1867.

Sir,

We hereby offer to supply for the Railway Department (100) one hundred goods wagons, in strict accordance with the specification and the pattern truck D, No. 140, and to complete the same to the satisfaction of the Engineer for Existing Lines, for the sum of (£85 10s.) eighty-five pounds ten shillings each.

We propose as our sureties Mr. Alexr. Brown, City Iron Works; J. M. Illidge, George-street.

We have, &c.,
BUBB & SON.

A No. 10.

R. Dawson & Co. to The Commissioner for Railways.

Tender for Railway Service.

Sir,

We hereby tender, in accordance with the advertisement in the Government Gazette, dated and in accordance with plans and specifications exhibited at the Railway Office, to supply and deliver at the Sydney Railway Station, seventy D trucks, at £83 each, and also supply and deliver at Newcastle Station, thirty trucks of the same description, at £87 each.

R. DAWSON & Co.,
186, George-street, north.

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 fourteen 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 Crown Solicitor, in Sydney, a bond to the Commissioner for Railways, in the penal sum of for securing such performance.

WILLIAM STODDART, Burton-street.
W. S. LOCKHART, Lower George-street.

A No. 11.

Mr. J. Taylor to The Commissioner for Railways.

Tender for Railway Service.

26 March, 1867.

Sir,

I hereby tender, in accordance with advertisement in the Government Gazette, dated the 23rd February ultimo, and in accordance with plans and specifications exhibited at the Railway Office, to supply and deliver, at the Railway Station in Sydney and Newcastle, 100 goods wagons within the space of twelve months from date of acceptance of said tender, for the sum of nine thousand two hundred and seventy-five pounds (£9,275).

JOHN TAYLOR,
67, Crown-street, Sydney.

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 fourteen 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 Crown Solicitor, Sydney, a bond to the Commissioner for Railways, in the penal sum of £800, for securing such performance.

JOSEPH B. HOLDSWORTH, Ironmonger, George-street.
W. H. ROLFE, Timber merchant, Sydney.

A No. 12.

Mr. G. M'Cauley to The Commissioner for Railways.

26 March, 1867.

Sir,

I hereby tender for the construction of the 100 trucks required for the Railway Department, as per specification and specimen, truck D, 140.

The seventy trucks to be delivered at the Redfern Station, at £83 10s. per truck, and the thirty trucks to be delivered at Newcastle at £85 per truck.

I have, &c.,
GEORGE M'CAULEY,
43, West-street, Darlinghurst,
Sydney.

SHOULD

SHOULD the foregoing tender be accepted, we, the undersigned, agree to enter into the necessary surety bond for the proper completion of same.

ROBERT CHADWICK, Saw-mills, Liverpool-street, east.
J. H. WISEMAN, Circular Quay.

A No. 13.

Mr. A. Rodgers to The Commissioner for Railways.

Newcastle Foundry,
23 March, 1867.

Sir,

I do hereby tender to supply the Government with 100 goods wagons, as advertised in the Gazette, and in accordance with plan and specification, for and at the following rates:—

For 100 wagons, or any less number that may be required for Sydney, at (£60 each) sixty pounds each.

For 100, or any less number that may be required for Newcastle, at (£58 each) fifty-eight pounds each.

In the event of my tender being accepted I hereby nominate David Ross and James Brown as my sureties, for due performance of the contract.

A. RODGERS.

A No. 14.

Mr. J. Draper to The Commissioner for Railways.

Railway Iron Works,
Blane-street, Newcastle,
23 March, 1867.

Sir,

I hereby inform you that I will undertake to supply the Government with thirty D wagons, for Newcastle, within the time specified in the Government Gazette, viz.—1st April, 1868, in accordance with the Government plans and specifications, at ninety-five pounds (£95) per wagon.

In the event of my tender being accepted the following persons are willing to become sureties for the due performance of the same:—

MR. THOMAS TURNER, baker, Blane-street, Newcastle.

MR. JOHN COLLINS, storekeeper, Blane-street.

Trusting I may be successful,—

I have, &c.,

JOSEPH DRAPER.

A No. 15.

Mr. W. Vaughan to The Commissioner for Railways.

Tender for Railway Service.

Sir,

I hereby tender, in accordance with advertisement in the Government Gazette, dated 23rd March, 1867, and in accordance with plans and specifications exhibited at the Railway Office, to make thirty railway goods trucks, and deliver the same at the Northern Railway Station, at Newcastle, for the sum of ninety-six pounds each truck, (£96 each) or two thousand and eight hundred and eighty pounds for the thirty trucks (£2,880).

WILLIAM VAUGHAN,

Contractor, Derwent-street, Glebe.

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 Crown Solicitor, in Sydney, a bond to the Commissioner for Railways, in the penal sum of

CHARLES HALLADY, Engineer, Erskine-street.

JOHN HARKNESS, Brass-founder, Bathurst-street.

Mr.

Mr. W. Vaughan to The Commissioner for Railways.

Tender for Railway Service.

Sir,

I hereby tender, in accordance with advertisement in the Government Gazette, dated 23rd of March, 1867, and in accordance with plans and specifications exhibited at the Railway Office, to make seventy railway goods trucks, and deliver the same at the Sydney Redfern Railway Station, for the sum of ninety-two pounds each truck (£92 each), or six thousand four hundred and forty pounds for the seventy (£6,440).

WILLIAM VAUGHAN,
Contractor, Derwent-street, Glebe.

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 Crown Solicitor, in Sydney, a bond to the Commissioner for Railways, in the penal sum of for securing such performance.

CHARLES HALLADY, Engineer, Erskine-street.
JOHN HARKNESS, Brass-founder, Bathurst-street.

A No. 16.

Mr. William Stoddart to The Commissioner for Railways.

Tender for Railway Service.

Sir,

I hereby tender, in accordance with advertisement in the Government Gazette, dated 26th day of March, 1867, and in accordance with plans and specifications exhibited at the Railway Office, to supply one hundred (100) goods wagons,—

70 wagons for Sydney, at eighty-nine pounds each (£89).

30 wagons for Newcastle, at ninety-five pounds each (£95).

WILLIAM STODDART,
Darlinghurst.

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 Crown Solicitor, Sydney, a bond to the Commissioner for Railways, in the penal sum of for securing such performance.

WILLIAM PENNY, Glebe.
THOMAS ADBAIN, George-street.

A No. 17.

The Commissioner for Railways to P. N. Russell & Co.

Department of Public Works,
Railway Branch,
Sydney, 8 April, 1867.

Gentlemen,

I have the honor to inform you, that your tender, dated the 26th March, for supplying seventy goods wagons for the sum of £82 each (eighty-two pounds), is accepted conditionally on your providing approved security.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

A No. 17 A.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 9 April, 1867.

Sir,

We have the honor to name as our sureties for the due fulfilment of our contract for the supply of seventy goods wagons,—John Richardson, Esq., of the Grange, Surry Hills, and Peter Nicol Russell, of No. 1, New London-street, London, by his attorney, John Russell.

Trusting they may meet with your approval,

We have, &c.,
P. N. RUSSELL & Co.

Approved.—J.B., 10/4/67.

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A No. 18.

The Commissioner for Railways to Mr. Duncan Sim.

Department of Public Works,
Railway Branch,
Sydney, 8 April, 1867.

Sir,

I have the honor to inform you, that your tender, dated the 25th March, for supplying thirty goods wagons for Northern Line, for the sum of £80 (eighty pounds), is accepted, and the Crown Solicitor instructed to prepare the usual bond and contract for execution by yourself and sureties.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

A No. 19.

Mr. Duncan Sim to The Commissioner for Railways.

Morpeth, 12 April, 1867.

Sir,

I have the honor to acknowledge receipt of your letter of the 8th instant, informing me that my tender for the supply of thirty goods wagons for the Northern Line is accepted, and the Crown Solicitor instructed to prepare the usual bond and contract for execution by myself and sureties.

In reply I beg to state that I and my sureties are ready to execute the bond and contract when prepared, but would solicit your kind favour to have the documents forwarded for signature here, so as to save my sureties from the inconvenience of going to Sydney.

I have further to request you to do me the favour of forwarding, at your earliest convenience, a copy of the specification and tracing of the pattern wagon, to enable me to make the necessary preparation for carrying out the work.

I have, &c.,
DUNCAN SIM.

Mr. Thomas will forward specification, &c., and Crown Solicitor will deal with the matter referring to the bonds, &c.—J.B., 13/4/67.

Mr. Thomas, 13/4/67.

It is not customary for the Commissioner for Railways to supply Contractors with copies of specification or plans.

The specification for these wagons has been forwarded to Mr. Boag, the Locomotive Foreman, with instructions to permit of Mr. Sim, or his agent, taking a copy. Mr. Sim must have tendered without knowing the conditions or amount of work to be performed.—J.H.T., 15/4/67.

Informed.—J.B., 17/4/67.

Wrote.—T.C., 18/4/67.

A No. 20.

The Commissioner for Railways to Mr. Duncan Sim.

Department of Public Works,
Railway Branch,
Sydney, 18 April, 1867.

Sir,

In reply to your letter of the 12th instant, requesting that a tracing of the pattern wagon and a copy of specification might be forwarded to you, I have the honor to inform you that the specification has been sent to Mr. Boag, the Locomotive Foreman at Newcastle, with instructions to permit you or your agent to take a copy thereof.

With regard to your application for the bond and contract when prepared to be forwarded to you for the signatures of yourself and bondsmen, I have also to state that your request will be complied with.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

A No. 21.

Department of Public Works,
Railway Branch,
Sydney, 10 April, 1867.

100 Goods Wagons.

Messrs. P. N. Russell's tender at £82 each, to supply 70 at Sydney.—Accepted.

Mr. D. Sim's tender to supply 30 at Newcastle, at £80 each.—Accepted.

Please supply two specifications for contract, and plans or number of plans.—R.M. Mr. Thomas,
10/4/67.

When, by forwarding me the papers in the usual way, I receive official intimation of the tenders having been accepted, the specifications will be in readiness for the Crown Solicitor.—J.H.T.

Specifications herewith.—B.R.S., 15/4/67. Instructed solicitor for contract.—Russell & Co.;
D. Sim, 16/4/67.

A No. 22.

ORIGINAL tender of Messrs. P. N. Russell & Co. mislaid. See M.P., 67/595. For particulars of it—A
No. 6, in schedule.

A No. 23A.

Department of Public Works,
Railway Branch,
Sydney, 4 April, 1867.

30 Goods Wagons for Great Northern Railway.

MR. Duncan Sim, of Morpeth, has tendered to supply the above, and offers,—

Mr. H. Y. GEERING, freeholder, Hinton,

Mr. S. S. DICKISON, freeholder, Morpeth,

as sureties. Please learn if these parties are good for £250 each.—R.M. Mr. Beeston, B.C.

From inquiries made, and my own knowledge of one of the parties, I believe the Commissioner will be perfectly safe in accepting Messrs. Dickison and Geering as sureties for £250 each.—J.L.B., 6/4/67.
Seen.—J.B., 8/4/67.

A No. 24.

Department of Public Works,
Railway Branch,
Sydney, 9 April, 1867.

Supply of Goods Wagons.

Messrs. P. N. Russell & Co.—Tender accepted for 70 in Sydney, at £82 each.

Mr. Duncan Sim.—Accepted for 30 at Newcastle, at £80 each.—R.M. Mr. Halligan, B.C.,
9/4/67. P.W., 68/177. Gazetted, 10/4/67.

A No. 25.

Department of Public Works,
Sydney, 10 April, 1867.

THE undermentioned tenders have been accepted by the Government :—

Supply of Railway Goods Wagons, Messrs. P. N. Russell and Co.—for 70 in Sydney.

Mr. Duncan Sim—for 30 at Newcastle.

Unsuccessful tenderers for the above are requested to accept this intimation.

JAMES BYRNES.

A No. 26.

Department of Public Works,
Railway Branch,
Sydney, 15 April, 1867.

Mr. Duncan Sim's contract for thirty goods wagons for Great Northern Railway.

Advertisement, tender, and specification herewith, for usual bond and contract.

Sureties—HENRY GEERING, Hinton; S. S. DICKISON, Esq., Morpeth.

Crown Solicitor, 15/4/67.

J.B., 15/4/67.

A No. 27.

The dimensions of the scantlings as above given are to hold full when the work is finished.

The whole of the framing to be of the best blue-gum, and the flooring, flaps, and ends of Kauri pine.

The soles are to be framed into the head-stocks with two $1\frac{1}{2}$ in. tenons.

The transverse bearers to be framed into soles with two $1\frac{1}{2}$ in. tenons at each end, and housed $\frac{1}{4}$ in. into sole.

The four diagonal braces to be framed fair with the upper side of cross bearers and soles, and tenoned into head-stocks and transverse bearer with two $1\frac{1}{2}$ in. tenons on each, housed into each $\frac{1}{4}$ of an inch. Great care is to be taken that the horn-plates are correctly fixed vertically and by transverse and longitudinal measurement.

The flooring-boards are to be of the best Kauri pine, well seasoned, laid longitudinally, and each plank well secured on the head-stocks, cross-bearers, and diagonal brace, with 4 in. wrought iron rose-headed nails.

Each wagon is to be provided with an efficient lever-break on the wheel.

The whole of the work is to be executed in the strongest and most durable manner, and with the soundest and best materials,—the timber being perfectly free from knots, sap, wanes, and shakes, and thoroughly well seasoned.

Every part must be framed perfectly square and true in every direction, and all the tenons must fit well into the mortises and be bedded in with white lead. All holes for bolts must be bored slightly less in diameter than the bolt itself, so that the whole may be a solid and firm job.

The ironwork used in tie-rods, bolts, straps, plates, knees, &c., to be made from the very best BBH Staffordshire merchant bar-iron; and the hooks, links, draw-bar safety chains, &c., to be from the very best cable-iron,—the forgings being in all cases clean and sharp, perfectly free from scales, blisters, and all other defects. All bolts and nuts to be of Whitworth's standard thread.

The ironwork to be three times painted black, and the wood to be painted one coat lead-colour and three coats brown, the last coat being composed of two-thirds varnish.

The wagons are to be constructed in every respect (not herein specified to the contrary) the same as D truck, No. 140, to be seen at the Railway Works, Sydney Station; and no deviation from it will be allowed without the sanction of the Engineer has been first obtained in writing.

The trucks are to be completed in every respect to the satisfaction of the Engineer for Existing Lines of Railways, who shall have power by self or assistants to inspect the work at all periods of the manufacture, and to reject any portion he may consider unsatisfactory, either in materials or workmanship; and on any question arising as to the terms of the specification, or compliance therewith, his decision is to be final and binding on all parties.

The whole of the trucks are to be delivered complete and in proper working order on or before the 1st of April, 1868—seventy at the Sydney Railway Works, and thirty at the Newcastle Station, Great Northern Railway.

In case the whole of the trucks are not delivered within the specified time the Contractor shall forfeit the sum of twenty pounds (£20) for each and every week they are undelivered.

The Contractor shall be responsible for any breakage that may arise from defective materials or workmanship, for six months from the date of delivery.

The Engineer, on the part of the Commissioner, reserves to himself the power of making any deviation from or addition to the trucks, without invalidating the contract,—the value of such deviations, alterations, or additions, to be ascertained and allowed for by the Engineer at such rates as he shall consider to bear a due proportion to the other work in this contract, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be.

In the event of the construction of the trucks not proceeding with that despatch which the Engineer may consider necessary, then the Commissioner for Railways shall have power to suspend the further progress of the work, and entirely take them out of the Contractor's hands and employ any other person to complete the same; and all additional charges so incurred shall be defrayed by the Contractor, or his sureties.

The Commissioner for Railways will find and supply all the wheels, axles, steel-bearing springs, India-rubber draw and buffer springs, if possible, within nine months of the date of contract,—the Contractor finding all labour and material required in the fixture of the same; but as these articles have been indented for from England, the Commissioner will not bind himself to their supply by the time specified, although, should any unforeseen circumstances delay their delivery to the Contractor, in that case a corresponding extension in the time for completion of the contract will be granted.

Payment will be made as the bodies of the trucks are delivered at the Redfern Railway Works, or at Newcastle, in the proportion of 90 per cent. of the contract price; and the remaining 10 per cent. will be paid after their being mounted on their wheels and the whole of the work completed to the satisfaction of the Engineer.

JAS. H. THOMAS.

This is the specification marked "B," referred to in the annexed articles of agreement and bond respectively, dated the 23rd day of July, A.D. 1867.

JOHN RUSSELL.
G. A. MURRAY.
GEORGE RUSSELL.
J. RICHARDSON.
P. N. RUSSELL.

(By his Attorney, JOHN RUSSELL.)

Witness to the signatures of J. Russell, G. Russell, G. A. Murray, and P. N. Russell.—J. J. LEE.
Witness to signature of John Richardson.—W. S. HART.

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A No. 29.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 12 August, 1867.

Sir,

I have the honor to return herewith the papers in Russell & Co.'s contract for the construction of goods wagons, and to state that I have caused a memorandum, that it was intended that the certificates shall be given by the Engineer for Existing Lines instead of by the Engineer-in-Chief, to be indorsed on the articles of agreement, which memo. has been duly executed by all the necessary parties.

I have, &c.,
JOHN WILLIAMS.

(Seal.)—J.B., 13/8/67.

A No. 30.

Mr. D. Sim to The Commissioner for Railways.

Morpeth, 7 November, 1867.

Sir,

The contract and bond for the completion of my contract for the supply of (30) thirty goods wagons for the Great Northern Railway, not having been forwarded for execution, in accordance with your letter of No. 67-219, date 18th April, 1867, and as I have six wagons now ready for delivery in accordance with the specification, the payment for which I am much in need of,—you will do me a great favour by forwarding the said contract and bond for execution, as early as possible, with instructions as to the authority before whom the bond should be executed.

I am, &c.,
D. SIM.

Railways, 11/11/67.—J.R.
Crown Solicitor may be asked to send bond.—J.B., 12/11/67.
Crown Solicitor, 12/11/67.

A No. 31.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 13 November, 1867.

Sir,

I have the honor to return to you herewith the papers received by me this morning, respecting Mr. D. Sim's contract for goods wagons, together with the instructions received by me in April last for the preparation of the usual bond and contract, and with the bond and contract prepared by me in April last, for execution by Mr. Sim.

The advertisement calling for tenders, provides in the usual way that the bond and contract shall be executed at my office, and I was not aware that this had been altered, as Mr. Sim states was done by your letter of 18th April last.

As I have no agent at Morpeth to whom I can forward the bond for execution, I would suggest that if it is to be executed there it will be advisable to forward same to Mr. Beeston, who may perhaps be able to arrange for its due execution.

It will of course be necessary to have the documents duly stamped, and I presume at the cost of Mr. Sim.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Mr. Beeston.—J.B., 15/11/67.
Wrote with consent.—R.M., 16/11/67.

A No. 32.

(Minute Paper.)

Mr. Duncan Sim's Contract.—Thirty Goods Wagons.

WILL Mr. Beeston be so good as to get the enclosed papers duly executed, first having the blanks all filled in?

Before the documents are executed Mr. Sim must pay £2, the amount of stamp duties required to be affixed.—R. MOODY, 16/11/67. Mr. Beeston.

*I enclose £2 for stamps. I have entered the date in the agreement in pencil only, as I am under the impression it will require to bear date of the last signature, which cannot be attached on the same day as it leaves me.—J.L.B., 19/11/67. * Not enclosed. Telegraph. 20/11/67.—R.M. Received Mr. Sim's cheque for £2 on Morpeth to-day.—R.M., 21/11/67.

(Seal.)—J.B., 21/11/67.

A No. 33.

A No. 33.

A.

Department of Public Works,
Railway Branch,
Sydney, 23 February, 1867.

TENDERS will be received at this office until Tuesday, the 26th March, at noon, from persons willing to contract for the supply of 100 goods wagons.

Plan, specification, and form of tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines, Sydney Station.

Tenders, which are to be endorsed, "Tender for Goods Wagons," must state the time within which it is proposed to complete the work; and attached to every tender there must be a memorandum, signed by the party tendering, and two responsible persons as sureties, agreeing to be answerable for the due performance of the contract, in the event of the tender being accepted, and undertaking, in that event, that they will severally execute and deliver, at the office of the Crown Solicitor, in Sydney, within seven days from the usual notification of acceptance, a bond to the Commissioner for Railways, in the penal sum of £800, for securing such performance, otherwise the tender will not be taken into consideration. The Commissioner does not bind himself to accept the lowest or any tender.

JOHN RAE,
Commissioner for Railways.

This is the copy advertisement marked "A," referred to in the annexed articles of agreement, dated the 19th day of November, A.D. 1867.

Witness—JNO. L. BEESTON.

D. SIM.

C.

Mr. Duncan Sim to The Commissioner for Railways.

Morpeth, 25 March, 1867.

I, the undersigned, do hereby offer to supply the thirty goods wagons required for the Great Northern Line, in accordance with the specification and pattern wagon, No. 140, shown at the Sydney Station, for the sum of eighty pounds (£80) each. I beg to submit the names of two gentlemen who have agreed to become sureties for my faithful performance of the contract, in the event of my tender being accepted,—Mr. HENRY GEEBING, freeholder, of Hinton; and S. S. DICKISON, Esq., freeholder, of Morpeth.

DUNCAN SIM,
Morpeth.

This is the tender, marked "C," referred to in the annexed articles of agreement, dated the 19th day of November, A.D. 1867.

Witness—JNO. L. BEESTON.

D. SIM.

B.

New South Wales Railways,
Existing Lines Branch.

SPECIFICATION of work to be performed and materials supplied in the construction of one hundred (100) D trucks for the Existing Lines of Government Railways.

THE work for which tenders are to be made and to which this specification refers, comprises providing of all materials (with the exceptions hereafter enumerated), tools, labour, implements, and workmanship, and every other thing requisite for the full and satisfactory completion of one hundred (100) railway wagons of the class generally known as D trucks.

Each truck is to consist of one open compartment—the extreme length of body being 15 ft., the extreme width 7 ft. 6 in., and the height from floor to top of sides and ends, 1 ft. 10 in.

The gauge of railway is 4 ft. 8½ in.

The centre of buffers to be 5 ft. 9 in. apart, and 3 ft. 4 in. above the surface of the rail; the wheels 8 ft. 6 in. apart, from centre to centre.

The general dimensions of framing to be as follows:—

2 soles	...	...	...	...	...	...	...	11	x	4
2 head-stocks	...	...	...	...	...	...	...	12½	x	4
2 transverse bearers	...	...	...	...	...	...	...	11	x	4
2 do.	...	...	...	...	...	...	...	6	x	4
2 diagonals	...	...	...	...	...	...	...	11	x	3
2 longitudinals	...	...	...	...	...	...	...	11	x	4
2 do.	...	...	...	...	...	...	...	4	x	3
2 do.	...	...	...	...	...	...	...	4½	x	4
4 end stanchions	...	...	...	...	...	...	...	4	x	3½
Flooring	...	...	...	...	...	...	...	7	x	2
2 side flaps, each constructed of two 7 x 2½, and one 8 x 2½ planks.										
2 end do., do., do.										

The dimensions of the scantlings as above given are to hold full when the work is finished.

The whole of the framing to be of the best blue-gum, and the flooring flaps and ends of Kauri pine.

The soles are to be framed into the head-stocks with two 1½ in. tenons.

The transverse bearers to be framed into soles with two 1½ in. tenons at each end, and housed ¼ in. into sole.

The four diagonal braces to be framed fair with the upper side of cross-bearers and soles, and tenoned into head-stocks and transverse bearer with two 1½ in. tenons on each, housed into each ¼ in.

Great

Great care is to be taken that the horn-plates are correctly fixed vertically, and by transverse and longitudinal measurement.

The flooring-boards are to be of the best Kauri pine, well seasoned, laid longitudinally, and each plank well secured on the head-stocks, cross-bearers, and diagonal braces, with 4 in. wrought iron rose-headed nails.

Each wagon is to be provided with an efficient lever-break on the wheel.

The whole of the work is to be executed in the strongest and most durable manner, and with the soundest and best materials,—the timber being perfectly free from knots, sap, waness, and shakes, and thoroughly well seasoned.

Every part must be framed perfectly square and true in every direction, and all the tenons must fit well into the mortises, and be bedded in with white lead; all holes for bolts must be bored slightly less in diameter than the bolt itself, so that the whole may be a solid and firm job.

The ironwork used in tie-rods, bolts, straps, plates, knees, &c., to be made from the very best BBH. Staffordshire Merchant bar-iron, and the hooks, links, draw-bar, safety chains, &c., to be from the very best cable-iron,—the forgings being in all cases clean and sharp, perfectly free from scales, blisters, and all other defects. All bolts and nuts to be of Whitworth's standard thread.

The ironwork to be three times painted black and the wood to be painted one coat lead-color and three coats brown, the last coat being composed of two-thirds varnish.

The wagons are to be constructed in every respect (not herein specified to the contrary) the same as D truck, No. 140, to be seen at the Railway-works, Sydney Station, and no deviation from it will be allowed without the sanction of the Engineer has been first obtained in writing.

The trucks are to be completed in every respect to the satisfaction of the Engineer for Existing Lines of Railways, who shall have power, by self or assistants, to inspect the work at all periods of the manufacture, and to reject any portion he may consider unsatisfactory, either in materials or workmanship; and on any question arising as to the terms of the specification, or compliance therewith, his decision is to be final and binding on all parties. The whole of the trucks are to be delivered complete, and in proper working order, on or before the 1st of April, 1868,—seventy at the Sydney Railway-works and thirty at the Newcastle station, Great Northern Railway.

In case the whole of the trucks are not delivered within the specified time the Contractor shall forfeit the sum of twenty pounds (£20) for each and every week they are undelivered.

The Contractor shall be responsible for any breakage that may arise from defective materials or workmanship, for six months from the date of delivery.

The Engineer, on the part of the Commissioner, reserves to himself the power of making any deviation from or addition to the trucks, without invalidating the contract,—the value of such deviations, alterations, or additions, to be ascertained and allowed for by the Engineer, at such rates as he shall consider to bear a due proportion to the other work in this contract, and the value thereof added to, or deducted from, the amount to be paid to the Contractor, as the case may be.

In the event of the construction of the trucks not proceeding with that despatch which the Engineer may consider necessary, then the Commissioner for Railways shall have power to suspend the further progress of the work, and entirely take them out of the Contractor's hands, and employ any other person to complete the same; and all additional charges, so incurred, shall be defrayed by the Contractor, or his sureties.

The Commissioner for Railways will find and supply all the wheels, axles, steel-bearing springs, India-rubber draw and buffer springs, if possible, within nine months of the date of contract, the Contractor finding all labour and material required in the fixture of the same; but as these articles have been indented for from England, the Commissioner will not bind himself to their supply by the time specified, although, should any unforeseen circumstance delay their delivery to the Contractor, in that case a corresponding extension in the time for completion of the contract will be granted.

Payment will be made as the bodies of the trucks are delivered at the Redfern Railway-works, or at Newcastle, in the proportion of 90 per cent. of the contract price, and the remaining 10 per cent. will be paid after their being mounted on their wheels, and the whole of the work completed to the satisfaction of the Engineer.

JAS. H. THOMAS.

This is the specification marked "B," referred to in the annexed articles of agreement, dated the 19th day of November, A.D. 1867.

D. SIM.

Witness—JNO. L. BEESTON.

A No. 34.

Department of Public Works,
Sydney, 14th January, 1868.

(4.) Railway Wagons:—Mr. Cunneen (on behalf of Mr. Terry) asked the Secretary for Public Works, pursuant to Notice No. 4,—

(1.) Was there a vote of £10,000 passed in April, 1866, for the purpose of providing Railway Wagons for the Government Railways?

(2.) Were these wagons, or any part thereof, ordered from England, in compliance with the above vote?

(3.) The date upon which the order for these wagons, or any part thereof, was sent?

(4.) Were any part of the wagons ordered in the Colony; the date of such order; and when completed?

Mr. Byrnes answered—

(1.) Yes, which formed part of the sum of £758,000, authorized to be raised by Act of Parliament, 2nd Vic., No. 23, but no account has yet been received of the sale of the Debentures for this amount.

(2.) The wheels, axles, and springs only were ordered from England.

(3.) The 24th February, 1867.

(4.)

(4.) Yes, the whole of the wagons, with the exception of the wheels, axles, and springs. Messrs. P. N. Russell and Co's. tender accepted for seventy (to be delivered in Sydney), and Mr. D. Sim's tender for thirty (to be delivered at Newcastle), were accepted in March, 1867. The seventy for Sydney are all delivered, and only require to be fitted on the wheels, twenty of which have just arrived; and twelve of those in the hands of Sims are delivered and only require to be mounted on wheels.

(Votes and Proceedings, No. 104, 14/1/68.)

Mr. Moody, B.C., 6/1/69.—H.H.

B.

CORRESPONDENCE, &c., respecting 8 Ballast Wagons, bought from P. N. Russell.
1 Letter—11/9/67.

B No. 1.

P. N. Russell & Co. to The Engineer for Existing Lines of Railways.

Sydney Foundry,
4 August, 1867.

Sir,

Having lately supplied a number of ballast wagons to Mr. Farrell, Railway Contractor, Marulan, we have all the material in stock for 4 wagons, as per plan herewith; also, all the material for 4 wagons, excepting the wheels and axles, and have the honor to offer the above to the Government at the following prices, viz. :—

4 wagons, complete with wheels and axles, £98 10s. each.

4 wagons, exclusive of wheels and axles, £76 10s. each.

Should the Government accept our offer we could deliver the same in three weeks from the date of order.

We have, &c.,
P. N. RUSSELL & Co.

THE goods traffic is greatly impeded for want of wagons, and would be relieved if the permanent-way had trucks specially adapted for ballasting, in place of as at present, taking those which should be employed by the Traffic Department. I would therefore recommend that the four that Messrs. Russell could supply with wheels, &c., complete, be purchased, and charged to vote of £10,000 for additional goods wagons.—J.H.T., 11/9/67.

Approved.—J.B., 11/9/67.

Mr. Thomas, 12/9/67.—J.H.T., 13/9/67.

C.

CORRESPONDENCE, &c., from 1 to 19, respecting purchase of 80 Wagons,—60 from Robertson, 20 from D. Sim.—31/3/68.

C No. 1.

Government Railways.

Tenders for 80 Goods Wagons.

TENDERS invited to be opened 31st instant. Noted for advertisement, 4/2/68.—R.M. Mr. Halligan,
5/3/68. P.W., 68/11,29.

C No. 2.

Department of Public Works,
Sydney, 31 March, 1868.

THE tenders for the undersigned work, seven in number, are referred to the Commissioner for Railways, for report.
JOHN RAB.

Construction of 80 goods wagons.—B.C.

ANALYSIS

ANALYSIS OF TENDERS.

No.	Name.	Amount.	Remarks.
1	John Taylor	£ s. d. 89 15 0	To deliver the 80 at Redfern Station in place of, as specified, 60, and 20 at Newcastle.
*2	J. Musson & Co.	78 0 0	No sureties given, but promises to do so in the event of tender being accepted, and no address.
3	P. N. Russell & Co.	82 10 0	
4	John Robertson	80 0 0	
5	Vale & Lacey	80 15 0	And for 20 at Newcastle, £85 each.
6	A. Rodgers	80 0 0	For the 20 only, required at Newcastle.
7	D. Sim	78 0 0	Do. do. do.

* Mr. Musson's tender is the lowest for the Southern Lines, but as he neither gave his address, nor names any sureties, I cannot recommend its acceptance, knowing nothing of him; the next lowest is John Robertson, the well known coach-builder, of Pitt-street, and I therefore recommend his tender at £80 for favourable consideration. Mr. D. Sim (the contractor for the last wagons) is the lowest for the Northern Line, and as he has given satisfaction before, I recommend his tender be accepted for the 20 for that line.—JAS. H. THOMAS, 1/4/68.

Specification required for two contracts.—R.M., 3/4/68. Specifications herewith.—J.H.T., 4/4/68.

Accept J. Musson & Co. and D. Sim's tenders.—J.B., 2/4/68.
Accepted—J. Musson & Co. 60, and D. Sim 20, 2/4/68.—R.M.

C No. 3.

Mr. John Taylor to The Commissioner for Railways.

Sydney, 31 March, 1868.

Sir,

I hereby offer to erect and complete eighty goods wagons, according to plans and specifications, and deliver the same at the Railway Station, Redfern, according to the time as so specified, and to do the same to the satisfaction of the Engineer for Existing Lines, for the sum of eighty-nine pounds fifteen shillings sterling (£89 15s.)

I have, &c.,

JOHN TAYLOR,
Manono Cottage, Cleveland-street, Redfern.

Sir,

Should the above tender be accepted, I hereby undertake to find the necessary bond for the due fulfilment of the above contract, should the same be accepted.

JOHN TAYLOR.

(No. 1.)—Seven tenders opened this 31st March, 1868.

Musson & Co. to The Commissioner for Railways.

Sydney, 31 March, 1868.

Sir,

We beg to tender for the construction of eighty goods wagons, according to patterns and specifications, for seventy-eight pounds (£78) each; and in the event of our tender being accepted we agree to produce the necessary security.

We have, &c.,

MUSSON & CO.

Accepted for sixty wagons, to be delivered at Redfern Station.
Withdrawn.—See 68/1,171.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 31 March, 1868.

Sir,

We hereby tender to supply eighty goods wagons according to plan and specification,—twenty of which we will deliver at Newcastle for the sum of six thousand six hundred pounds, say (£6,600).

Having a number of wheels and axles on hand we tender to supply as follows:—

16 wagons with wheels with cast iron bosses;
20 do. with solid wrought iron wheels.

These wagons we will deliver complete, excepting the V India-rubber and draw springs, for the sum of four thousand seven hundred and seventy pounds sterling (£4,770), at the Railway Station, Redfern.

Should our tender be accepted we offer the names of Mr. John Richardson and P. N. Russell as our sureties for the due fulfilment of the contract.

We are, &c.,

P. N. RUSSELL & CO.

Vale & Lacy to The Commissioner for Railways.

Tender for Railway Service.

31 March, 1868.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated and in accordance with plans and specifications exhibited at the Railway Office, to build eighty goods wagons for the sum of eighty pounds fifteen shillings per wagon (£80 15s.),—twenty delivered at Newcastle for the sum of eighty-five pounds (£85) per wagon.

VALE & LACY,
Druitt-street Engine Works.

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of the amount named for securing such performance of said contract.

THOMAS O'NEIL, 643, George-street.
PATRICK LACY, Woolloomooloo.

TELEGRAM from Mr. A. Rodgers, Newcastle, to The Commissioner for Railways.

Tender for Goods Trucks, G. N. Railway.

My sealed tender missed the post yesterday; is posted to-day. Tender, eighty pounds (£80) each.

Mr. A. Rodgers to The Commissioner for Railways.

Newcastle Foundry,
24 March, 1868.

Sir,

I do hereby tender to make and supply the Government with twenty (20) goods trucks for the Great Northern Railway, as notified in the Government Gazette, in accordance with plan and specification, and will finish the same in a workmanship manner, for the sum of eighty pounds (£80) sterling each.

In the event of my tender being accepted, I do hereby nominate David Ross and James Brown, both of Newcastle, as my sureties for the due performance of the contract.

A. RODGERS.

C No. 4.

The Commissioner for Railways to J. Musson & Co.

Department of Public Works,
Railway Branch,
Sydney, 3 April, 1868.

Gentlemen,

I have the honor to inform you, that your tender (without date) to construct goods wagons for the sum of £78 (seventy-eight pounds) each, in accordance with plan and specification, is accepted for sixty wagons, to be delivered at Sydney.

Your tender is accepted conditionally on your providing approved security, as required by the advertisements, &c.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

C No. 5.

J. Musson & Co. to The Commissioner for Railways.

Wellington, 10 April, 1868.

Sir,

In reference to our tender for railway wagons, our agent, Mr. J. Musson, will be in Sydney within a week, when we shall give the proper security; we trust that you will give us until then.

We have, &c.,
MUSSON & Co.

May stand over until end of week.—J.B., 16/4/68.

Let Musson and Co. be informed that no further delay can be allowed in this matter.—J.B., 21/4/68.

Wrote, 21/4/68.

C No. 6.

19

C No. 6.

The Commissioner for Railways to J. Musson & Co.

Department of Public Works,
Railway Branch,
Sydney, 22 April, 1868.

Gentlemen,

In reply to your letter of the 10th instant, stating that Mr. J. Musson will be in Sydney in the course of a week, to complete your contract for the supply of wagons, &c., and as no steps have yet been taken in the matter, I have the honor to inform you that unless approved sureties are named, and the contract executed forthwith, your tender will be rejected.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

C No. 7.

J. Musson & Co. to The Commissioner for Railways.

(68-1,171.)

10, Exchange,
Sydney, 25 April, 1868.

Sir,

We beg permission to withdraw our tender for the construction of goods trucks, in consequence of certain parties refusing to fulfil arrangements with us.

We have, &c.,
MUSSON & Co.

Let next tender be accepted.—J.B., 27/4/68.

Mr. Robertson accepted, 30/4/68. P. Works, 30/4/68. Papers returned to Railways, B.C., 1/5/68. See Minute on No. 68/1,018.—J.R., 2/5/68.

C No. 8.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 30 April, 1868.

Sir,

I have the honor, in compliance with the request contained in communication of this day's date, to return all the papers connected with Messrs. Musson and Co's. contract to supply goods wagons.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Instruct Crown Solicitor to prepare bond for J. Robertson in this matter.—J.B., 30/4/68.

Tender, &c., enclosed.—R.M., 30/4/68. Crown Solr., 4/5/68.

C No. 9.

The Commissioner for Railways to Mr. D. Sim.

Department of Public Works,
Railway Branch,
Sydney, 2 April, 1868.

Sir,

I have the honor to inform you, that your tender, dated 23rd March last, to construct twenty goods wagons, for the sum of £78 (seventy-eight pounds) each, in accordance with plan and specification, is accepted, and to state that the Crown Solicitor has been instructed to prepare the usual bond and contract.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

C No. 10.

Mr. D. Sim to The Commissioner for Railways.

Morpeth, 6 April, 1868.

Sir,

I beg to acknowledge your letter of the 2nd instant, informing me that my tender, dated the 23rd March last, to construct twenty goods wagons for the G. N. Railway, for the sum of £78 (seventy-eight pounds) each, had been accepted, and Crown Solicitor instructed to prepare the usual bond and contract.

Thanking you for your favourable consideration of my tender,

I remain, &c.,
D. SIM.

Seen.—J.B., 9/4/68.

C No. 11.

C No. 11.

The Commissioner for Railways to Mr. J. Robertson.

Department of Public Works,
Railway Branch,
Sydney, 29 April, 1868.

Sir,

I have the honor to inform you that your tender (without date), to construct sixty goods wagons for the sum of £80 (eighty pounds) each, in accordance with plan and specification, is accepted; and to state that the Crown Solicitor has been instructed to prepare the usual bond and contract.

I have, &c.,
JAMES BYRNES.

C No. 12.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 14 May, 1868.

Sir,

In compliance with the instructions contained in your minute of the 4th instant, on the enclosed letter, I have the honor to transmit the necessary bond, executed by Mr. John Robertson and his sureties, for the fulfilment of his contract to supply goods wagons.

The notice, specification, and agreement herewith, have been signed and witnessed in the usual manner.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

C No. 13.

A.

THE copy advertisement, marked "A," referred to in annexed articles of agreement and bond, dated the 12th day of May, A.D. 1868. Witness—J. J. LEE.

Department of Public Works,
Railway Branch,
Sydney, 5 March, 1868.

TENDERS will be received at this Office, until Tuesday, the 31st March instant, at noon, from persons willing to contract for the supply of 80 goods wagons.

Plans, specification, and form of tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines, Sydney Station.

Tenders are to be endorsed, "Tender for Goods Wagons."

The Commissioner does not bind himself to accept the lowest or any tender.

JAMES BYRNES,
Commissioner for Railways.

JOHN ROBERTSON.
CLARKE WHITE.
JAMES OATLEY.

Accepted for 60, to be delivered at Sydney.

C.

Mr. John Robertson to The Commissioner for Railways.
Tender for Railway Service.

Sir,

I hereby tender, in accordance with advertisement in the Government Gazette, dated March 10th, 1868, and in accordance with plans and specifications exhibited at the Railway Office, to construct the goods wagons at my workshops, in strict accordance with the specification, and to the satisfaction of the Engineer-in-Chief, at the following prices, viz. :—

"Eighty (80) goods wagons," sixty (60) to be delivered at the Locomotive Works, Sydney Station, and twenty (20) at the Newcastle Station, free of all charge, for the sum of eighty pounds each (£80).

JOHN ROBERTSON,
489, Pitt-street, Sydney.

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 Crown Solicitor, in Sydney, a bond to the Commissioner for Railways, in the penal sum of _____, for securing such performance.

CLARKE WHITE, Botany-street.
JAMES OATLEY, Bourke-street, Woolloomooloo.

Accepted for 60 wagons, to be delivered at Redfern Station.

The

The tender marked "C," referred to in annexed articles of agreement and bond, dated the 12th day of May, A.D. 1868.

JOHN ROBERTSON.
C. WHITE.
JAMES OATLEY.

Witness—J. J. LEE.

B.

New South Wales Railways.—Existing Lines Branch.

SPECIFICATION of work to be performed, and materials supplied, in the construction of eighty (80) D trucks for the existing Lines of Government Railways.

THE work for which tenders are to be made, and to which this specification refers, comprises the providing of all materials (with the exception hereafter enumerated), tools, labour, implements, and workmanship, and every other thing requisite for the full and satisfactory completion of eighty (80) railway wagons, of the class generally known as D trucks.

Each truck is to consist of one open compartment, the extreme length of body being 15 feet, the extreme width 7 feet 6 inches, and the height from floor to top of sides and ends, 1 foot 10 inches.

The gauge of railway is 4 feet 8½ inches.

The centre of buffers to be 5 feet 9 inches apart, and 3 feet 4 inches above the surface of the rail; the wheels 8 feet 6 inches apart, from centre to centre.

The general dimensions of framing to be as follows:—

2 soles	...	...	...	...	...	...	...	...	...	11	x	4
2 head-stocks	...	...	...	...	...	...	...	...	...	12½	x	4
2 transverse bearers	...	...	...	...	...	...	...	...	...	11	x	4
2 do. do.	...	...	...	...	...	...	...	...	...	6	x	4
4 diagonals	...	...	...	...	...	...	...	...	...	11	x	3
2 longitudinals	...	...	...	...	...	...	...	...	...	11	x	4
2 do.	...	...	...	...	...	...	...	...	...	4	x	3
2 do.	...	...	...	...	...	...	...	...	...	4½	x	4
4 end stanchions	...	...	...	...	...	...	...	...	...	4	x	3½
Flooring	...	...	...	...	...	...	...	...	...	6	x	1½
2 side flaps, each constructed of two 7 x 2½, and one 8 x 2½ planks.												
2 end do.	do.	do.	do.	do.	do.	do.	do.	do.	do.	do.	do.	do.

The dimensions of the scantlings, as above given, are to hold full when the work is finished.

The whole of the framing and flooring to be of the best blue gum, and the flaps and ends of Kauri pine.

The soles are to be framed into the head-stocks with two 1½ tenons.

The transverse bearers to be framed into soles with two 1½ inch tenons at each end, and housed ¼ inch into sole.

The four diagonal braces to be framed fair with the upper side of cross-bearers and soles, and tenoned into head-stocks and transverse bearer with two 1½ inch tenons on each, housed into each ¼ of an inch.

Great care is to be taken that the horn-plates are correctly fixed vertically, and by transverse and longitudinal measurements.

The flooring-boards are to be of the best Kauri pine, well seasoned, laid longitudinally, and each plank well secured on the head-stocks, cross-bearers, and diagonal braces, with 4-inch wrought iron rose-headed nails.

Each wagon is to be provided with an efficient lever-break on the wheels.

The whole of the work is to be executed in the strongest and most durable manner, and with the soundest and best materials, the timber being perfectly free from knots, sap, waness, and shakes, and thoroughly well seasoned.

Every part must be framed perfectly square, and true in every direction; and all the tenons must fit well into the mortises, and be bedded in with white lead; all holes for bolts must be bored slightly less in diameter than the bolt itself, so that the whole may be a solid and firm job.

The ironwork used in tie-rods, bolts, straps, plates, knees, &c., to be made from the very best BBH. Staffordshire merchant bar iron, and the hooks, links, draw-bar, safety chains, &c., to be from the very best cable-iron, the forgings being in all cases clean and sharp, perfectly free from scales, blisters, and all other defects. All bolts and nuts to be of Whitworth's standard thread.

The ironwork to be three times painted black, and the wood to be painted one coat lead colour and three coats brown, the last coat being composed of two-thirds varnish.

The wagons are to be constructed in every respect (not herein specified to the contrary) the same as D truck, No. 140, except the draw-springs, which are to work in a cast-iron cylinder, to be seen at the Railway Works, Sydney Station; and no deviation from it will be allowed without the sanction of the Engineer has been first obtained in writing.

The trucks are to be completed in every respect to the satisfaction of the Engineer for Existing Lines of Railways, who shall have power, by self or assistants, to inspect the work at all periods of the manufacture, and to reject any portion he may consider unsatisfactory, either in materials or workmanship; and on any question arising as to the terms of the specification or compliance therewith, his decision is to be final and binding on all parties.

The whole of the trucks are to be delivered complete, and in proper working order, on or before the 30th November, 1868—sixty at the Sydney Railway Works, and twenty at the Newcastle Station, Great Northern Railway.

In case the whole of the trucks are not delivered within the specified time, the Contractor shall forfeit the sum of twenty pounds (£20) for each and every week they are undelivered.

The Contractor shall be responsible for any breakage that may arise from defective materials or workmanship, for six months from the date of delivery.

The Engineer, on the part of the Commissioner, reserves to himself the power of making any deviation from or addition to the trucks, without invalidating the contract, the value of such deviations, alterations,

alterations, or additions to be ascertained and allowed for by the Engineer at such rates as he shall consider to bear a due proportion to the other work in this contract, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be.

In the event of the construction of the trucks not proceeding with that despatch which the Engineer may consider necessary, then the Commissioner for Railways shall have power to suspend the further progress of the work, and entirely take them out of the Contractor's hands, and employ any other person to complete the same; and all additional charges so incurred shall be defrayed by the Contractor or his sureties.

The Commissioner for Railways will find and supply all the wheels, axles, steel-bearing springs, India-rubber draw and buffer springs, the Contractor finding all labour and material required in the fixture of the same.

Payment will be made as the bodies of the trucks are delivered at the Redfern Railway Works and the Honeysuckle Point Station, in the proportion of 90 per cent. of the contract price; and the remaining 10 per cent. will be paid after their being mounted on their wheels, and the whole of the work completed to the satisfaction of the Engineer.

The specification, marked "B," referred to in annexed articles of agreement and bond, dated the 12th day of May, A.D. 1868.

Witness—J. J. LEE.

JOHN ROBERTSON.
CLARKE WHITE.
JAMES OATLEY.

C No. 14.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 3 June, 1868.

Sir,

Referring to the papers forwarded to me, with instructions to prepare bond and contract for goods wagons for Great Northern Railway, I have the honor to inform you that the Contractor, Mr. Sim, has not called to sign the agreement and bond, and I therefore return the papers, and forward the agreement and bond prepared for exemption herewith.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Inform.—J.B., 4/6/68. Wrote, 4/6/68.

C No. 15.

The Commissioner for Railways to Mr. D. Sim.

Department of Public Works,
Railway Branch,
Sydney, 4 June, 1868.

Sir,

I have the honor to inform you that your contract for the construction of 20 goods wagons is awaiting the signatures of yourself and sureties, and request that steps be at once taken to complete the bond, as no money can be paid until the documents are signed.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

C No. 16.

Mr. D. Sim to The Commissioner for Railways.

Morpeth, 8 June, 1868.

Sir,

I beg to acknowledge receipt of your letter of the 4th instant, informing me that the contract for the construction of 20 goods wagons is waiting the signature of myself and sureties, and requesting me at once to take steps to have the bond completed, as no money will be paid until the documents are signed.

In reply, I beg you to do me the favour, as in the former contract, to forward the documents for signature here, so as to save the expense of taking my sureties to Sydney.

I am, &c.,
D. SIM.

Mr. Sim must sign at the office of Crown Solicitor.—J.B., 12/6/68.
Mr. Beeston instructed to have bond, &c., executed. 23/6/68.

C. No. 17.

C No. 17.

The Commissioner for Railways to Mr. D. Sim.

Department of Public Works,
Railway Branch,
Sydney, 23 June, 1868.

Sir,

I have the honor to inform you, that your bond, &c., for the construction of 20 goods wagons, has been forwarded to the Station Master at Morpeth, and to request that yourself and sureties will call upon that officer, and attach your signatures to the bond without delay.

The sum of £2 2s. 6d. will be required for the necessary duty stamps.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

Bond and contract executed herewith, enclosed.—R.M., 6/7/68.
Mr. Moody, 7/7/68. Mr. Ashdown.—T.A.

C No. 18.

A.

THE copy advertisement marked "A," referred to in the annexed articles of agreement and bond, dated 30th day of June, A.D. 1868.

DUNCAN SIM.
SAMUEL S. DICKSON.
HENRY GEERING.

Witness—W. WILKINSON.

Department of Public Works,
Railway Branch,
Sydney, 5 March, 1868.

TENDERS will be received at this office, until Tuesday, the 31st March instant, at noon, from persons willing to contract for the supply of eighty goods wagons.

Plan, specification, and form of tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines, Sydney Station.

Tenders are to be endorsed "Tender for Goods Wagons."

The Commissioner does not bind himself to accept the lowest or any other tender.

JAMES BYRNES,
Commissioner for Railways.

Accepted for 20 wagons to be delivered at Newcastle.

C.

Mr. D. Sim to The Commissioner for Railways.

Morpeth, 23 March, 1867.

Sir,

I hereby offer to supply all the D wagons required for the Great Northern Railway, in the Contract for which tenders are now invited, and in accordance with specification, for the sum of seventy-eight pounds (£78) each.

I beg to submit the names of my present sureties,—Samuel Smith Dickson, Esq., of Morpeth, and Henry Geering, of Hinton, who have again consented to become sureties for the faithful performance of the contract, in the event of my tender being accepted.

I am, &c.,
D. SIM.

Accepted for 20 wagons to be delivered at Newcastle.

The tender marked "C," referred to in the annexed articles of agreement and bond, dated the 30th day of June, A.D. 1868.

DUNCAN SIM.
SAMUEL S. DICKSON.
HENRY GEERING.

Witness—W. WILKINSON.

B.

New South Wales Railways.—Existing Lines Branch.

SPECIFICATION of work to be performed and materials supplied in the construction of eighty (80) D trucks for the Existing Lines of Government Railways.

THE work for which tenders are to be made and to which this specification refers, comprises the providing of all materials (with the exceptions hereafter enumerated), tools, labour, implements, and workmanship, and every other thing requisite for the full and satisfactory completion of eighty (80) railway wagons of the class generally known as D trucks.

Each truck is to consist of one open compartment, the extreme length of body being 15 ft., the extreme width 7 ft. 6 in., and the height from floor to top of sides and ends, 1 ft. 10 in.

The gauge of railway is 4 ft. 8½ in.

The centre of buffers is to be 5 ft. 9 in. apart, and 3 ft. 4 in. above the surface of the rail; the wheels 8 ft. 6 in. apart, from centre to centre.

The

The general dimensions of framing to be as follow:—

2 soles	...	...	...	...	...	...	...	...	...	11	x	4
2 head-stocks	...	...	...	...	...	...	...	...	...	12½	x	4
2 transverse-bearers	...	...	...	...	...	...	...	...	...	11	x	4
2 do.	...	...	...	...	...	...	...	...	...	6	x	4
4 diagonals	...	...	...	...	...	...	...	...	...	11	x	3
2 longitudinals	...	...	...	...	...	...	...	...	...	11	x	4
2 do.	...	...	...	...	...	...	...	...	...	4	x	3
2 do.	...	...	...	...	...	...	...	...	...	4½	x	4
4 end-stanchions	...	...	...	...	...	...	...	...	...	4	x	3½
Flooring	...	...	...	...	...	...	...	...	...	6	x	1½
2 side-flaps, each constructed of two 7 x 2½ and one 8 x 2½ planks.												
2 end do. do. do. do.												

The dimensions of the scantlings as above given are to hold full when the work is finished.

The whole of the framing and flooring to be of the best blue-gum and the flaps and ends of Kauri pine.

The soles are to be framed into the head-stocks with two 1½ in. tenons.

The transverse-bearers to be framed into soles with two 1½ in. tenons at each end and housed ¼ in. into sole.

The four diagonal-braces to be framed fair with the upper side of cross-bearers and soles and tenoned into head-stocks and transverse-bearer with two 1½ in. tenons on each, housed into each ¼ of an inch.

Great care is to be taken that the horn-plates are correctly fixed vertically and by transverse and longitudinal measurements.

The flooring-boards are to be of the best Kauri pine, well seasoned, laid longitudinally, and each plank well secured on the head-stocks, cross-bearers, and diagonal-braces, with 4 in. wrought-iron rose-headed nails.

Each wagon is to be provided with an efficient lever-break on the wheels.

The whole of the work is to be executed in the strongest and most durable manner and with the soundest and best materials, the timber being perfectly free from knots, sap, waness, and shakes, and thoroughly well seasoned.

Every part must be framed perfectly square and true in every direction, and all the tenons must fit well into the mortises and be bedded in with white lead. All holes for bolts must be bored slightly less in diameter than the bolt itself, so that the whole may be a solid and firm job.

The ironwork used in tie-rods, bolts, straps, plates, knees, &c., to be made from the very best BBH Staffordshire merchant bar-iron, and the hooks, links, drawbar, safety chains, &c., to be from the very best cable-iron; the forgings being in all cases clean and sharp, perfectly free from scales, blisters, and all other defects. All bolts and nuts to be of Whitworth's standard thread.

The ironwork to be three times painted black and the wood to be painted one coat lead-colour and three coats brown, the last coat being composed of two-thirds varnish.

The wagons are to be constructed in every respect (not herein specified to the contrary) the same as D truck, No. 140, except the draw-springs, which are to work in a cast-iron cylinder (to be seen at the Railway Works, Sydney Station); and no deviation from it will be allowed without the sanction of the Engineer has been first obtained in writing.

The trucks are to be completed in every respect to the satisfaction of the Engineer for Existing Lines of Railways, who shall have power by self or assistants to inspect the work at all periods of the manufacture, and to reject any portion he may consider unsatisfactory, either in materials or workmanship; and on any question arising as to the terms of the specification, or compliance therewith, his decision is to be final and binding on all parties.

The whole of the trucks are to be delivered complete and in proper working order on or before the 30th November, 1868—sixty at the Sydney Railway Works, and twenty at the Newcastle Station, Great Northern Railway.

In case the whole of the trucks are not delivered within the specified time the Contractor shall forfeit the sum of twenty pounds (£20) for each and every week they are undelivered.

The Contractor shall be responsible for any breakage that may arise from defective materials or workmanship, for six months from the date of delivery.

The Engineer, on the part of the Commissioner, reserves to himself the power of making any deviation from or additions to the trucks, without invalidating the contract, the value of such deviations, alterations, or additions to be ascertained and allowed for by the Engineer at such rates as he shall consider to bear a due proportion to the other work in this contract, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be.

In the event of the construction of the trucks not proceeding with that despatch which the Engineer may consider necessary, then the Commissioner for Railways shall have power to suspend the further progress of the work and entirely take them out of the Contractor's hands and employ any other person to complete the same; and all additional charges so incurred shall be defrayed by the Contractor or his sureties.

The Commissioner for Railways will find and supply all the wheels, axles, steel-bearing springs, India-rubber draw and buffer-springs, the Contractor finding all labour and material required in the fixture of the same.

Payment will be made as the bodies of the trucks are delivered at the Redfern Railway and at Honeysuckle Point Station Works; in the proportion of 90 per cent. of the contract price, and the remaining 10 per cent. will be paid after their being mounted on their wheels, and the whole of the work completed to the satisfaction of the Engineer.

The specification marked "B," referred to in the annexed articles of agreement and bond, dated the 30th day of June, A.D. 1868.

Witness—W. WILKINSON.

DUNCAN SIM.
SAMUEL S. DICKSON.
HENRY GEERING.

C No. 19.

C No. 19.

Government Railways, Existing Lines.—Contract for Wagons.

Mr. John Robertson, the Contractor for the supply of trucks, has delivered and sent in an account for six of them, but as I have not seen the contract I cannot of course certify for them. Will you please to give instructions for its being forwarded for my information?—JAS. H. THOMAS, 8/8/68.

Forwarded.—J.B., 10/8/68.

Mr. Thomas, 11/8/68. Seen.—J.H.T., 13/8/68.

D.

CORRESPONDENCE, &c., 1 to 15, respecting 50 Wagons—40 by Vale & Lacy, 10 by D. Sim.—22/5/68.

D No. 1.

The Engineer for Existing Lines of Railways to The Commissioner for Railways.

Trucks required.

As an increased number of trucks are urgently required, and as it appears there is an unexpended balance of votes for rolling stock, of £1,300 on the Northern, and £4,000 for the Southern, Line, I would suggest that tenders be at once called for 50 D wagons, 40 to be delivered at Sydney and 10 at Newcastle.—JAS. H. THOMAS, 23/5/68.

Approved.—Invite tenders immediately.—J.B., 23/5/68.

Mr. Thomas, 26/5/68. J.H.T., 27/5/68. Recd. back, 11/6/68.

D No. 2.

Government Railways—50 Goods Wagons.

ADVERTISEMENT, inviting tenders for the above, to be opened Tuesday, the 9th June next, to Gazette this day, 26th May, 1868. R. MOODY, Public Works, 26/5/68. Noted for advt., 23/5/68.

D No. 3.

Mr. D. Sim to The Commissioner for Railways.

Morpeth, 2nd June, 1868.

Sir,

Being informed by Mr. Newton, Inspector of Rolling Stock, that there are ten more D wagons (under the same specifications as those I am now engaged on) wanted for the Great Northern Railway, I beg to tender for the supply of them for the sum of £78 each, and I submit the names of my former sureties for the faithful completion of the work,—

S. S. Dickison, Esq., of Morpeth, and Mr. H. Geering, of Hinton.

I am, &c.,

D. SIM.

Sim must satisfy himself about the specification; this tender is not admissible until he has done so.—J.B., 4/6/68. Wrote, 4/6/68.

D No. 4.

The Commissioner for Railways to Mr. D. Sim.

Department of Public Works,

Railway Branch,

Sydney, 4 June, 1868.

Sir,

In reply to your letter of the 2nd inst., offering to construct 10 additional D wagons for the sum of £78 each, I have the honor to inform you that before taking your tender into consideration it will be necessary that you make yourself thoroughly acquainted with the specification, &c., and until you have done so your tender is not admissible.

I have, &c.,

JAMES BYRNES,

Commissioner for Railways.

D No. 5.

Mr. D. Sim to the Commissioner for Railways.

Morpeth, 8 June, 1868.

Sir,

In reply to your letter of the 4th instant, I beg to inform you that I was not aware until Friday last, that there was any difference in the specification for the 10 additional D wagons required for the Great Northern Railway; I beg, therefore, to withdraw my tender of the 2nd instant, until I have made myself better acquainted with the difference in the kind of wagon required.

I have, &c.,

D. SIM.

D No. 6.

Department of Public Works,
Sydney, 9 June, 1868.

THE tenders for the undermentioned work, four in number, are referred to the Commissioner for Railways, for report.

JOHN RAE.

Construction of 50 railway goods wagons, B.C.—MR. THOMAS, 10/6/68.

ANALYSIS OF TENDERS.

No.	Names.	Amount for Sydney.	Amount for Newcastle.	Remarks.
		£ s. d.	£ s. d.	
1	Messrs. Vale and Lacy.....	82 0 0	87 0 0	
2	Messrs. P. N. Russell & Co.	84 10 0	87 10 0	
3	Mr. D. Sim .....	.....	80 0 0	
4	Mr. John Robertson.....	100 0 0	.....

Messrs. Vale and Lacy's being the lowest for the delivery of the 40 B trucks in Sydney, and Mr. Sim's for the 10 D trucks at Newcastle, I would recommend the acceptance of their tenders.

JAS. H. THOMAS.
11/6/68.

P. Works, 11/6/68.—R.M.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 9 June, 1868.

Sir,

We have the honor to tender to supply 50 goods wagons, according to plan and specification, as follows, viz. :—

40 delivered at Redfern Station, for the sum of eighty-four pounds ten shillings sterling, each (£84 10s.); and 10 delivered at Newcastle, for the sum of eighty-seven pounds ten shillings, sterling, (£87 10s.), each.

In the event of our tender being accepted, we will furnish you with satisfactory security for the due fulfilment of the contract.

We have, &c.,
P. N. RUSSELL & Co.

Mr. J. Robertson to The Commissioner for Railways.

Sydney, 9 June, 1868.

Sir,

I hereby tender, in accordance with advertisement in the Government Gazette, dated 2nd June, 1868, and in accordance with plans and specifications exhibited at the Railway Office, to construct the forty (40) goods wagons of the class known as B trucks, at my workshops in Sydney, and to the satisfaction of the Engineer-in-Chief, for the sum of one hundred pounds (£100) each.

JOHN ROBERTSON,
489, Pitt-street, Sydney.

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 Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of _____ for securing such performance.

CLARKE WHITE, Botany-street.
GEORGE WALTER HALLODAY, Goulburn-street.

R.M., 11/6/68.

Approved.—J.B., 13/6/68.

Messrs. Vale & Lacy, Mr. D. Sim, 17/6/68.—R.M., 68/1,602. Railways, B.C., 16/6/68.—J.R.
Two specifications required for contracts.—R.M., 18/6/68. Mr. Thomas.—Specifications herewith,
J.W.J., per R.E.S., 20/6/68. 68/1,723. Messrs. Vale & Lacy, instructions for bond, &c., 23/6/68.
68/1,724. Mr. D. Sim, instructions for bond, &c., 23/6/68.

D No. 7.

TELEGRAM from Mr. D. Sim to The Commissioner for Railways.

Ten for Sydney. Wagons by to-day's. £2 advance on withdrawn tender.

D No. 8.

27

D No. 8.

The Commissioner for Railways to Mr. D. Sim.

Department of Public Works,
Railway Branch,
Sydney, 17 June, 1868.

Sir,

I have the honor to inform you that your tender, dated 9th instant, to construct 10 D trucks for the sum of £80 (eighty pounds) each, in accordance with plan and specification, is accepted, and to state that the Crown Solicitor has been instructed to prepare the usual bond and contract.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

D No. 9.

The Commissioner for Railways to Vale & Lacy.

Department of Public Works,
Railway Branch,
Sydney, 17 June, 1868.

Gentlemen,

I have the honor to inform you that your tender, dated the 8th instant, to construct forty B trucks, for the sum of £82 (eighty-two pounds) each, in accordance with plan and specification, is accepted; and to state that the Crown Solicitor has been instructed to prepare the usual bond and contract.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

D No. 10.

Mr. D. Sim to The Commissioner for Railways.

Morpeth, 20 June, 1868.

Sir,

I beg to acknowledge your letter of the 17th instant, informing me that my tender of the 9th instant, to construct 10 D trucks, for the sum of £80 (eighty pounds) each, had been accepted, and the Crown Solicitor instructed to prepare the necessary bond and contract.

In pursuance of this I have to request you to do me the favour of forwarding the specification, to enable me to take a copy, which, on receipt, shall be done at once, and the original returned.

I also beg you to favour me by forwarding the bond and contract when made out, for execution here, so as to save the loss of time and expense consequent on taking my sureties to Sydney in this matter; by so doing you will oblige me very much.

I have, &c.,
D. SIM.

Engineer for Existing Lines, and Crown Solicitor.—J.B., 23/6/68.
Specification forwarded.—J.H.T., 24/6/68.

D No. 11.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 1 September, 1868.

Sir,

In compliance with the instructions contained in your letter of the 23rd June (No. 1723), I have the honor to transmit the accompanying bond, executed by Messrs. Vale and Lacy and their sureties (T. O'Neil and P. Lacy), for the fulfilment of their contract to supply goods wagons for the Railway.

The notice, specification, and agreement have been signed and witnessed in the usual manner.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Seen.—J.B., 3/9/68.

D No. 12.

A.

Department of Public Works,
Railway Branch,
Sydney, 23 May, 1868.

TENDERS will be received at this office until Tuesday, the 9th of June, at noon, from persons willing to contract for the supply of 50 goods wagons,—40 for the Southern, and 10 for the Northern, Line.

Specifications and form of tender can be seen, and further particulars obtained, at the office of the Engineer for Existing Lines, Sydney Station.

JAMES BYRNES,
Commissioner for Railways.

The copy advertisement marked "A," referred to in the annexed articles of agreement, dated the 31st day of August, A.D. 1868.

Witness—J. J. LEE.

HENRY VALE,
WM. LACY,

PATRICK LACY,
THOS. D. NEILL.

C.

Vale & Lacy to The Commissioner for Railways.

Tender for Railway Service.

8 June, 1868.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated , and in accordance with plans and specifications exhibited at the Railway Office, to build fifty B wagons,—

Forty delivered at Redfern Station, for the sum of eighty-two pounds (£82) per wagon.

Ten delivered at Newcastle, for the sum of eighty-seven pounds (£87) per wagon.

VALE & LACY,

Druitt-street Engine Works.

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 fourteen 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 Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of one thousand pounds, for securing such performance.

THOMAS D. NEILL, 643, George-street.

PATRICK LACY, Judge-street, Woolloomooloo.

Four tenders opened this 10th June, 1868.—J.B., J.R., W.B., W.M.

This is the tender marked "C," referred to in the annexed articles of agreement, dated 31st day of August, A.D. 1868.

Witness—J. J. LEE.

HENRY VALE.

WM. LACY.

PATRICK LACY.

THOMAS D. NEILL.

B.

New South Wales Railways—Existing Lines Branch.

SPECIFICATION of work to be performed, and materials supplied, in the construction of forty B trucks for the Existing Lines of Government Railways.

THE work for which tenders are to be made, and to which this specification refers, comprises the providing of all materials (with the exceptions hereafter enumerated), tools, labour, implements, and workmanship; and everything requisite for the full and satisfactory completion of forty (40) railway wagons, of the class generally known as B trucks.

Each truck is to consist of one open compartment, the extreme length of body being 15 feet, the extreme width 7 feet 6 inches, and the height, from floor to top of sides and ends, 3 feet.

The gauge of railway is 4 feet 8½ inches.

The centre of buffers to be 5 feet 9 inches apart, and 3 feet 4 inches above the surface of the rail; the wheels 8 feet 6 inches apart, centre to centre.

The general dimensions of under-framing to be as follow :—

2 soles	...	...	...	...	...	12 x 4
2 head-stocks...	...	...	...	...	...	12 x 4
2 transverse-bearers	...	...	...	...	...	12 x 4
2 do. do.	...	...	...	...	...	4 x 4
4 diagonals	...	...	...	...	...	12 x 3
2 longitudinals	...	...	...	...	...	12 x 4
2 do	...	...	...	...	...	4 x 4

The general dimensions of body framing :—

4 corner pillars	...	...	...	...	...	4½ x 4½
4 doorways	...	...	...	...	...	4½ x 4½
8 side rails	...	...	...	...	...	4½ x 4½
8 do. diagonals	...	...	...	...	...	3½ x 3½
2 end rails	...	...	...	...	...	4½ x 4½
2 do.	4½ in. thick,	4½ ends,	8½ in. centre.	...	...
8 do. battens	...	...	...	...	...	3 x 3¼
2 side flaps,	each constructed of four 7 x 2½ and one 8 x 2½ planks.					

The dimensions of the scantlings as above given are to hold full when the work is finished.

The whole of the framing to be of the best blue gum, and the flaps and ends of Kauri pine 7 x 1½ planed, grooved and tongued with 1 x ½ iron tongues.

The soles and corner pillars are to be framed into the head-stocks with two 1½ in. tenons.

The transverse-bearers to be framed into soles with two 1½ tenons at each end, and housed ¼ in. into soles.

The four diagonal braces to be framed fair with the upper side of cross bearers and soles, and tenoned into head-stocks and transverse-bearer with two 1½ inch tenons on each, housed into each ¼ of an inch. Great care is to be taken that the horn plates are correctly fixed vertically, and by transverse and longitudinal measurements.

The

The flooring-boards are to be of the best Colonial hardwood 7 x 1½ in. well seasoned, laid longitudinally, and each plank well secured on the head-stocks, cross bearers, and diagonal braces, with 4 inch wrought iron rose-headed nails.

Each wagon is to be provided with an efficient lever-break on the wheels.

The whole of the work is to be executed in the strongest and most durable manner, and with the soundest and best materials, the timber being perfectly free from knots, sap, waness, and shakes, and thoroughly well seasoned.

Every part must be framed perfectly square and true in every direction, and all the tenons must fit well into the mortises, and be bedded in with white lead. All holes for bolts must be bored slightly less in diameter than the bolt itself, so that the whole may be a solid and firm job.

The ironwork used in tie rods, bolts, straps, plates, knees, &c., to be made from the very best BBH Staffordshire Merchant bar iron, and the hooks, links, drawbar, safety chains, &c., to be from the very best cable iron,—the forgings being in all cases clean and sharp, perfectly free from scales, blisters, and all other defects.

All bolts and nuts to be of Whitworth standard thread.

The ironwork to be three times painted black, and the wood to be painted one coat lead colour and three coats brown, the last coat being composed of two-thirds varnish.

The wagons are to be constructed in every respect (not herein specified or shewn on plan to the contrary) the same as B truck, No. , to be seen at the Railway Works, Sydney Station; and no deviation from it will be allowed without the sanction of the Engineer has been first obtained in writing.

The trucks are to be completed in every respect to the satisfaction of the Engineer for Existing Lines of Railways, who shall have power, by self or assistants, to inspect the work at all periods of the manufacture, and to reject any portion he may consider unsatisfactory, either in materials or workmanship; and on any question arising as to the terms of the specification or compliance therewith, his decision is to be final and binding on all parties.

The whole of the trucks are to be delivered complete, and in proper working order, on or before the 31st December, 1868.

In case the whole of the trucks are not delivered within the specified time the contractor shall forfeit the sum of twenty (£20) for each and every week they are undelivered.

The Contractor shall be responsible for any breakage that may arise from defective materials or workmanship, for six months from the date of delivery.

The Engineer, on the part of the Commissioner, reserves to himself the power of making any deviation from or addition to the trucks, without invalidating the contract, the value of such deviations, alterations, or additions to be ascertained and allowed for by the Engineer at such rates as he shall consider to bear a due proportion to the other work in this contract, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be.

In the event of the construction of the trucks not proceeding with that despatch which the Engineer may consider necessary, then the Commissioner for Railways shall have power to suspend the further progress of the work, and entirely take them out of the Contractor's hands, and employ any other person to complete the same; and all additional charges so incurred shall be defrayed by the Contractor or his sureties.

The Commissioner for Railways will find and supply all the wheels, axles, steel-bearing springs, India-rubber draw and buffer springs, if possible, within nine months of the date of the contract, the Contractor finding all labor and materials required in the fixture of the same; but as these articles have been indented for from England, the Commissioner will not bind himself to their supply by the time specified, although should any unforeseen circumstance delay their delivery to the Contractor, in that case a corresponding extension in the time for completion of the contract will be granted.

Payment will be made as the bodies of the trucks are delivered at the Redfern Railway Works, in the proportion of 90 per cent. of the contract price; and the remaining 10 per cent. will be paid after their being mounted on their wheels, and the whole of the work completed to the satisfaction of the Engineer.

This is the specification marked "B," referred to in the annexed articles of agreement, dated the 31st day of August, A.D. 1868.

Witness—J. J. LEE.

HENRY VALE.
WM. LACY.

THOMAS D. NEILL.
PATRICK LACY.

D No. 13.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 4th September, 1868.

Sir,

Referring to the instructions contained in your letter of the 23rd June, No. 1,724, I have the honor to transmit the accompanying bond, executed by Mr. Duncan Sim and his sureties, for the fulfilment of his contract to supply goods wagons for the Great Northern Railway.

The notice, agreement, and specification, have been signed and witnessed in the usual manner.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

D No. 14.

A.

Department of Public Works,
Railway Branch,
Sydney, 23 May, 1868.

TENDERS will be received at this office until Tuesday, the 9th of June, at noon, from persons willing to contract for the supply of 50 goods wagons—40 for the Southern, and 10 for the Northern, Line.

Specifications

Specifications and form of tender can be seen, and further particulars obtained, at the office of the Engineer for Existing Lines, Sydney Station.

JAMES BYRNES,
Commissioner for Railways.

The copy advertisement marked "A," referred to in the annexed articles of agreement, dated the 31st day of August, A.D. 1868.

Witness—HELENUS SCOTT, P.M.
Mr. D. Sim for 10 at Newcastle.

DUNCAN SIM.
SAMUEL S. DICKSON.
HENRY GEERING.

C.

Mr. D. Sim to The Commissioner for Railways.

Morpeth, 8 June, 1868.

Sir,

I hereby tender to construct and supply the ten (10) D wagons required for the Great Northern Railway, on the plan of the pattern wagon No. 1, shown at the Morpeth Station, and in accordance with the specification, for the sum of eighty pounds (£80) each.

I beg to submit the names of my former sureties, S. S. Dickson, Esq., of Morpeth, and Mr. Henry Geering, of Hinton.

I have, &c.,
D. SIM.

The tender marked "C," referred to in the annexed articles of agreement, dated the 2nd day of September, A.D. 1868.

Witness—HELENUS SCOTT, P.M.
Mr. Thomas, 12/6/68.—J.B.

DUNCAN SIM.
SAMUEL S. DICKSON.
HENRY GEERING.

B.

Existing Lines Branch,
Railway Department.

SPECIFICATION of work to be performed, and materials supplied, in the construction of ten (10) D trucks for the Existing Lines of Government Railways.

THE work for which tenders are to be made, and to which this specification refers, comprises the providing of all materials, with the exceptions hereafter enumerated—tools, labour, implements, and workmanship, and every other thing requisite for the full and satisfactory completion of ten (10) railway wagons of the class generally known as D trucks.

Each truck is to consist of one open compartment, the extreme length of body being 16 feet, and the extreme width 7 ft. 10 in., and the height from floor to top of sides and ends, 1 ft. 10 in.

The gauge of railway is 4 ft. 8½ in.

The centre of buffers to be 5 ft. 9 in. apart, and 3 ft. 4 in. above the surface of the rail; the wheels 8 ft. 6 in. apart from centre to centre. The general dimensions of framing to be as follows:—

2 soles	...	...	...	...	...	...	...	...	...	11	x	4
2 head-stocks	...	...	...	...	...	...	...	...	...	12½	x	4
2 transverse-bearers	...	...	...	...	...	...	...	...	...	11	x	4
2 do. do.	...	...	...	...	...	...	...	...	...	6	x	4
4 diagonals	...	...	...	...	...	...	...	...	...	11	x	3
2 do.	...	...	...	...	...	...	...	...	...	4	x	3
2 do.	...	...	...	...	...	...	...	...	...	6½	x	4
4 end stanchions	...	...	...	...	...	...	...	...	...	4	x	3½
Flooring	...	...	...	...	...	...	...	...	...	6	x	1½
2 side flaps, each construction of two	...	...	...	...	...	...	...	...	...	7	x	2½
And one	...	...	...	...	...	...	...	...	...	8	x	2½ planks
2 end do. do. do.	...	...	...	...	...	...	...	...	...

The dimensions of the scantlings as above given are to hold full when the work is finished.

The whole of the framing and flooring to be of the best blue gum, and the flaps and ends of Kauri pine.

The soles are to be framed into the head-stocks with two 1½ in. tenons.

The transverse-bearers to be framed into soles with two 1½ in. tenons at each end, and housed ¼ in. into sole.

The four diagonal braces to be framed fair with the upper side of cross-bearers and soles, and tenoned into head-stocks and transverse-bearer with two 1½ in. tenons on each, housed into each ¼ of an inch.

Great care is to be taken that the horn plates are correctly fixed vertically and by transverse and longitudinal measurements.

The flooring-boards are to be of the best blue gum, well seasoned, laid longitudinally, and each plank well secured on the head-stocks, cross-bearers, and diagonal braces, with 4 in. wrought-iron rose-headed rails.

Each wagon is to be provided with an efficient lever-break on the wheels.

The whole of the work is to be executed in the strongest and most durable manner and with the soundest and best materials, the timber being perfectly free from knots, sap, waness, and shakes, and thoroughly well seasoned.

Every

Every part must be framed perfectly square, and true in every direction, and all the tenons must fit well into the mortises and be bedded in with white lead; all holes for bolts must be bored slightly less in diameter than the bolt itself, so that the whole may be a solid and firm job.

The ironwork used in tie rods, bolts, plates, knees, &c., to be made from the very best BBH Staffordshire Merchant bar iron, and the hooks, links, drawbar, safety chains, &c., to be from the very best cable iron,—the forgings being in all cases clean and sharp, perfectly free from scales, blisters, and all other defects. All bolts and nuts to be of Whitworth's standard thread.

The ironwork to be three times painted black, and the wood to be painted one coat lead colour and three coats brown, the last coat being composed of two-thirds varnish.

The wagons are to be constructed in every respect not herein specified to the contrary the same as D truck, No. 1, except the draw springs, which are to work in a cast iron cylinder, to be seen at the Railway Works, Newcastle; and no deviation from it will be allowed, without the sanction of the Engineer has been first obtained in writing.

The trucks are to be completed in every respect to the satisfaction of the Engineer for Existing Lines of Railways, who shall have power, by self or assistants, to inspect the work at all periods of the manufacture, and to reject any portion he may consider unsatisfactory either in material or workmanship; and on any question arising as to the terms of the specification, or compliance therewith, his decision is to be final and binding on all parties.

The whole of the trucks are to be delivered complete and in proper working order, on or before the 30th September, 1868, at the Newcastle Station, Great Northern Railway.

In case the whole of the trucks are not delivered within the specified time, the Contractor shall forfeit the sum of twenty pounds (£20) for each and every week they are undelivered.

The Contractor shall be responsible for any breakage that may arise from defective material or workmanship, for six months from date of delivery.

The Engineer on the part of the Commissioner reserves to himself the power of making any deviation from or addition to the trucks, without invalidating the contract, the value of any such deviations, alterations, or additions to be ascertained and allowed for by the Engineer, at such rates as he shall consider to bear a due proportion to the other work in this contract, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be.

In the event of the construction of the trucks not proceeding with that despatch which the Engineer may consider necessary, then the Commissioner shall have power to suspend the further progress of the work, and entirely take them out of the Contractor's hands, and employ any other person to complete the same; and all additional charges so incurred shall be defrayed by the Contractor or his sureties.

The Commissioner for Railways will find and supply all the wheels, axles, steel-bearing springs, India-rubber draw and buffer springs,—the Contractor finding all labour and material required in the fixture of the same.

Payment will be made as the bodies of the trucks are delivered at the Newcastle Railway Works, in the proportion of ninety (90) per cent. of the contract price; and the remaining 10 per cent. will be paid after their being mounted on their wheels and the whole of the work completed to the satisfaction of the Engineer.

This is the specification marked "B," referred to in the annexed articles of agreement, dated the 2nd day of September, A.D. 1868.

Witness—HELENUS SCOTT, P.M.

DUNCAN SIM.
SAMUEL S. DICKSON.
HENRY GEERING.

D No. 15.

Government Railway Existing Lines.

Contract for B Wagons.

MESSRS. Vale and Lacy have applied for payment for some B trucks delivered by them, but as yet I have not seen the contract, and consequently cannot certify.—JAS. H. THOMAS, 20/9/68.

Engineer for Existing Lines, and to be returned.—J.B., 26/9/68.

Received back, 28/9/68.—R.M.

E.

CORRESPONDENCE, &c., from E No. 1 to E No. 33, respecting Rolling Stock—P. N. Russell & Co.—and for Wheels, Axles, Springs.—17/11/68.

E No. 1.

Department of Public Works,
Sydney, 17 November, 1868.

THE tenders for the undermentioned, nine in number, are referred to the Engineer for Existing Lines, for report.—JOHN RAE.

Railway rolling stock.—B.C. Report and analysis of tenders herewith.—J.H.T., 21/11/68.
Received and submitted.—J.R., 23/11/68.

For tenders accepted see subsequent papers.—J.S., 8/6/69.

Railways to take necessary steps.—B.C., 8/6/69.—J.R.

Accepted—Messrs. P. N. Russell and Co.'s tender for all rolling stock, *except* locomotive engines.
Do. Messrs. Vale and Lacy, for locomotive engines.

E No. 2.

E No. 2.

Mr. Duncan Sim to The Commissioner for Railways.
Tender for Rolling Stock.

17 November, 1868.

Sir,

I hereby tender, in accordance with advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from the 1st January, 1869, at the following Schedule, for the Great Northern Railway only.

DUNCAN SIM,
Morpeth.

J.S., 17/11/68., J.W., J.B., J.R., P.B.W., J.H.T.

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Newcastle Station.	
	G. S. W., & R. R.	G. N. R.		£	s. d.
Carriages—Saloon, with first-class compartment at each end; 8 wheels, 35 ft. long, as imported for Western Line.	.....	.....	The general arrangement of these carriages to be the same as those imported, the best Colonial timber for the purpose being used.	1,050	0 0
Composite do. ....	.....	.....	Do. do.	970	0 0
Second-class 8-wheeled carriages, 35 ft. long, with central compartment for break, &c.	.....	.....	Do. do.	820	0 0
*Coupé carriages.					
First-class carriages, 18 ft. long, 7 ft. 4 in. in width, 6 ft. 4 in. high, divided into three (3) compartments, fitted with spring seats, &c.	25	.....	Do. do.	530	0 0
Composite carriages	10	5	To be constructed on the model of the one manufactured by Messrs. P. N. Russell & Co.	485	10 0
Second-class do. enclosed.....	20	5	General arrangements same as No. 1	325	0 0
Do. do. open	20	10	Do. do. No. 25	310	0 0
Horse-boxes	40	10	Do. do. No. 10	270	0 0
Carriage-trucks	40	5	Do. do. No. 10	165	0 0
Passenger 4-wheeled break-vans	10	2	Do. do. No. 7	325	0 0
Passenger 6-wheeled do.	2	4	Do. do. No. 15, built by Messrs. Vale and Lacy.	548	0 0
Sheep vans.....	50	.....	General arrangements same as No. 2	152	10 0
Cattle wagons	100	20	Do. do. No. 20	144	0 0
Covered goods vans	50	.....	Do. do. No. 15	170	0 0
Meat vans .....	.....	.....	Do. do. No. 7	165	0 0
A wagons	40	20	Do. do. No. 33	125	0 0
B do.	200	.....	Do. do. No. 30	143	0 0
D do.	300	60	Do. do. No. 240	134	0 0
Powder vans	15	.....	Do. do. No. 1	167	10 0

* See specification as reference.

NOTE.—A price must be given for every description of rolling stock (inclusive or exclusive of engines) in this Schedule, as although it is anticipated that no more than the quantity stated will be wanted, yet the requirements of the traffic may perhaps compel us to have some made.

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of for securing such performance.

S. S. DICKSON,
Storekeeper, Morpeth.
HENRY GEERING,
Blacksmith, Hinton.

Sir,

The above gentlemen, S. S. Dickson, Esquire, and Mr. H. Geering, have consented to and requested me to give their names as sureties for me in this contract.

D. SIM.

E No. 3.

E No. 3.

Mr. John Robertson to the Commissioner for Railways.
Tender for Rolling Stock.

Sydney, November 17, 1868.

Sir,

I hereby tender, in accordance with the advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with the plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from the 1st January, 1869, at the following Schedule.

JOHN ROBERTSON,
489, Pitt-street South.

J.S., 17/11/68., J.W.B., J.W., J.R., P.R.W., J.H.T.

SCHEDULE above referred to.

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Sydney Station.			Price for each, delivered at Newcastle Station.		
				£	s.	d.	£	s.	d.
Carriages— Saloon, with first-class compartment at each end, eight wheels, 35 ft. long, as imported for Western Line.	10	.....	The general arrangement of these carriages to be the same as those imported, the best Colonial timber for the purpose being used.	1,105	0	0	1,187	17	6
Composite do. do. ....	.....	.....	Do. do.	1,080	0	0	1,161	0	0
Second-class eight-wheeled carriages, 35 ft. long, with central compartment for break, &c.	.....	.....	Do. do.	825	10	0	887	7	6
First-class carriages, 18 ft. long, 7 ft. 4 in. wide, and 6 ft. 4 in. high, divided into three (3) compartments, fitted with springs, seats, &c.	25	.....	Do. do.	517	0	0	555	15	0
Composite carriages	10	5	To be constructed on the model of the one manufactured by Messrs. P. N. Russell and Co.	478	8	0	512	15	0
Second-class carriages, enclosed ...	20	5	General arrangements same as No. 1	312	0	0	335	8	0
Do. do. open ...	20	10	Do. do. No. 25	296	8	0	318	12	0
Horse-boxes.....	40	10	Do. do. No. 10	259	0	0	279	0	0
Carriage trucks	40	5	Do. do. No. 10	152	7	6	164	0	0
Passenger four-wheeled break vans	10	2	Do. do. No. 7	311	0	0	334	12	6
Passenger six-wheeled do.	2	4	Do. do. No. 15						
			built by Vale and Lacy ...	520	0	0	559	0	0
Sheep vans	50	.....	General arrangements same as No. 2	146	0	0	157	0	0
Cattle wagons	100	20	Do. do. No. 20	141	0	0	151	10	0
Covered goods vans	50	.....	Do. do. No. 15	166	10	0	179	0	0
Meat vans .....	.....	.....	Do. do. No. 7	160	0	0	171	0	0
A wagons	40	20	Do. do. No. 33	125	0	0	134	7	6
B do.	200	.....	Do. do. No. 30	136	10	0	147	5	0
D do.	300	60	Do. do. No. 240	129	15	0	139	15	0
Powder vans	15	.....	Do. do. No. 1	160	0	0	171	0	0

NOTE.—A price must be given for every description of rolling stock (inclusive or exclusive of engines) in this schedule, as although it is anticipated that no more than the quantity stated will be wanted, yet the requirements of the traffic may perhaps compel us to have some made.

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor, in Sydney, a bond to the Commissioner for Railways, in the penal sum for securing such performance.

J.S., 17/11/69. P.B.W.

RICHARD BURNE, 292, George-street.
JAMES OATLEY, 141, Bourke-street.

E No. 4.

Halley & Clyde to The Commissioner for Railways.
Tender for Rolling Stock.

17 November, 1868.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from the 1st January, 1869, at the following Schedule.

HALLEY & CLYDE,
Coach-builders,
Pitt-street, Sydney.

J.W.B., J.B., J.S., 17/11/68, J.W., J.R., P.P.W., J.H.T.

SCHEDULE above referred to.

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Sydney Station.			Price for each, delivered at Newcastle Station.		
	G.S.W., & R.R.	G.N.R.		£	s.	d.	£	s.	d.
Carriages—First-class carriages, 18 ft. long, 7 ft. 4 in. wide, and 6 ft. 4 in. high, divided into three (3) compartments, fitted with spring seats, &c.	25	.....	The general arrangement of these carriages to be the same as those imported, the best Colonial timber for the purpose being used.	550	0	0	...	...	...

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of

JOHN MACINTOSH, Ironmonger, Pitt-street.
ALEXANDER DEAN, Builder, Elizabeth-street

E No. 5.

Joseph Mather & Co. to The Commissioner for Railways.

Tender for Rolling Stock.

17 November, 1868.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from the 1st January, 1869, at the following Schedule.

JOSEPH MATHER & Co.,
Bathurst-street.

J.S., 17/11/68, H.H.B., J.W., J.R., J.B., P.P.W., J.H.T.

SCHEDULE above referred to.

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Sydney Station.			Price for each, delivered at Newcastle Station.		
	S.G.W., & R.R.	G.N.R.		£	s.	d.	£	s.	d.
Carriages—Saloon, with first compartment on each end, 8 wheels, 35 ft. long, as imported for Western Line	..	..	The general arrangement of these carriages to be the same as those imported, the best Colonial timber for the purpose being used.	800	0	0	..	..	..
Composite do. ....	..	..	Do. do.	700	0	0	..	..	..
Second-class 8-wheeled carriages, 35 ft long, with central compartment for break, &c.	..	..	Do. do.	600	0	0	..	..	..
Coupé carriages . . . . .	..	..	Do. do.	350	0	0	..	..	..
First-class carriages, 18 ft. long, 7 ft. 4 in. wide, and 6 ft. 4 in. high, divided into three (3) compartments, fitted with spring seats, &c	25	..	Do. do.	475	0	0	..	..	..
Composite carriage	10	5	To be constructed on the model of the one manufactured by P. N. Russell & Co.	450	0	0	470	0	0
Second-class carriages enclosed	20	5	General arrangements same as No. 1	400	0	0	410	0	0
Do. do. open	20	10	Do. do. No. 25	390	0	0	400	0	0
Horse-boxes	40	10	Do. do. No. 10	216	0	0	220	0	0
Carriage-trucks	40	5	Do. do. No. 10	145	0	0	148	0	0
Passenger 4-wheeled brake-van ..	10	2	Do. do. No. 7	336	0	0	346	0	0
Passenger 6-wheeled do	2	4	Do. do. No. 15 built by Vale & Lacy..	576	0	0	586	0	0
Sheep vans	50	..	General arrangements same as No. 2	174	0	0	..	..	..
Cattle wagons	100	20	Do. do. No. 20	140	0	0	144	0	0
Covered goods vans	50	..	Do. do. No. 15	162	0	0	..	..	..
Meat vans . . . . .	..	..	Do. do. No. 7	174	0	0	..	..	..
A wagons	40	20	Do. do. No. 33	126	0	0	129	0	0
B do.	200	..	Do. do. No. 30	139	0	0	..	..	..
D do.	300	60	Do. do. No. 240	134	0	0	137	0	0
Powder vans	15	..	Do. do. No. 1	162	0	0	..	..	..

NOTE.—A price must be given for every description of rolling stock (inclusive or exclusive of engines) in this Schedule, as although it is anticipated that no more than the quantity stated will be wanted, yet the requirements of the traffic may perhaps compel us to have some made.

SHOULD

SHOULD the foregoing tender be accepted, the undersigned agree to be responsible for the due performance of the contract, and undertake, within fourteen days from the notification of the acceptance of the said tender, jointly and severally to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of _____ for securing such performance.

THOMAS BARKER, Maryland.
O. B. EBSWORTH, Sydney.

E No. 6.

Mr. W. Williams, Melbourne, to The Commissioner for Railways.

Tender for Rolling Stock.

November 17, 1868.

Sir,

I hereby tender, in accordance with the advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from the 1st January, 1869, at the following Schedule.

WILLIAM WILLIAMS,

Victoria Railway Carriage Works,
Melbourne, Victoria.

J.S., 17/11/68, J.W., J.B., W.W.B., J.R., P.P.W., J.H.T.

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Sydney Station.			Price for each, delivered at Newcastle Station.		
	G.S., W., & R.R.	G.N.R.		£	s.	d.	£	s.	d.
Carriages,—Saloon, with first-class compartments at each end, 8 wheels, 35 ft. long, as imported for Western Line.	.....	.....	The general arrangement of these carriages to be the same as those imported, the best Colonial timber for the purpose being used.	1,000	0	0	1,100	0	0
Composite do. ....	.....	.....	Do. do.	1,000	0	0	1,100	0	0
Second Class,—8-wheeled carriages, 35 ft. long, with central compartment for brake, &c.	.....	.....	Do. do.	900	0	0	1,000	0	0
Coupé carriages .....	.....	.....	Do. do.	525	0	0	550	0	0
First-class carriages, 18-ft. long, 7 ft. 4 in. wide, and 6 ft. 4 in. high, divided into three (3) compartments, fitted with spring seats, &c.	25	.....	Do. do.	520	0	0	545	0	0
Composite carriages	10	5	To be constructed on the model of the one manufactured by Messrs. P. N. Russell & Co.	520	0	0	545	0	0
Second-class carriages, enclosed	20	5	General arrangements same as No. 1	375	0	0	400	0	0
Do. do. open	20	10	Do. do. No. 25	340	0	0	365	0	0
Horse boxes	40	10	Do. do. No. 10	210	0	0	222	0	0
Carriage trucks	40	5	Do. do. No. 10	165	0	0	174	0	0
Passenger four-wheeled brake vans	10	2	Do. do. No. 7	335	0	0	355	0	0
Do. six do. do.	2	4	Do. do. No. 15	365	0	0	385	0	0
Sheep vans	50	.....	built by Messrs. Vale & Lacy ...	155	0	0	167	0	0
Cattle wagons	100	20	General arrangements same as No. 2	175	0	0	187	0	0
Covered goods vans	50	.....	Do. do. No. 20	165	0	0	177	0	0
Meat vans .....	.....	.....	Do. do. No. 7	165	0	0	177	0	0
A wagons	40	20	Do. do. No. 33	115	0	0	123	0	0
B wagons	200	.....	Do. do. No. 30	120	0	0	130	0	0
D wagons	300	60	Do. do. No. 240	120	0	0	130	0	0
Powder vans	15	.....	Do. do. No. 1	162	0	0	174	0	0

NOTE—A price must be given for every description of rolling stock (inclusive or exclusive of engines) in this Schedule, as although it is anticipated that no more than the quantity stated will be wanted, yet the requirements of the traffic may perhaps compel us to have some made.

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of _____ for securing such performance.

In the event of this tender being accepted, I shall be prepared to deposit in the hands of the Government, as security for the due performance of the contract (say) one thousand pounds cash security, by way of bond, deposit receipt, or otherwise, as may be approved by the Government.

WILLIAM WILLIAMS.

Mr.

Mr. H. Williams' application to amend Tender for Rolling Stock.

TELEGRAM from Mr. W. Williams, Melbourne, to Engineer for Existing Lines of Railways.

If Government take wheels and axles as those arriving, can take ten pounds (£10) off carriages—five pounds (£5) off wagons. Have written.

Forwarded for the information of the Commissioner. Notwithstanding the reduction proposed, Mr. Williams' tender would still be considerably higher than the one recommended for acceptance.—J.H.T. 24/11/68.

Seen; acknowledge telegraph.—J.S., 26/11/68.

Mr. Thomas, 26/11/68.

In reply to this telegram and letter attached, I have written to Mr. Williams to say that it would manifestly be very unfair to the other Contractors to permit of any modification in the schedules after the date up to which it was advertised that tenders would be received.—J.H.T., 3/12/68.

This matter must now of necessity stand over for the present.—J.S., 5/12/68.

M. W. Williams to The Engineer for Existing Lines of Railways.

November 25, 1868.

Sir,

I sent you a telegram, stating that if the Government would take wheels and axles of the same as those you have on the way, I could reduce my tender to the extent of ten pounds (£10) on carriages, and five pounds (£5) on wagons.

I am induced to modify my tender to this extent, because I am persuaded from experience that the price exacted in England by certain houses for wheels and axles is much higher in the case of competition being limited than it would be if a wider field of choice was left open.

In your specification it is confined to, I think, two houses; I have reason to believe that the facts respecting our wants in respect to wheels is well known in England, and it is not difficult to conceive that two English houses might come to an understanding by which each may benefit, and the Contractor be mulcted. Certainly in my calculation I allowed for each a price as I feel sure would have to be paid for the articles if confined to the houses named in the specification.

I trust you will see fit to abate my tender to the extent indicated, if it is not inconsistent with the interests of the department, and

I remain, &c.,

W. WILLIAMS.

E No. 7.

Thomas McArthur & Thomas S. Mort to The Commissioner for Railways.

Waterview Engine Works,

Patent Slip and Graving Dock,

Balmain, 17 November, 1868.

Sir,

In the absence of all the detailed drawings and specifications for the locomotive engines, which renders it a matter of great uncertainty taking out the estimates,—

We have the honor to tender for the construction of all the engines that may be required during the next five years, upon the following terms:—

We will undertake the manufacture of the locomotives, according to the drawings and specifications of the Engineer-in-Chief, and under the inspection of a Government Officer, at a price calculated as follows, viz.:—

All the materials used in the construction of the engines to be charged at the amount actually paid by us for them.

The labour to be charged at the amount actually paid by us to our workmen; all hand tools, &c., used in the work to be charged at cost price, and the machinery and fixed tools to be charged at per hour as per schedule; the accounts for labor, material, &c., for each engine to be kept separately, and on completion of each engine and the net cost ascertained, a sum of 10 per cent. on the said net cost to be added thereto, and such amount, after the addition of the 10 per cent., to be the sum to be paid by the Government for said engine; payments to be made monthly upon the certificate of the Government Inspector as to the amount expended.

In the event of your entertaining the foregoing proposition, either in its entirety, or in a modified form, we shall be prepared immediately to submit to you our schedule of prices, &c., and would at once commence the necessary works at our establishment (at our own expense) by the building of new workshops, and the importation from England of machinery of the newest and most labor-saving description, so as to enable us to turn out, after the first year, at least one engine per month, and at the lowest possible prices, and which prices may safely be calculated upon will be greatly reduced year by year, as the young workmen grow up and are able to take their part in the workshops.

By the adoption of this plan, we think that the Executive can depend upon having engines constructed of the very best materials, together with good honest workmanship, the whole being done under their own inspection; the only manufactured article necessary to import would be the wheels, and these only for the first year, until the necessary machinery for the manufacture of them could arrive.

We have, &c.,

THOMAS McARTHUR.

THOMAS MORT.

J.S., 17/11/68., J.B., W.W.B., J.W., J.R., P.R.W., J.H.T.

E No. 8.

Larkin & Wakeford to The Commissioner for Railways.

Tender for Rolling Stock.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from 1st January, 1869, at the following schedule.

LARKIN & WAKEFORD,
Emu Ferry.

H.H.B., J.S., 17/11/68, J.W., J.B., J.R., P.R.W., J.H.T.

SCHEDULE above referred to—

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Sydney Station.			Price for each, delivered at Newcastle Station.		
	G.S. W., & R.R.	G.N.R.		£	s.	d.	£	s.	d.
Locomotive Engines—									
Class of Engine, Nos. 1, 2, 3, 4 ...	4	.....	To be constructed in precisely the same manner as the imported engine.	3,300	0	0	3,400	0	0
Do. Nos. 5 and 6 ...	.....	.....	Do. do.	3,000	0	0	3,100	0	0
Do. Nos. 7 to 13.....	.....	.....	Do. do.	3,000	0	0	3,100	0	0
Do. Nos. 14, 15, & 16	3	.....	Do. do.	3,200	0	0	3,300	0	0
Do. Nos. 17 to 22 ...	6	6	Do. do.	3,400	0	0	3,500	0	0
Do. Nos. 23 to 28 ...	4	.....	With certain modifications, the same as those imported.	3,400	0	0	3,500	0	0
Do. Nos. 29 to 31 ...	2	.....	Do. do.	1,600	0	0	1,700	0	0
Engines specially constructed for working Western Line.	10	.....	To be constructed in accordance with plans and specifications to be supplied.	2,800	0	0	2,900	0	0
Carriages—									
Saloon, with first-class compartment at each end, eight wheels, 35 ft. long, as imported for Western Line.	.....	.....	The general arrangement of these carriages to be the same as those imported, the best Colonial timber for the purpose being used.	1,200	0	0	1,260	0	0
Composite ditto ditto .....	.....	.....	Do. do.	1,100	0	0	1,160	0	0
Second-class 8-wheeled carriages, 35 ft. long, with central compartment for break, &c.	.....	.....	Do. do.	900	0	0	960	0	0
Coupeé carriages.....	.....	.....	Do. do.	560	0	0	600	0	0
First-class carriages, 18 ft. long, 7 ft. 4 in. wide, and 6 ft. 4 in. high, divided into three (3) compartments, fitted with spring seats, &c.	25	.....	Do. do.	600	0	0	650	0	0
Composite carriages	10	5	To be constructed on the model of the one manufactured by Messrs. P. N. Russell & Co.	610	0	0	660	0	0
Second-class carriages, enclosed ...	20	5	General arrangements same as No. 1	430	0	0	460	0	0
Do. open	20	10	Do. do. No. 25	400	0	0	430	0	0
Horse boxes	40	10	Do. do. No. 10	296	0	0	326	0	0
Carriage-trucks	40	5	Do. do. No. 10	155	10	0	181	0	0
Passenger four-wheeled break-vans	10	2	Do. do. No. 7	410	0	0	440	0	0
Passenger six-wheeled break vans	2	4	General arrangements same as No. 15, built by Messrs. Vale & Lacy.	520	0	0	580	0	0
Sheep vans.....	50	.....	General arrangements same as No. 2	159	10	0	170	0	0
Cattle wagons	100	20	Do. do. No. 20	150	0	0	165	0	0
Covered goods vans	50	.....	Do. do. No. 15	142	10	0	153	0	0
Meat vans .....	.....	.....	Do. do. No. 7	140	0	0	150	0	0
A wagons	40	20	Do. do. No. 33	110	0	0	120	0	0
B wagons	200	.....	Do. do. No. 30	133	0	0	143	0	0
D wagons	300	60	Do. do. No. 240	130	0	0	140	0	0
Powder vans	15	.....	Do. do. No. 1	144	0	0	154	0	0

NOTE.—A price must be given for every description of rolling stock (inclusive or exclusive of engines) in this Schedule, as although it is anticipated that no more than the quantity stated will be wanted, yet the requirements of the traffic may perhaps compel us to have some made.

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of
for securing such performance.

BURNS, Appin,
ROLFE, Sydney.

E No. 9.

Government Railways—Tenders for Rolling Stock.

Write Messrs. P. N. Russell & Co., and ask whether they are prepared to supply, during one year certain, at the prices named in their tender, such portion of the rolling stock as may be hereafter agreed upon; and also for a further period of two years, in the event of Parliament voting money for this purpose.—J. S., 7/5/69.

Messrs. P. N. Russell & Co. Wrote, 7/5/69.

Accept for the whole, except locomotives, for one year certain, and for a further period of four years, if sanctioned by Parliament.—J.S., 18/5/69. Mr. Moody to accept.—B.C., 18/5/69.—G.H.

Wrote, 19/5/69.—R.M. Accepted.—R.M., 22/5/69. Mr. Thomas, for specification, &c., 25/5/69.—R.M. Seen.—J.H.T., 25/5/69.

E No. 10.

The Under Secretary for Public Works to P. N. Russell & Co.

Department of Public Works,
Sydney, 7 May, 1869.

Gentlemen,

I am directed by the Honorable the Secretary for Public Works to request that you will have the goodness to say whether you are prepared to supply, during one year certain—at the prices mentioned in your tender—such portion of rolling stock as may hereafter be agreed upon, and also to supply the same for a further period of two years, in the event of Parliament voting the necessary funds for the purpose.

I have, &c.,
JOHN RAE.

E No. 11.

P. N. Russell and Co. to The Commissioner for Railways.

Sydney, 12 May, 1869.

Sir,

We have the honor to acknowledge receipt of your letter of the 7th instant, requesting us to say "whether we are prepared to supply, during one year certain, such portions of Railway rolling stock, as may hereafter be agreed upon, and also to supply the same for a further period of two years, in the event of Parliament voting the necessary funds for the purpose."

In reply we have the honor to state, that as the advertisement calling for tenders specified that the term of contract was to be for five years, all our estimates and prices were based on this and our tender was sent in accordingly; and not only so, but as the numbers of the different articles likely to be required within the next five years were also specified, in order to enable us to tender in accordance with the general conditions and advertisement, we took these numbers also as our guide in forming our estimates.

Seeing, therefore, that we made up our calculations from the published information, and seeing also that all other Contractors tendering along with us were placed on an equal footing, we hardly think it fair to expect that we should undertake to supply a portion only of what we tendered for, at our schedule prices, and that portion only for three-fifths of the time reckoned on by us.

It was, however, perfectly understood, that the contract was to be let, either as a whole, or in two parts (the locomotives and rolling stock); and for this latter contingency we were fully prepared, and made a corresponding allowance.

If, therefore, our tender for locomotives is not the lowest in the aggregate, although we may be lower in some of the items, we, in fairness to the lowest tenderer for them, must abandon all claim to any portion of this part of the contract; and on the other hand, if our tender for the rolling stock is the lowest in the aggregate, we respectfully submit that we are fairly entitled to this part of the contract, although other tenderers may be lower than us in some of the items.

If the Government is not in a position to accept tenders for more than one year certain, we are quite willing that our tender should be accepted in the meantime conditionally for five years, but certain for one year, until the five years contract is ratified and confirmed by Parliament, as we do not wish for a moment that the present Government should go beyond its province in dealing with our tender. If the contract were limited, as you have suggested, it would subject us to very serious disadvantages, as we would be deprived of the years in which we hoped to reimburse ourselves for the great outlay we must necessarily incur during the first year, an outlay which we calculate would, in providing suitable buildings, additional plant, machinery, &c., amount to from £8,000 to £10,000.

The many advantages which the Government would derive from the longer term are obvious; and one of them, which is of very great importance in incurring the durability of the work is, that we should be enabled to have the timber, to be used in the manufacture, cut down at the proper season, thoroughly well seasoned before working it up.

The prices we have tendered at are so low that it would only be during the last two years of the contract we would begin to reap the benefit of the extensive preparations we would necessarily be compelled to make, and this you can easily ascertain, by comparing our present prices with the prices we have been receiving for portions of rolling stock already supplied by us under contract.

We have, therefore, the honor to state, that we are prepared to enter into the contract as before-mentioned for one year certain, on the understanding that the time is to be extended to five years, if Parliament approves of it.

In

In conclusion we may remark, that some years ago the Victorian Government saw that great advantages would be derived from a five years contract.

Tenders were accordingly called for, and the contract fell to the lot of Mr. Williams, who completed it with so much satisfaction to the Government and credit to himself.

We have, &c.,
P. N. RUSSELL & CO.

E No. 12.

The Commissioner for Railways to P. N. Russell & Co.

Department of Public Works,
Railway Branch,
Sydney, 20 May, 1869.

Gentlemen,

I have the honor to inform you that your tender for the supply of rolling stock for the Government Railways is accepted only for the whole of the articles enumerated therein (except the locomotives) that may be required for one year certain; and also all such as may be required during a further period of four years, if sanctioned by Parliament.

An order for the number required will be furnished without delay.

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

E No. 13.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney Foundry,
Sydney, 3 June, 1869.

Sir,

We have the honor to acknowledge receipt of your letter, dated 20th ultimo, No. $\frac{3}{8}$, notifying the acceptance of our tender for the supply of rolling stock, and intimating that an order for the number required would be furnished without delay.

As we are prepared to commence the work we beg to ask for the list referred to.

We have, &c.,
P. N. RUSSELL & CO.

See also 69/1,615, list of stock required. Mr. Thomas, J.S., 4/6/59. Specification herewith.—
J.H.T., 7/6/69.

E No. 14.

The Commissioner for Railways to P. N. Russell & Co.

Department of Public Works,
Railway Branch,
Sydney, 15 June, 1869.

Gentlemen,

With reference to my letter of 20th May last, accepting your tender for rolling stock, I have now the honor to enclose you a list of the rolling stock for which your contract will be prepared, the whole to be completed within twelve months from date of acceptance of tender. I have also to add that should you not possess the necessary legal authority for Mr. P. N. Russell to enter into the bond as security, it will be necessary for you to submit another name for approval.

I have further to add that the necessary instructions have been forwarded to the Crown Solicitor, to prepare the usual bond and contract without delay.

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

E No. 15.

LIST OF ROLLING STOCK—CONTRACT FOR ONE YEAR.

100 D trucks.
30 B do.
10 A do.
8 covered goods vans.
10 cattle wagons.
6 passenger brakes (4 wheels).
4 do. (6 wheels).
10 horse boxes.
10 carriage trucks.

Examined.—R.M., 15/8/69.

E No. 16.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 17 June, 1869.

Sir,

We acknowledge receipt of your communication of the 15th instant, enclosing a list of the railway rolling stock required for the next twelve months.

As regards security, we believe Mr. P. N. Russell's power of attorney is quite sufficient to bind him; but if it should be found defective, or otherwise unsatisfactory, we will submit another name as you desire.

We are, &c.,
P. N. RUSSELL & CO.

Seen.—J.S., 18/6/67.

E No. 17.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 23 June, 1869.

Sir,

Before making remittances to England to meet payments on account of our order forwarded by last mail for wheels and axles for railway rolling stock, we write to ask if the Government will agree to advance to our agent in London, Mr. P. N. Russell, payments from time to time as shipments of the said wheels and axles are made, to the extent of invoice cost, on condition that the shipping documents are placed in the hands of the Government Agent, and, if necessary, that the goods be hypothecated to the Government, and also on the understanding that we insure and hand him the policies?

If you can let us have an early answer we shall be obliged.

We have, &c.,
P. N. RUSSELL & CO.

Mr. Thomas, for report.—J.S., 23/6/69.

This is a matter which I think should be referred to the Treasury.—J.H.T., 24/6/69.

Refer to Treasury accordingly.—J.S., 24/6/69.

Under Secretary for Public Works, 25/6/69. Under Secretary, Finance and Trade.—J.R. Submitted, 28/6/69.—I.J.

The Secretary for Public Works will please ascertain and inform me what amount the Contractors will require to be paid to them if their request should be acceded to.—S.S., 2/7/69.

Under Secretary for Public Works.—J.T., for U.S. P.W., see minute of Finance Minister on face of application, 3/7. Railways, for report, B.C., 5/7/69.—J.R. 69/2,583. Wrote, 6/7/69.—R.M. Treasury, 14 July, 1869.

E No. 18.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 9 July, 1869.

Sir,

In answer to your letter of the 6th instant, in which you request me to state the amount which is likely to be required by us in London, on account of the wheels, axles, &c., to be imported for the railway rolling stock to be manufactured by us, we have gone carefully into an estimate, and we find it would not exceed £8,000—say eight thousand pounds—for the present order.

We have, &c.,
P. N. RUSSELL & CO.

Under Secretary, Public Works, 12/7/69. Under Secretary, Finance and Trade, B.C., 13/7/69.—J.R.

This amount may be advanced to Messrs. P. N. Russell & Co., to the extent of 90 per cent. on the invoice cost of the goods, exclusive of charges.

Every precaution should be taken by Captain Mayne to protect the Government, the bill of lading being handed over to him in terms of Messrs. P. N. Russell's letter of 23rd June, 1869, copy of which to be sent to him. Credit to be opened in favor of Captain Mayne for the amount, viz., £8,000. Policy of insurance to be handed over to agent in England.—S.S., 14/7/69.

Accountant to note and return, 14/7/69.—H.L. Letter of credit for £8,000 to Captain Mayne, 14/7/69.—J.H.R. Noted.—G.L., 15/7/69.

For the information of the Under Secretary for Public Works, who will kindly return the papers, B.C., The Treasury, 16/7/69.—H.L.

P.W., 17/9/69, Railways, for information, &c., &c., B.C., 17/7/69.—J.R. To be returned.

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E No. 19.

P. N. Russell & Co. to The Engineer for Existing Lines of Railways.

Sydney, 7 July, 1869.

Dear Sir,

Will you be good enough to send word to the Traffic Manager to have No. 15 break van brought up to the station to enable us to take particulars of it; also the other vehicles, as we may require them, of which we will give him notice?

Yours, &c.,
P. N. RUSSELL & Co.

Ask Mr. Whitton which is the best model for this purpose.—J.S., 9/7/69.

As these matters are under the charge of Mr. Thomas I don't know what description of break-van Messrs. Russell & Co. have contracted to build.—J.W., 16/7/69.

Commissioner, 16/7/69.

I think the most useful vans for goods trains are those of the same class as No. 15, with cast-iron in floor; and for passenger trains, the same class, without the cast-iron on floor. The small vans will answer for the short trains.—J.W., 22/7/69.

Commissioner, 22/7/69.

Mr. Carlisle—do what is necessary. Mr. Thomas will point them out to contractors as suggested by Mr. Whitton.—J.S., 23/7/69.

Mr. Thomas will perhaps see Mr. Carlisle on this matter.—J.S., per R.M., 23/7/69. J.H.T., 24/7/69.

E No. 20.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 30 September, 1869.

Sir,

I have the honor to forward herewith Messrs. Russell & Co's. agreement and bond for the manufacture of rolling stock.

The bond you will notice purports to have been executed by Mr. Peter Nicol Russell, by his attorney, John Russell; the power of attorney, enabling Mr. John Russell to act on behalf of Mr. Peter N. Russell, has been, I am informed by Mr. John Russell, mislaid, and was therefore not produced at the time of the execution of the bond; on previous occasions the power was produced to me, and I am informed by Mr. John Russell that upon becoming aware that it could not be found, he at once wrote to Mr. Peter N. Russell for another power of attorney, which he expects to receive at an early date; under these circumstances you will probably consider that objection need not be taken to the manner in which the bond has been executed on behalf of Mr. P. N. Russell.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Received, 6/10/69. Bond, &c., placed in iron safe.

As the Crown Solicitor is aware of the existence of this power of attorney, I approve of the course pursued—J.S., 8/10/69.

E No. 21.

A.

CONTRACTS FOR PUBLIC WORKS.

Department of Public Works,
Sydney, 2 January, 1868.

It is hereby notified, for general information, that in all cases where tenders are sent in for works under this department, the following conditions will have to be strictly complied with, otherwise the tenders will not be taken into consideration:—

1st. Each tender must state the time within which it is proposed to complete the work.

2nd. At the foot of every tender there must be a memorandum, signed by the party tendering, and two responsible persons as sureties, agreeing to be answerable for the due performance of the contract, in the event of the tender being accepted, and undertaking, in that event, that they will severally execute and deliver a bond to Her Majesty, in a penal sum of one-tenth of the gross amount of the contract, for securing such performance.

It is to be understood that the Government does not bind itself to accept the lowest or any tender.

JAMES BYRNES.

Department of Public Works,
Railway Branch,
Sydney, 5 October, 1868.

TENDERS will be received at this office until Tuesday, the 17th day of November next, at noon, from persons willing to contract for making, at a schedule of prices, the whole of the rolling stock (inclusive or exclusive of locomotive engines) which may be required on the Government Railways for a period of five years, from 1st January, 1869.

Plans, specifications, and form of tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines, Sydney Station.

Tenders to be endorsed "Tenders for Rolling Stock."

JAMES BYRNES,
Commissioner for Railways.

The above is the copy advertisement marked "A," referred to in the annexed articles of agreement, dated the 25th day of September, A.D. 1869.

J. RICHARDSON.
JOHN RUSSELL.
GEORGE RUSSELL.
G. A. MURRAY.
P. N. RUSSELL,
(By his Attorney,—JOHN RUSSELL.)

Witness to the signature of John Richardson,—J. J. LEE.

Witness to the signatures of John Russell, Geo. Russell, Geo. Alexander Murray, and Peter Nichol Russell,—W. S. HART.

C.
The Commissioner for Railways to P. N. Russell & Co.

Department of Public Works,
Railway Branch,
Sydney, 20 May, 1869.

Gentlemen,

I have the honor to inform you that your tender for the supply of rolling stock for the Government Railways is accepted only for the whole of the articles enumerated therein (except the locomotives) that may be required for one year certain, and also all such as may be required during a further period of four years, if sanctioned by Parliament.

An order for the number required will be furnished without delay.

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

This is the copy letter marked "C," referred to in the annexed articles of agreement, dated the 25th day of September, A.D. 1869.

J. RICHARDSON.
JOHN RUSSELL.
GEORGE RUSSELL.
G. A. MURRAY.
P. N. RUSSELL,
(By his Attorney,—JOHN RUSSELL.)

Witness to the signature of John Richardson,—J. J. LEE.

Witness to the signatures of John Russell, George Russell, George Alexander Murray, and Peter Nichol Russell,—W. S. HART.

LIST OF ROLLING STOCK.—CONTRACT FOR ONE YEAR.

100 D trucks.
30 B trucks.
10 A trucks.
8 covered goods vans.
10 cattle wagons.
6 passenger breaks—4 wheels.
4 passenger breaks—6 wheels.
10 horse boxes.
10 carriage trucks.

Examined.—R.M., 15/6/67.

B.
Tender for Rolling Stock.

17 November, 1868.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from the 1st January, 1869, at the following Schedule.

P. N. RUSSELL & CO.,
442, George-street.

J.S., 17/11/68., J.R., J.W., P.B.W., J.H.T., J.B., W.W.R.

SCHEDULE above referred to.

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Sydney Station.			Price for each, delivered at Newcastle Station.		
	G.S., W., and R.R.	G.N.R.		£	s.	d.	£	s.	d.
Locomotive Engines— Class of Engine, Nos. 1, 2, 3, 4 ...	4	.....	To be constructed in precisely the same manner as the imported engines.	3,385	0	0	3,485	0	0
Do. No. 5 .....	.....	.....	Do. do.	2,850	0	0	2,950	0	0
Do. Nos. 6 and 7 .....	.....	.....	Do. do.	3,225	0	0	3,325	0	0
Do. Nos. 8, 12, 9, & 13 .....	.....	.....	Do. do.						
Do. Nos. 14, 15, 16 ...	3	.....	Do. do.	3,400	0	0	3,500	0	0
Do. Nos. 17 & 22	6	6	Do. do.						
Do. Nos. 23 to 28	4	.....	With certain modifications, the same as those imported.	3,200	0	0	3,400	0	0
No. Nos. 29 to 31	2	.....	Do. do.	1,650	0	0	1,720	0	0
Engines specially constructed for working Western Line.	10	.....	To be constructed in accordance with plans and specification to be supplied.	2,850	0	0	.....	.....	.....
Carriages— Saloon, with first-class compartment at each end, 8 wheels, 35 ft. long, as imported for Western Line.	.....	.....	The general arrangement of these carriages to be the same as those imported, the best Colonial timber for the purpose being used.	1,025	0	0	1,055	0	0
Composite do. do. ....	.....	.....	Do. do.	925	0	0	955	0	0
Second-class 8-wheeled carriage, 35 ft. long, with central compartment for break, &c.	.....	.....	Do. do.	770	0	0	800	0	0
Coupe carriages .....	.....	.....	Do. do.	500	0	0	520	0	0
First-class carriages, 18 ft. long, 7 ft. 4 in. wide, and 6 ft. 4 in. high, divided into (3) three compartments, fitted with spring seats, &c.	25	.....	Do. do.	490	0	0	510	0	0
Composite carriages	10	5	To be constructed on the model of the one manufactured by Messrs. P. N. Russell & Co.	470	0	0	490	0	0
Second-class do., enclosed	20	5	General arrangement same as No. 1...	335	0	0	355	0	0
Do. do., open	20	10	Do. No. 25...	300	0	0	320	0	0

This is the tender marked "B," referred to in the annexed articles of agreement, dated the 25th day of September, A.D. 1869.

JOHN RUSSELL.
 GEORGE RUSSELL.
 J. RICHARDSON.
 P. N. RUSSELL.
 (By his Attorney,—JOHN RUSSELL.)
 G. A. MURRAY.

Witness to the signature of John Richardson,—J. J. LEE.

Witness to the signatures of John Russell, George Russell, George Alexander Murray, Peter Nichol Russell,—W. S. HART.

Description.	Probable number that will be required during the next five years.		Remarks.	Price for each, delivered at Sydney Station.			Price for each, delivered at Newcastle Station.		
	G.S., W., and R.R.	G.N.R.		£	s.	d.	£	s.	d.
Horse boxes	40	10	General arrangements to be the same as No. 10.	245	0	0	252	10	0
Carriage trucks	40	5	Do. do.	150	0	0	158	0	0
Passenger 4-wheeled break vans.	10	2	Do. do.	315	0	0	330	0	0
Do. 6-wheeled	2	4	General arrangements same as No. 15, built by Messrs. Vale & Lacy.	450	0	0	470	0	0
Sheep vans	50	.....	General arrangements same as No. 2	152	0	0	157	0	0
Cattle wagons	100	20	Do.	148	0	0	153	0	0
Covered goods vans	50	.....	Do.	152	0	0	157	0	0
Meat vans .....	.....	.....	Do.	190	0	0	196	0	0
A wagons	40	20	Do.	112	0	0	115	0	0
B do.	200	.....	Do.	116	0	0	119	0	0
D do.	300	60	Do.	115	0	0	118	0	0
Powder vans	15	.....	Do.	160	0	0	168	0	0

NOTE.—A price must be given for every description of rolling stock (inclusive or exclusive of engines) in this Schedule, as although it is anticipated that no more than the quantity stated will be wanted, yet the requirements of the traffic may perhaps compel us to have some made.

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of for securing such performance.

P. N. RUSSELL,
 No. 1, New-London-street, London.
 THE HON. JOHN RICHARDSON,
 Macleay-street.

D.

Government Railways, New South Wales—Existing Lines Branch.
(Specification for 1st and 2nd class radial Carriages for Western Extension.)

1st Class.

THESE are to be saloon carriages, with first class compartments at each end, to have wrought iron under-frames running on eight wheels, the end pairs working in radial axle-boxes, same as No. 18 second class, and not with the bar, as in the imported cars of this class. The length to be 35 ft., width 7 ft. 9 in., and height, 7 ft.

They are to be fitted with spring seats and backs, covered with Morocco leather.

The panelling and painting is to be performed as specified for the other first-class carriages.

In all other respects they are to be the same as the imported carriages.

Composite.

These are to be divided into three compartments, the centre being fitted up as first-class, and the two ends as second class. To have wrought iron under-frames, running on eight wheels, the end pairs working in radial axle-boxes, the same as No. 18 second class.

The length to be 35 ft., width 7 ft. 9 in., in height 7 ft.

The painting and panelling to be executed in the same manner as specified for the other first class carriages.

In all other respects they are to be the same as the imported carriages.

2nd Class.

The second class are to be divided into five compartments, that in the centre being used as a break and luggage van.

They are to have wrought iron under-frames, running on eight wheels, the end pairs working in radial axle-boxes, as in No. 18 of the same class.

Panelling and painting as specified for other second class carriages.

In all other respects they are to be the same as the imported carriages.

J. H. THOMAS,
Engineer.

This is the specification marked "D," referred to in the annexed articles of agreement, dated the 28th day of September, A.D. 1869.

JOHN RUSSELL.
GEORGE RUSSELL.
G. A. MURRAY.
J. RICHARDSON.
P. N. RUSSELL,
(By his Attorney—JOHN RUSSELL.)

Witness to the signature of John Richardson,—J. J. LEE.

Witness to the signatures of John Russell, George Russell, George Alex. Murray, and Peter Nichol Russell,—W. S. HART.

Government Railways, New South Wales.—Existing Lines Branch.
(Specifications of First Class Carriages).

General arrangements to be the same as No. —, now on the Great Southern and Western Railways.

The first class carriages are to be 18 ft. long, 7 ft. 4 in. wide, and 6 ft. 4 in. high, divided into three compartments, fitted with spring seats, and in all other respects the same as that specified for the composite carriages.

The panels must be of well-seasoned cedar, or other approved timber, no nails or wood screws being used in their fixture, but they are to be grooved in to the bottom, sides, rails, and pillars, with canvas glued on to them previous to fixing, and, when fixed, to receive a second lining of canvas and glue, then painted with two coats of oil colour.

Cloth, lace, and trimmings for the interior to be of the best quality.

Inside fittings to be of well-seasoned cedar, and receive three coats of varnish.

All the glass in the windows to be of the best plate, and not less than $\frac{1}{4}$ -inch thick.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.
(Specification of Composite Carriages.)

THE carriages required under this specification are known as "Composite Carriages," the general arrangement being the same as No. 17, built by Messrs. P. N. Russell, and are to consist of three compartments, the centre being a first-class saloon, and the ends second-class compartments with single row of seats.

The first class or saloon compartments to be 12 ft. 6 in., and the second class compartments 3 ft. 9 in. each, making the extreme length of the body 20 ft. out to out; the extreme width to be 7 ft. 9 in. over elbow, with turn under of $2\frac{1}{2}$ inches on each side, making width of bottom 7 ft. 4 in.; the height from under part of bottom side to roof to be 6 ft. 3 in., exclusive of the outer roof, with a rise in centre of 5 in., making the total height in clear inside, 6 ft. 4 in.

The whole of the framing of body and carriage to be of blue-gum or other approved timber, inside partitions Baltic deal, panels and inside fittings of cedar, and inside and outside roof to be of the best Baltic deals, and the floor boards the best Baltic deals in two thicknesses of $\frac{3}{4}$ in. each, laid diagonally.

The first class quarter lights and the doors to be provided with sliding Venetian blinds inside and glass

glass frames outside, the latter being fitted with balance weight and spring arrangements; the glazing to windows and doors throughout to be of the best British plate not less than $\frac{1}{4}$ in. thick.

The inside to be fitted up with seats all round 2 ft. deep, having elbow partitions at each end; the seats and backs to be spring-stuffed in the best manner, lined and canvassed, and covered with superfine cloth of an approved colour; the side elbows and rests to be covered with Morocco of same colour as seats, and properly finished and trimmed; the whole of the stuffing to be the best steel springs and curled horsehair. Silk cord hat-lines to be fixed over seats, and nets carried by brass brackets extending the width of the compartments at each end. The whole of the body above the backs and inside roof to be lined with fancy oil-cloth of pattern to be approved, and the floor covered with floor-cloth and carpets.

The second class compartments to be provided with cushions and backs stuffed with best horsehair and covered with American leather-cloth. The sashes of the doors to have the balance weight and spring arrangements same as centre compartment, but not Venetian blinds.

The extreme length of under carriage to be 19 ft. 11 in., and extreme width 6 ft. 10 in. outside dimensions; the sides to be 11 ft. x 4 ft., beaded top and bottom. Two bearers framed in the sides 11 in. x $3\frac{1}{2}$ in., 4 ft. 4 in. apart in centre of sides, and secured by a $\frac{5}{8}$ -in. strap-bolt at each end, 9 ft. long and $2\frac{1}{4}$ in. x $\frac{1}{2}$ in.; the strap fixed with two $\frac{1}{2}$ -in. bolts through the bearers and along through $\frac{5}{8}$ -in. bolt; at each bar on the top side two bearers $9\frac{1}{2}$ in. x 3 in. framed into carriage sides and secured in same manner as those in centre, 22 in. from inside of head-stock, which is to be 11 in. x 4 in., framed on the sides, and secured with two corner-plates inside at each corner, $\frac{5}{8}$ -in. thick, bolted to carriage sides and diagonals; the head-stock on outside to be secured to carriage sides with $\frac{3}{8}$ -in. corner plates, 14 in. on side, and head-stock by 11 in. deep. Two spring bearers, 6 in. x 3 in., let into the centre of middle bearers and supported by an iron plate at each end, 2 in. x $\frac{5}{8}$ -in., fixed to the middle bearers, with two $\frac{5}{8}$ in. bolts to each. Two iron plates on top, 2 in. x $\frac{1}{4}$ -in., for buffer springs to slide on, and two plates above buffer springs, 2 in. x $\frac{1}{2}$ -in., with lugs at ends bolted to the bearers. Four diagonals, 11 x 3, framed into the head-stocks, and middle bearers let into the narrow bearers, and fixed with $\frac{1}{2}$ -in. bolts through them, and secured to the head-stocks with the inside corner-plates mentioned above. Two longitudinal pieces, 4 x 3, framed into the head-stock and middle bearers, and lapped into the narrow bearers, fixed with a five-inch $\frac{5}{8}$ nut-headed screw through the lap, secured at the head-stock with a T plate, $2\frac{1}{2}$ x $\frac{3}{8}$, fixed with three $\frac{3}{8}$ -in. coach screws, and to the middle teams with iron plate, $2\frac{1}{2}$ by $\frac{3}{8}$; 1 ft. 10 in. along the bearers secured with $4\frac{1}{2}$ bolts, and 5 in. along the longitudines and diagonals secured with four $\frac{1}{2}$ bolts.

The draw rods are to be $1\frac{1}{2}$ round iron, to pass through the head-stocks, where a strong hook is attached to receive the coupling screw. Couplings to be provided for each end.

The buffer rods are to be made with solid W. I. discs, with Kauri facings, and to work through cast iron blocks at each end of the under carriage-frame, and in the framing, through best gun-metal sockets, bolted to the bearers and carriage sides. The rods are to be turned and squared, and the bushes bored and squared to fit them.

The buffer springs to be of 18 plates, 3 by $\frac{1}{16}$, and a back plate of $\frac{3}{8}$, with solid forged ends, and a compass of 15 inches.

The bearing springs are to be made of the best quality of spring steel, each spring 5 ft. 6 in. long from centre to centre of tension bars when weighted. To have 9 plates spear-pointed, 3 by $\frac{1}{16}$, and a short plate, which is to be $\frac{3}{8}$. The buffer and bearing springs to be of Turton's, Cammell's, or Brown's make. The tension bar to be of the best scrap iron, 3 by $\frac{1}{16}$, solid eyes and links.

The scroll irons to be of form shown in No. 17, of best scrap iron, made with solid eyes, and to be bolted up to the sole bars in the usual way.

The wheels are to be 3 ft. 6 in. diameter on running surface; 8 double spokes (Losh's pattern) of wrought iron, 3 by $\frac{5}{8}$ at run and 3 by $\frac{3}{4}$ at nave, formed in segments, welded together with glut pieces at the rim, and turned on the circumference to receive the tires. Rim to be $3\frac{3}{8}$ by $\frac{1}{8}$. The nave to be of wrought iron, 8 in. diameter, 7 in. through, to be bored out to fit the axle. Tires to be 5 in. broad, bored and turned to 2 in. thick at the thread, and properly shrunk on the wheel. They are to be fastened to the wheel by 4 taper rivets. Each wheel is to be balanced separately on its axle.

The axles to be 4 in. diameter in middle for space of 2 ft. 6 in., and tapering to $4\frac{3}{4}$ at back of nave, and through nave $4\frac{1}{2}$; the journals to be 3 in. diameter and 8 in. long, and 6 ft. 5 in. from centre to centre (turnplate to be supplied); the wheels to be forced on the axle by hydraulic pressure, and secured each by one steel key. The wheels and axles are to be Bowling's "Lowmoor" or "Taylor's" (Leeds) make.

The axle-boxes to be as shown, and the bearings to be of Stirling's patent metal, or best gun-metal; the grooves of the guides in axle-box and the joint between the two halves to be planed.

The axle-guards to be $\frac{3}{8}$ thick, to be properly fitted and bolted to the inside of sole bars exactly square and at right angles to the frame, with washer plates on outside; the surface against which the axle-box works to be made perfectly true; the ends of each guard are to be bound by a short strap, and connected together by a $1\frac{1}{8}$ rod, and to be properly fitted and bolted together.

An additional external roof to be provided with the proper hoop-sticks and to be attached to the inner roof with ornamental cast-iron brackets to project 6 inches at sides and 3 inches at ends, and to have bearers underneath at intervals, and both roofs to be covered with prepared canvas.

One roof lamp, of the best construction, to be placed in centre of saloon, and one at each partition, so as to throw light into second class compartments, and also into saloon.

The general dimensions of framing are as follows:—

		Body.			
		in.	in.	in.	in.
Bottom sides	...	$8\frac{1}{2}$	x 3	Cant rails	... 3 x 3
End bars	...	7	x 3	Side framing rails	... $2\frac{1}{2}$ x $2\frac{1}{4}$
Partition do.	...	6	x 3	Bottom light rails	... $3\frac{1}{2}$ x $2\frac{3}{4}$
Doorway do.	...	6	x $1\frac{1}{2}$	Light uprights	... $3\frac{1}{4}$ x 2
Corner pillars	...	$3\frac{1}{2}$	x 3	Cornices	... 2 x 2
Standing do.	...	$3\frac{1}{2}$	x $2\frac{3}{4}$	Hoop-sticks	... $2\frac{1}{2}$ x 2
Partitions do.	...	$2\frac{3}{4}$	x 2	Door pillars	... $3\frac{1}{2}$ x $2\frac{1}{4}$
End battens and rails	...	$2\frac{1}{2}$	x 2	Front seat rails	... 6 x $2\frac{1}{4}$
End compass rails in centre	...	$7\frac{1}{4}$	x 2	Back do. do.	... 3 x 2

Under-frame.

Under-frame.

	in.	in.		in.	in.
Soles	11	x	4	Cradles for buffer springs	6 x 3
Head-stocks	11	x	4	Stepboards	8 x 1½
Middle bearers	11	x	3½	Do. ledges	3 x 1½
Front do.	9½	x	3	Centre buffer back piece	10 x 3
Diagonals	11	x	3	Buffer spring stop blocks	3½ x 2½
Longitudinals	4	x	3		

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification of open and enclosed Second class Carriage.)

THESE carriages are to have four compartments, the partition in centre extending to roof, and the other two partitions to height of top of door, as shown in No. 25 second class carriage, now on Southern and Western Lines, with double row of seats in each compartment.

The extreme length of body to be 20 ft. out to out, extreme width at elbows, 7 ft. 9 in. straight on sides, height from underpart of bottom sides to be 6 ft. 3 in. with a rise in centre of roof of 5 in., making total height in clear inside, 6 ft. 4 in. There is to be no outer roof.

The whole of the under and upper frame-work to be of blue-gum, or other approved timber, roof of Baltic deal, partition, lining boards, panels, &c., to be of cedar, sound and free from defects. The floor to be of the best Baltic deals, in two thicknesses of ¾ inch, each laid diagonally.

The seats are to be slightly raised in front, the edges round, and to have ½-inch bent boarding at the lower part of the back.

The under-frame, wheels, axles, springs, buffing apparatus, and coupling, to be in all respects similar to the composite carriages.

The dimensions of framing to be as follows:—

Body.

	in.	in.		in.	in.
Bottom sides	10½	x	3	Partition pillars	2¼ x 2¼
End bars	7	x	3	Cant rails	3 x 3
Partition do.	6	x	3	Hoop sticks	2½ x 2
Intermediate do.	6	x	1½	Centre do. (in centre)	7¼ x 2½
Bottom longitudinals	6	x	1½	End compass rails do.	7¼ x 2½
Corner pillars	3	x	3	End battens and rails	2½ x 2
Standing do.	3	x	3	Door pillars	3 x 2¼
Top light do.	2¼	x	1½	Top partition rails	4 x 2
Light uprights	2¼	x	1½	Cornices	2 x 2
Short standing pillars	3	x	3		

Under-frames.

	in.	in.		in.	in.
Soles	11	x	4	Cradles for buffer springs	6 x 3
Head-stocks	11	x	4	Step boards	8 x 1½
Middle bearers	11	x	3½	Do. ledges	3 x 1½
Front do.	9½	x	3	Centre buffer back piece	10 x 3
Diagonals	11	x	3	Buffer spring top blocks	3½ x 2½
Longitudinals	4	x	3		

There is to be a roof lamp of best construction provided, to be placed in centre of carriage.

The handles, hinges, and other mountings to be of brass; the patterns to be submitted to the Engineer for Existing Lines.

Enclosed Second Class.

The enclosed second class will be in every respect the same, with the exception that all the standing, intermediate, and door pillars are to be continued to the roof, and the doors to be fitted with sliding window-frames, glazed with the best plate glass not less than ¼-inch thick, two intermediate quarters on each side to be fitted with sliding Venetian blinds, the whole being in general arrangement the same as No. 15.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for Horse-boxes.)

To consist of one compartment, having two divisions, and a dog-box at each end.

The whole of the framing of under carriage and body to be of the best blue-gum; bottom, roof, and inside board of best Baltic deals; roof and outside board of pitch pine; and the panels of dog-box doors of blue-gum.

The outside length of upper portion of body, including head-stalls, to be 10 ft. 3 in.; lower portion, 8 ft. 10½ in.; the height from top of under carriage to under side of roof-boards in centre, 7 ft. 6 in.; and the extreme width 7 ft. 9 in.

The extreme length of under carriage to be 14 ft. 6 in., and the extreme width 6 ft. 10 in.

The

The general dimensions of under and upper framing, &c., are as follows :—

	in.	in.		in.	in.
Carriage sides	11	x 4	Breast-piece for manger ...	6	x 1½
Head-stocks	11	x 4	Hoopsticks	2½	x 2
Middle bearers	12½	x 3½	End compass rails	7	x 3 in centre
Diagonals	11	x 3	Do. do.	7	x 2½ do.
Longitudinals	4	x 3	Top sockets for stall posts ...	3	x 1½
Cradles	6	x 3	1 floor bearer	6	x 2
Bottom sides... ..	5	x 3	Dog-box, bottom side	5	x 2
Corner pillars	4½	x 4	Do. end bars	5	x 2
Cant rails	3½	x 3	Do. corner pillars	3	x 3
2 pillars	3½	x 3	Do. cross rails	3¼	x 1½
2 do.	4	x 3	Do. upright battens	3	x 1½
2 do.	3½	x 2½	Do. shutting pillars	2½	x 1¾
Cross rails	3	x 3	Do. side uprights	2½	x 1
End uprights	3½	x 3	Do. intermediate side rails ...	2½	x 2
Stall posts	3	x 3	Do. top rails	2¾	x 1½
Flap pieces	3½	x 1	Do. roof batten rails	4¾	x 1½
Do. uprights	3¼	x 1½	Do. 8 door pieces	5¼	x 1¼
2 short rails for ends	4½	x 3½	Do. 8 do.	8½	x 1¼
2 do. do.	3½	x 3½	Cornices	2	x 2

The body to be provided with stall flaps, fitted to carry three horses, and the dog-boxes at each end extending the width of under carriage.

The roof of horse-box and dog-boxes to be covered with prepared canvas.

The interior to be properly stuffed with horsehair and covered with best ox-hides, in the usual manner, to protect the horses, and the fittings similar to those used on the Great Southern and Western Railways.

The under-framing springs, axles, wheels, and buffing apparatus, &c., to be in all respects similar to the carriage trucks.

Each horse-box to have a lever break, as with D trucks.

The general arrangement to be the same as No. 10 on the Southern and Western Lines.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for Carriage Trucks.)

To consist of one open compartment, extreme length 14 ft. 6 in., and extreme width 7 ft. 9 in., and height from under bottom side to top of side-rail 17 in., including cap-plate.

The whole of the under and upper framing to be of the best blue-gum, and the floor-boards best Baltic deals.

The extreme length of under-carriage to be 14 ft. 6 in., and extreme width 6 ft. 10 in.

The general dimensions of under and upper framing as follows :—

	in.	in.		in.	in.
2 soles	11	x 4	2 top side rails	3	x 3
2 head-stocks	12½	x 4	4 corner pillars	4	x 3
2 middle bearers	11	x 3½	6 side pillars	4	x 3
4 diagonals	11	x 3	3 floor-bearers	6	x 2
2 longitudinals	4	x 3	1 centre buffer, back piece ...	10	x 3
2 cradles	6	x 3	4 buffer springs stop blocks ...	3½	x 2½
2 false-bottom sides	6	x 3	2 sliding bars	2½	x 2½

The draw-rods to be 1½ in. round iron to pass through the head-stocks, where a strong hook is attached to receive the screw-coupling; one screw coupling to be provided to each truck.

The buffer-rods are to be made with solid wrought-iron discs with Kauri facings, and to work through cast-iron blocks at each end of the under carriage-frame, and through best gun-metal sockets bolted to the bearers and carriage sides; the rods are to be turned and squared and the bushes bored and squared to fit them.

The buffer springs to be of 18 plates, 3 in. x ⅞ in., and a back-plate of ⅝ in. with solid forged ends and a compass of 15 in.; the bearing spring to be 4 ft. long from centre to centre of tension bars when weighted, to have 7 plates spear-pointed 3 in. x ⅞ in., and a short one ⅝ in., the buffer and bearing springs to be of "Turton's," "Cammell's," or "Brown's" make, the tension bar to be 3 in. x ⅞ in.

The wheels are to be 3 ft. 6 in. diameter on running surface, 8 double spokes (Losh's pattern) of wrought-iron 3 in. x ⅝ in. at rim, and 3 in. x ¾ in. nave, the rim to be 3⅝ in. x ⅞ in., the nave to be of wrought-iron 8 in. diameter, 7 in. through, to be bored out and to fit the axle; tires to be 5 in. broad, bored and turned to 2 in. thick at the thread, and properly shrunk on the wheel, and fastened to it by 4 taper rivets.

The axles to be 4 in. diameter in middle for space of 2 ft. 6 in., and tapering to 4¾ in. at back of nave, and through nave 4½ in.; the journals to be 3 in. diameter, and 8 in. long, and 6 ft. 5 in. centre to centre; wheels to be forced on by hydraulic pressure and secured by one steel key; the wheels and axles are to be of Lowmoor or Taylor's (Leeds) make.

The axle-box bearings to be of Sterling's patent metal, or best gun-metal, the grooves of the guides of axle-boxes and the joint between the two halves to be planed; the lower half of the axle-boxes to be made so that Bricogne's method of lubrication can be applied to them.

The

The axle-guards to be $\frac{3}{4}$ in. thick, to be properly fitted and bolted to the inside of sole bars exactly square, and at right angles to the frame, with washer plates on outside, the surface in contact to be made perfectly true, the ends of the guard bound by a strap as shown.

Two sliding bars, with the necessary straps of leather, buckles, &c., to secure carriages, to be provided to each truck.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for Passengers' Luggage and Break Van.)

THESE vans are to consist of two compartments; the extreme length to be 18 ft.; the width of the luggage compartment 7 ft. 4 in. out to out, and clear height inside in centre 6 ft. 3 in., and width of the front or break compartment 7 ft. 9 in., with a clear height inside of 1 ft. 6 in. above the luggage compartment; the roof of both front and after part to rise 5 in.

The under-frame wheels, axles, buffers, and draw gear, ironwork, &c., will be the same as described for composite carriages, except that the length of the under-carriage will be 17 ft. 11 in., and that the wheels will be placed 10 ft. apart, centre to centre; all other dimensions remaining the same.

The framing, pillars, and rails to be of blue-gum or other approved timber, and panels to be of the best Baltic deal; the inside boarding, partition, and door of Baltic deal; and the floor-boards of Baltic deal, in two thicknesses of $\frac{3}{4}$ in. each, laid diagonally, with blue-gum battens properly screwed down at intervals of 15 in.

The dimensions of the framing to be as follows, measured full when finished:—

				<i>Body.</i>							
				in.	in.						
Bottom sides	8	x	3	Front compass rails in centre	...	7 $\frac{1}{2}$	x	2 $\frac{3}{4}$
Bottom bars	6	x	3	Partition do. do.	...	7 $\frac{1}{2}$	x	2
Intermediate do.	6	x	1 $\frac{3}{4}$	Door pillars	...	2 $\frac{1}{2}$	x	2 $\frac{1}{4}$
Corner pillars	3	x	3	Do. do.	...	2 $\frac{3}{4}$	x	2 $\frac{1}{2}$
Do. do.	4	x	3	Luggage door rails	...	3	x	2
Standing pillars	2 $\frac{1}{2}$	x	2 $\frac{1}{2}$	Do. do.	...	3	x	2 $\frac{1}{4}$
Intermediate do.	2 $\frac{1}{4}$	x	2 $\frac{3}{4}$	Do. do.	...	2 $\frac{1}{2}$	x	2
End battens	3	x	2	Do. do.	...	4	x	2 $\frac{1}{2}$
Do. rails	3	x	2	Guard's door rails	...	3	x	2
Do. centre rail	2 $\frac{1}{2}$	x	2 $\frac{1}{4}$	Do. do.	...	3	x	1 $\frac{1}{4}$
Side rail	2 $\frac{1}{2}$	x	2	Cornices	...	2	x	2
Fence do.	3	x	2 $\frac{1}{4}$	Dog-box, framing all	...	1 $\frac{1}{2}$	thick	
Hoop-sticks	2 $\frac{1}{2}$	x	2 $\frac{1}{4}$	Top dog-box rail	...	3	x	1 $\frac{1}{2}$
Cant rails	3 $\frac{1}{2}$	x	2 $\frac{1}{2}$	Bottom do.	...	3	x	2 $\frac{1}{2}$
End compass rails in centre	7 $\frac{1}{2}$	x	2 $\frac{1}{2}$					
<i>Under-frame.</i>											
Soles	11	x	4	Longitudinals	...	4	x	3
Head-stocks	11	x	4	Step boards	...	8	x	1 $\frac{1}{2}$
Middle-bearers	11	x	3 $\frac{1}{2}$	Do. ledges	...	3	x	1 $\frac{1}{4}$
Front do.	7	x	3	Centre buffer back-piece	...	10	x	3
Cradles	6	x	3	Buffer spring stop blocks	...	3 $\frac{1}{2}$	x	2 $\frac{1}{2}$
Diagonals	11	x	3					

The interior of the van to have a double door-way communicating from the guard's compartment to the luggage part. Side-doors of guard's compartment to have a sliding glass frame.

A roof lamp to be provided and fixed in the centre of luggage compartment.

Two strong shelves to be fixed at end of luggage compartment, 1 $\frac{1}{2}$ inch thick, with supporting brackets and ledge in front; and stout hooks for letter-bags, &c., one on each side, to be fixed, and also a letter-rack. A lock-up box, fixed to flooring, to form a step for getting to break; and a seat is also to be fitted in guard's compartment, so placed that he can see over and on one side of the train when sitting.

The windows at top of guard's compartment are to be fixed; the ventilation, as in No. 7, is to be carefully attended to, and is to be continued along part of the end of the van for the side of dog-box, and properly protected on the inside.

A powerful and efficient break apparatus of the best construction, as in No. 7, is to be fixed, having a wheel lever, and so arranged as to be under the most perfect control of the guard.

The roof is not to be double; but the inside is to be set up and lined with $\frac{1}{2}$ -inch boarding, and spaces left in the hoop-sticks for ventilation.

The luggage doors are to slide outside on a projecting iron-bar, the glazing in same to be fixed, the quality of the glass being British plate.

The mountings are to be of brass, lacquered patterns, to be submitted for approval; the projecting rail round the van to be of wrought iron.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for Passenger, Luggage, and Break Vans.)

General arrangement to be the same as No. 15.

THESE vans are to consist of two compartments, the extreme length to be 18ft. 1in., the width of the luggage compartment 7ft. 4in. out to out, and clear height inside in centre 6ft. 3in., and width of the front or break compartment 7 ft. 9 $\frac{1}{2}$ in., with a clear height inside of 1 ft. 6 in. above the luggage compartment; the roof of both front and after parts to rise 5 inches.

The

The dimensions of the framing to be as follows—measured full when finished.

		<i>Body.</i>					
		in.	in.			in.	in.
Bottom sides...	...	8	x 3	Front compass rails in centre ...	...	7½	x 2¼
Do. bars ...	...	8	x 3	Partition do. do. ...	...	7½	x 2
Intermediate do. ...	...	8	x 3	Door pillars ...	...	3	x 2¼
Corner pillars ...	...	3½	x 3½	Do. do. ...	...	3	x 2½
Do. do. ...	...	5¼	x 3	Luggage door rails ...	...	3	x 2¼
Standing pillars ...	...	3	x 3	Do. do. ...	...	3	x 2¼
Intermediate do. ...	...	3	x 2½	Do. do. ...	...	3	x 1¾
End battens ...	...	3	x 2	Do. do. ...	...	3	x 2¼
Do. rails ...	...	3	x 2	Guard's door rails ...	...	3	x 3
Do. centre rails ...	...	3	x 2	Do. do. ...	...	3	x 2½
Side rails ...	...	3	x 2½	Cornices ...	...	2	x 2
Fence do. ...	...	3	x 2½	Dog-box, framing all ...	...	1½	thick
Hoop sticks ...	...	2½	x 2¼	Top dog-box rail ...	...	4½	wide
Cant rails ...	...	3½	x 2½	Bottom do. ...	...	4½	do.
End compass rails in centre...	...	7½	x 2½				

		<i>Under-frame.</i>					
Soles ...	...	11	x 4½	Longitudinals ...	...	4	x 4
Head-stocks ...	...	11	x 4½	Step-boards ...	...	8	x 1½
Middle bearers ...	...	11	x 4	Do. ledges ...	...	3	x 1¼
Front do. ...	...	7	x 4	Centre buffer, back piece ...	...	10	x 3
Cradles ...	...	6	x 3½	Buffer spring stop block ...	...	3½	x 2½
Diagonals ...	...	11	x 4				

The whole of the framing to be of the best description of blue-gum, well seasoned, and put together with the best white lead.

Roof boards to be of the best Baltic deal 7 in. x 1 in., grooved to receive an inch iron tongue, and put together with white lead. Roof boards to be secured with 2¼ in. screws to roof sticks, side rails, and ends.

Top of roof to be covered with No. 1 best navy canvas secured to the top with hardwood battens across the roof, and on the sides and ends by cornice screwed on as shown in drawing. Roof to have two coats of paint previous to being covered with canvas, and three coats of white lead and oil afterwards. Sides and ends to be panelled with the best Baltic deal 1 in. thick, and not more than 5 in. wide, grooved to receive an inch iron tongue, and put together with white lead.

The interior of van to have two doors on hinges, each 13 in. clear of opening, communicating from the guard's compartment to the luggage part.

A hole, 8½ in. x 4¼ in., to be cut in centre of roof of luggage compartment, with wrought iron cover for lamp.

The breakwork to be constructed as shown on No. 15 van of the same class.

The glass windows at the top of the guard's compartment, and the glass hood over break-wheel, shown in drawing, are to be fixtures. The luggage doors are to be run on brass pulleys outside, on a projecting iron bar 2 in. x ½ in., as shown in drawing, the glass windows in which are to be fixed.

The whole of the glass used to be of the best British plate.

Two strong shelves to be fixed at the sides of luggage compartment 14 in. wide by 1½ in. thick, with supporting brackets and ledge in front; also stout hooks for letter bags, &c., one to be fixed on each side. A lock-up box to be fixed to the flooring to form a step for getting to a seat which will have to be fixed and placed so that the guard can see over the train when sitting. Two cast-iron sand-boxes 16 in. x 12 in., x 14 in. deep, one fixed at each end, inside the van.

The door handles and hinges are to be of brass—pattern to be submitted for approval. The projecting hand-rail to be of wrought iron, and fixed as in No. 15. Two lamp-irons to be fixed with bolts on corner pillars of guard's compartment, and one on each end for tail lamp, as shown.

The flooring of body to consist of ten cast-iron plates, as shown, the bottom sides and bars of body to be rebated 1½ in. wide by 1¾ in. deep, to receive the plates, which are 2¾ in. thick, with flanges to fit into the rebates, to be bedded in rebates, and on the top of framing with the best roofing felt and white lead, and screwed down with No. 20 2¼ in. screws.

The under-frame to be of blue-gum, well seasoned, and perfectly sound, and square on all edges; the extreme length to be 18 ft., and width 6ft. 10 in., the sides and ends to be beaded top and bottom.

The wheels to be placed 5 ft. 6 in. apart, 11 ft. over all from centre to centre of axles. Two spring bearers or cradles, 6 in. x 3½ in., to be let into centre of middle bearers, and supported by an iron plate 2 in. x ⅝ in. at each end, fixed to middle bearers with two ⅝ bolts to each. Two iron plates 2 in. x ⅝ in. on top, for buffer springs to slide on, and two plates 3 in. x ½ in. above buffer springs, with lugs at ends, bolted to bearers; four diagonals 11 in. x 4 in., framed into the head-stocks and middle bearers, let into the narrow bearers, and fixed with ½ in. bolts through them, and secured to head-stocks with inside corner plates, as shown in drawing. Two longitudinal pieces, framed into the head-stocks and middle bearers, and lapped into the narrow bearers, fixed with a 5⅝ in. nut headed screw through the lap, and secured at the head-stock with a T plate 2½ in. x ⅝ in. fixed with three ½-in. nut-headed coach screws, and to the middle bearers with an iron plate 2½ in. x ⅝ in. 1 foot 10 in. along the bearers, secured with ⅝-in. bolts, and 5 inches along the longitudinals and diagonals, also secured with ⅝-in. bolts.

The draw-rod to be of 1⅝ in. round iron, to pass through the head-stocks, where a strong hook is attached to receive couplings. Two side chains also are required, which, with the draw-rod, must be of the best iron. The buffer-rods with solid wrought iron disc, with Kauri facings, two to be convex and two flat, with ¼ wrought-iron plate, as in No. 15. Buffer-rods to work through cast-iron blocks at each end, and across bars of carriage frame, are to be turned in the round parts, and squared to fit bushes through bearers, with cast-iron shoes for buffer springs.

The scroll irons to be of the form in No. 15, made of BBH or other iron of equal quality, with solid eyes, and to be bolted up to the sole bars—one end let ¼ into under-frame as shown in drawing.

The axle-boxes to be as in No. 15 and the bearings to be of the best gun-metal; the grooves in the sides of axle-boxes and the joints between the halves to be planed and jointed with leather. The axle guards to be $\frac{3}{4}$ inch thick, to be properly fitted and bolted to the inside of sole bars, exactly square and at right angles with frame, with washer plates on outside; the surface against which the axle-box works to be made perfectly true; the end of each guard to be bound with a short strap, and connected together by $1\frac{1}{4}$ inch rod as shown, and to be properly bolted together.

The wheels, axles, springs, and all other materials not herein specified, must be the same as in pattern van No. 15.

Dimensions of
iron-work.

Plates on buffer heads, $\frac{1}{2}$ in. thick, 14 in. diameter.

Disc 13 in. x $\frac{1}{2}$ in. at edge, and $1\frac{1}{2}$ in. at root.

Rods—

Round part, 2 ft. 6 in. long by $2\frac{1}{2}$ in. diameter.

Square do., 6 ft. 4 in. do. do. $1\frac{1}{2}$ in. diameter.

Cast iron shoe, as per drawing.

Draw bar, &c.—

Draw bar rod, 2 in. square, for 12 in. from hook remainder, $1\frac{5}{8}$ in. round iron.

Do. do. plate $6\frac{3}{8}$ in. x 1 in. thick at hook.

$4\frac{1}{2}$ in. x $\frac{1}{2}$ do. do. side.

18 in. long.

13 in. from centre to centre of eye bolts.

Side chains—

Side chain, 5 links of $\frac{7}{8}$ in. iron.

Eye bolt collar, 3 in. x $\frac{1}{4}$ in.

Eye, 1 in. thick.

Do. $2\frac{1}{2}$ in. from collar to centre of eye.

Eye bolt, $5\frac{1}{2}$ in. x 1 in. between collar and nut.

Do. do. washer, 4 in. x 4 in. x $\frac{1}{4}$ in.

Tie rods for under-frame, all $\frac{3}{4}$ in. diameter.

Nut bolts through spring bearers and plates, above springs $\frac{5}{8}$ in. diameter.

Bolts—

All bolts in under-frame not otherwise specified, $\frac{3}{4}$ in. diameter.

Corner plates—

3 in. x 1 in. and $\frac{3}{4}$ in. at ends, and 11 in. from angle, secured with $\frac{3}{4}$ in. nut bolts.

Outside corner plates of body, 6 in. each way, x $\frac{3}{8}$ in. thick.

Handrails, all $\frac{5}{8}$ in. diameter.

Break-work—

Bracket for carrying break hangers, $2\frac{1}{2}$ in. x 2. $3\frac{1}{2}$ over collar, and $1\frac{1}{8}$ in. bolt.

Pins for break hangers, $1\frac{1}{4}$ in. diameter.

Hangers, 3 in. x 1 in.

Eyes of do., $2\frac{1}{2}$ in. diameter.

Tie rods for do., $\frac{3}{4}$ in. do.

Break block bolts, 4 in. x $\frac{5}{8}$ in. with nuts let into B block.

Break connecting rod, $2\frac{1}{2}$ x $\frac{1}{2}$ and 1 through eye.

Ditto shaft, 3 in. diameter.

Nut lever of do. $2\frac{3}{8}$ in. x by $1\frac{1}{2}$ x $5\frac{1}{2}$ over eye.

Nut. 3 in. diameter.

Break rod and screw.

2 in. under wheel, $1\frac{1}{2}$ in. in middle.

2 in. diameter of screw.

3 threads to the inch.

Screw, 16 in. long.

Hanging brackets, 3 x 1 x $4\frac{1}{2}$ over boss, and 3 in. through.

Do. levers, 1 in. thick.

Pillar bolts, $\frac{3}{4}$ diameter.

Break wheel and gearing wheels, to be the same as in No. 15.

Scroll irons—

3 in. wide, 1 in. thick, tapering to $\frac{3}{4}$ at ends.

Links, $2\frac{1}{4}$ in. x $\frac{3}{4}$ and $3\frac{1}{4}$ between centres of holes.

Pins for do., $\frac{3}{8}$ diameter.

Axle box bolts, $\frac{1}{2}$ in. square.

Horn plate, 3 in. x $3\frac{1}{4}$ in.

Washer plate, $2\frac{3}{4}$ in. x $\frac{1}{2}$ in.

Horn plate connecting rod—

Flat part, $1\frac{3}{4}$ in. x $\frac{3}{4}$ in.

Round do., $1\frac{1}{4}$ in. diameter.

Secured to horn plate by $\frac{5}{8}$ in. bolts.

Step hangers—

Round part, $1\frac{1}{4}$ in. diameter.

Flat do., 2 in. wide.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for Sheep-wagons.)

To consist of four compartments, the extreme length being 18 ft., the extreme width 7 ft. 11 in., and the height from top of floor to underside of roof-boards at centre 6 ft. 4 in.

The under-framing wheels, axles, &c., to be in all respects the same as the cattle-wagons on the Southern and Western Railways.

The separate compartments to be 3 ft. 1 in. clear height in centre, and to have sliding doors 4 ft. wide framed as shown, and the sides to be strengthened with diagonals 4 x 4 properly tenoned into frame and fitted in with $\frac{3}{4}$ iron rods; the middle partition to be framed with diagonals 3 x 3.

The upper floor to be supported by joists 5 x $2\frac{1}{2}$ tapered at sides, and the flooring-boards of lower and upper compartment to be of Baltic deals $1\frac{1}{2}$ thick, grooved and tongued, and with Kauri battens screwed down to them.

The roof to have the ventilator running along the whole length, as in No. 2.

In all respects, as to scantlings, corner-posts, &c., the dimensions to be the same as the cattle-wagons in use on the existing lines.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for Cattle-wagons.)

To consist of one compartment; the extreme length being 18 ft., the extreme breadth 7 ft. 11 in., and the height from top of floor to underside of roof boards at centre 6 ft. 8 in.

The

The whole of the under and upper framing to be of best blue-gum, and the boarding best Baltic deals or pitch-pine.

One flap, hung on hinges, to be provided on each side of wagon, 4 ft. wide and 3 ft. 6 in. high, the top rail ranging with side rails when closed; the boarding in flaps to be of Kauri pine $1\frac{1}{4}$ thick, with blue-gum battens firmly screwed on the inside of each flap, $\frac{3}{4}$ round rods to be fixed in lower part as shown, and 1-in. rods round the upper part.

The roof to be covered with prepared canvas.

The extreme length of under-frame to be 18 ft., and extreme width 6 ft. 10 in.

The general dimensions of framing to be as follow:—

	in.	in.		in.	in.
2 soles	11	x 4	2 compass end rails	7	x 3
2 head-stocks	12 $\frac{1}{2}$	x 4	(rounded to 3 $\frac{1}{2}$ at ends)		
2 middle beams	11	x 4	7 hoop-sticks	2 $\frac{1}{2}$	x 2
2 front beams	9	x 3 $\frac{1}{2}$	12 ventilator side rails	3	x 3 $\frac{1}{4}$
2 cradles	6	x 3	6 side braces	3 $\frac{1}{2}$	x 2 $\frac{1}{4}$
4 diagonals	11	x 3	10 door boards	7 $\frac{1}{2}$	x 1 $\frac{1}{4}$
2 longitudinals	4	x 3	4 end ventilator end rails	3	x 3 $\frac{1}{4}$
2 false sides	4	x 4	4 do. intermediate do.	4	x 2 $\frac{1}{4}$
4 corner pillars	4	x 4	4 do. uprights	4	x 2 $\frac{1}{4}$
6 side pillars	4	x 3 $\frac{1}{4}$	1 centre buffer spring piece	10 $\frac{1}{4}$	x 3 $\frac{1}{4}$
6 side rails	4	x 3 $\frac{1}{4}$	4 buffer spring top blocks	3 $\frac{3}{4}$	x 2 $\frac{3}{4}$
2 cant rails	4	x 2 $\frac{1}{2}$	4 buffer backs	11	x 2 $\frac{1}{4}$
4 door rails	4	x 3 $\frac{1}{4}$	10 pedestals	4	x 3 $\frac{1}{4}$
4 door pillars	4	x 3 $\frac{1}{4}$	floor		2
4 door braces	3 $\frac{1}{2}$	x 2			

The draw-rods are to be 1 $\frac{1}{8}$ round iron, to pass through the head-stocks, where a strong hook is attached to receive the coupling. Coupling links to be provided at each end, and safety chains.

The buffer and buffer springs to be same as specified for D trucks.

Wheels, axles, and axle-boxes to be the same as specified for D trucks.

The axle-guards to be $\frac{3}{4}$ in. thick, properly fitted and bolted to inside of sole bars, perfectly true and square, and the parts in contact with axle-box to be planed.

The flooring to be laid (across the frame) $\frac{1}{4}$ in. apart, the sides of planks bevelled inward, and throated underneath for drainage, and to have stout Kauri battens screwed down at intervals of 15 in.

In all other respects not herein specified, it must be the same as No. 20 on the Southern and Western Lines.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification of Covered Goods-vans and Powder-vans.)

The general arrangement of these vans to be the same as No. 15 van, at present on the Southern and Western Lines. General arrangement.

The frame to be 15 ft. long, and 7 ft. 6 in. wide over all. Frames.

Each sole to be in one piece, 14 in. by 4 in., framed into the head-stocks with two 1 $\frac{1}{2}$ in. tenons, and further secured by two knees at each corner of the sole, head-stock, and diagonal braces, and by 10 $\frac{3}{4}$ in. bolts in each, independent of the buffer-bolts.

The nuts to screw on to washer-plates outside the head-stock, and soles 2 in. broad by $\frac{1}{2}$ in. thick.

The head-stocks to be 7 ft. 6 in. long by 12 $\frac{1}{2}$ in. deep, by 4 in. thick, and to be framed level with the bottom side of sole.

The two transverse-bearers to be 11 in. by 4 in., and to be framed into the sole with two 1 $\frac{1}{2}$ in. tenons at each end, and housed $\frac{1}{4}$ in. into the sole; four $\frac{3}{4}$ in. bolts to pass through the soles across the frames with nuts at each end, and washer-plate 2 $\frac{1}{2}$ in. square by $\frac{1}{4}$ in. thick.

The four diagonal braces to be 11 in. by 3 in., framed fair with the upper side of the cross bearers and soles, and tenoned into the head-stock and transverse-bearer with two 1 $\frac{1}{2}$ in. tenons on each, housed into each $\frac{1}{4}$ of an inch, and further secured by a knee 4 $\frac{1}{2}$ in. deep by $\frac{3}{4}$ in. thick, in the root, and with eight $\frac{3}{4}$ in. bolts, independent of the two tie bolts.

The centre of this knee is to be placed in the centre line of draw-bar, so that a hole 1 $\frac{1}{2}$ in. diameter must be punched in the knee to allow the draw-bar to pass through it.

Two $\frac{3}{4}$ in. bolts screwed at each end, and with washers, 2 $\frac{1}{4}$ in. square and $\frac{1}{4}$ in. thick, draw the two transverse-bearers on to the tenons of the two inside longitudinal short bearers, and two $\frac{3}{4}$ in. bolts at each end of the frame, screwed at one end, and with the nut and washer on the transverse cross bearer, bring the whole frame well together.

Two short longitudinal bearers, 9 in. by 3 $\frac{1}{2}$ in., are to be tenoned into the two transverse-bearers, and also housed at $\frac{1}{4}$ in. in each end.

To be bolted with $\frac{3}{4}$ in. bolts against the inside of sole, and to be 8 ft. 6 in. from centre to centre; Horn plates. the nuts to be placed on the outside, and screwed up securely against washer-plates, as shown in No. 15.

Great care must be taken that these plates are correctly fixed vertically, by transverse and longitudinal measurement. They must be of form shown in No. 15, and planed on the inside, where they pass over axle-boxes.

Cases and rams of cast-iron, and fitted with vulcanized India-rubber springs, 8 $\frac{1}{2}$ in. long and 5 in. diameter, having a 2 in. hole through the centre. Buffers.

The cases must be bored, and the rams turned to fit them well; and great care must be taken that the ram will touch the end of the casing before the compression is wholly taken off the spring. The cases are packed off from the frames with pieces of Kauri pine, 1 in. thick.

The

The buffer-facings must be of good and well-seasoned Kauri pine, free from knots and shakes, neatly turned, and securely bolted to the rams, care being taken that the bolt-heads fit well, and do not project at all beyond the buffer-facing.

By means of the pin at the back end of the casing, $\frac{1}{2}$ an in. of compression must be put upon the spring before the buffer is put in its place. It will be seen that the centre bolt is square under the head, and passes through the ram in a square hole to prevent its turning round.

Draw-bar.

To be made of the best cable-iron, and with a vulcanized India-rubber spring, 6 in. diameter and 8 in. long, with a 3 in. hole through it, to work in a cast-iron cylinder.

Wheels.

There are to be four 3 ft. diameter on the tread, wrought-iron wheels, which must be turned and bored for the reception of the tire and axle, to the exact diameter and gauge.

Tires.

To be of the best Lowmoor manufacture, 5 in. wide and 2 in. thick on the thin edge, turned and bored to gauge.

Great care must be taken that the tires are shrunk securely on the wheels, and that no undue strain is put on either.

The diameter of the tire after it is bored, and before it is heated for expanding, must be precisely that of the wheel; it must be riveted to the rim of the wheel with four $\frac{7}{8}$ in. rivets coned into the tire, and with the head of the rivet on the inside of the rim of the wheel.

Axles.

To have journals $3\frac{1}{4}$ in. diameter by $7\frac{1}{2}$ in. long; diameter of wheel seating, $4\frac{1}{2}$ in.; length of do., $8\frac{3}{8}$ in.; diameter behind wheel, 5 in.; diameter in middle of axle, 4 in.; length between centres of journal, 6 ft. $3\frac{3}{4}$ in.; length between bosses of wheel, 4 ft. 3 in.; total length of axle, 7 ft.; nose of journal to be 4 in. diameter, and $\frac{5}{8}$ in. wide.

Axle-boxes.

To be made in halves, and fitted with gun-metal steps.

Care must be taken that the steps are fitted and bedded securely in the box, and that they be bored so that they bear on the journal on the top only, for a space equal to one-third of the circumference of the journal. The cores for the grooves for the horn-plates must be carefully fixed in the mould, so that they be out of winding, and perfectly opposite to each other.

Springs.

To be of the best spring steel, and tested before put in by being twice weighted, until the whole camber has been taken off, and the spring found to resume its original form. Length between centres, when unweighted, to be 2 ft. $8\frac{1}{2}$ in., with holes in the ends 1 in. diameter, to be perfectly true, and at right angles to the spring.

Each spring is to be formed of ten plates of steel, nine being 3 in. by $\frac{3}{8}$ ths of an in., and one 3 in. by $\frac{1}{2}$ an in.; compass, 7 in. from top of eyes to top of back-plate.

Break.

Each van is to be fitted with a break, as in the D trucks.

Spring hangers.

Are to be of wrought-iron, 3 in. wide and $\frac{3}{4}$ in. thick; they are to be blocked off from the bottom of the soles with cast-iron blocks, 3 in. wide, and secured to it by three $\frac{5}{8}$ in. bolts.

Great care must be taken that they are securely and correctly fixed, and out of winding in every direction.

Coupling and Safety chains.

To be as in D trucks.

Pillars.

To be of well-seasoned blue-gum.

Door pillars to be 4 in. by $3\frac{1}{4}$ in., rebated to receive the side plates; centre pillars, 4 in. by 3 in.; corner pillars, 4 in. by 4 in., rebated to receive side and end plates of iron.

Side-door pillars to be 4 in. by $2\frac{1}{4}$ in.; end pillars, $4\frac{1}{2}$ in. by 4 in., tenoned into head-stock and top end rail; and to have a plate of iron, $2\frac{1}{2}$ in. by $\frac{3}{8}$ in., bolted to them.

Plates for corner pillars to be $2\frac{1}{2}$ in. by $\frac{1}{2}$ in., and each arm 14 in. long, secured by four $\frac{5}{8}$ in. bolts in each plate.

Iron knees, 2 in. by $\frac{3}{4}$ in., are also to be fitted at the foot of doorway pillars, each arm being 9 in. long, secured to pillar and bottom side by four $\frac{5}{8}$ bolts.

Inside of doorway pillars and bottom side to have screwed on a plate $3\frac{1}{4}$ in. by $\frac{1}{4}$ in.

There are to be distance pieces, 3 in. by 3 in., between the feet of the side pillars; the tops to be tenoned into top rail with $\frac{5}{8}$ in. tenons.

The corner and doorway pillars are mortised into the head-stocks.

Sides, ends, and roof of body.

To be of galvanized sheet-iron, No. 12 wire gauge, 5 ft. 3 in. high above the level of the top of the floor; and the ends rounded, so as to give a clear height in the middle of the van, underneath the covering plate of the roof, of 5 ft. 9 in.

The sheet-iron, forming the sides to be screwed to the pillars, the top rail, and bottom side, with screws No. 18— $1\frac{3}{4}$ in. long, $3\frac{1}{4}$ in. between centres. Care must be taken that these and all other sheets composing the body, are perfectly straightened before they are fixed in their places; and that whenever they bed upon and are screwed to the framing or pillars, that strips of canvas, well covered with white lead underneath, and that when screwed up they are a sound, tight, and good job.

Two roof-sticks of well seasoned English ash, 3 in. by $2\frac{1}{4}$ in., two ditto, $2\frac{1}{2}$ in. by $2\frac{1}{4}$ in.; two short roof-sticks, $2\frac{1}{2}$ in. by $2\frac{1}{4}$ in.

Longitudinal pieces on centre of roof, $4\frac{1}{2}$ in. by 3 in., to be lapped into end rail; bottom sides 5 in. by 4 in. rebated $\frac{1}{2}$ in. into the sole to stand up the thickness of bottom boards above the under-frame, and bolted to the sole with eight $\frac{5}{8}$ in. bolts on each side.

Top rails, $4\frac{1}{2}$ in. by $3\frac{1}{4}$ in., rebated to receive the iron plates, and bevelled to compass of roof.

There is to be a space of $\frac{1}{2}$ an in. between the sheets on the roof, and they are to be screwed to the roof-sticks by wood-screws, No. 20, $1\frac{1}{2}$ in. long, $3\frac{1}{4}$ in. between centres. The space of $\frac{1}{2}$ in. is to be covered by a piece of hoop iron, 2 in. wide, 16 wire gauge, screwed down on canvas and white lead with wood screws, No. 20, $1\frac{1}{2}$ in. long, 3 in. between centres.

Doors.

There must be two doors, each 3 ft. 1 in. wide, on each side of the van, as in No. 15, moving in slides on two rollers, let into bottom of doors; the bottom slide is to be a bar of $2\frac{1}{2}$ in. iron upon the bottom, secured with wood screws, No. 20, $1\frac{1}{2}$ in. long, not more than 6 in. apart.

The frame of each door is to be of blue gum, $4\frac{1}{2}$ in. by $2\frac{1}{4}$ in., chamfered on the inside edges, and rebated on the outside of the bottom side, to secure the bar on which it slides, which must be 2 in. wide and $\frac{3}{8}$ in. thick.

Great care must be taken that all these parts are made and fixed perfectly true, and with the necessary play, so that they may move easily backward and forward.

The bar for securing the door to be $\frac{7}{8}$ in. diameter, and to be fastened as in No. 15.

To

To be the same width in the clear as the doors, but open on one side only, so that on the other side the roof runs the entire length of the body, and forms a stay for the ends; the slide to be framed as in No. 15, of well-seasoned wood, covered with sheet iron, No. 12 wire gauge, which is secured to the frame by wood screws, No. 20, $1\frac{1}{2}$ in. long, $3\frac{1}{4}$ in. between centres. Strips of iron, $1\frac{1}{4}$ in. by $\frac{3}{8}$ in., must be screwed to the sides of the door by wood screws, No. 20, $1\frac{1}{2}$ in. long, and not more than 6 in. between centres on which it slides; other strips, $2\frac{3}{4}$ in. by $\frac{3}{8}$ in., must be screwed on the sides of the two centre roof-sticks, with wood screws, No. 20, $1\frac{1}{2}$ in. long, and not more than 6 in. between centres, on which the roof slide moves. Roof slides.

A strip of wood is to be laid upon the outside of the roof, bedded in canvas and white lead, and screwed to the sheet iron by wood screws, No. 20, $1\frac{1}{2}$ in. long, to serve as a guide, and on the top of which a strip of hoop iron, $3\frac{1}{2}$ in. wide, 14 wire gauge, is screwed with wood screws, No. 20, $1\frac{1}{4}$ inch long.

This sliding door must be well and truly put together, to insure its perfect working.

Handles are to be fixed on the top slide and on the door.

To be of the best blue-gum, well seasoned, and free from all defects, 2 in. thick, and about 7 in. wide, laid longitudinally, and each plank well secured on the head-stocks, cross bearers, and diagonal braces, with $3\frac{1}{2}$ in. wrought iron rose-headed nails. Floor-boards.

Powder-vans.

The powder-vans are to be the same as the covered or C vans, with the exception that they are to be without sliding roof doors; and in all other respects like No. 1 powder-van on the Great Southern and Western Railways.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for Meat-van.)

THESE vans are to be 17 ft. long, 8 ft. wide, and 6 ft. 10 in. high; and the same, in general arrangement, as No. 7 Meat-van on the Southern and Western Lines.

The under-framing, wheels, axles, buffers, springs, &c., to be the same as specified for D trucks.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for A Trucks.)

THE under-frame (15 feet long and 7 ft. 6 in. wide), wheels, axles, buffers, and all iron-work, to be the same as specified for D trucks.

Height of body outside to be 11 in., and inside, above flooring, $6\frac{5}{8}$ in.

Round the top edge of body is to be fixed a plate of iron 2 in. by $\frac{3}{8}$ in., secured by wooden screws, and six $\frac{1}{2}$ -in. bolts on the sides, and four do. at each end.

The top sides to be of Kauri pine, $6\frac{5}{8} \times 3$, bevelled on the inside to $2\frac{1}{4}$ in. on the upper edge. The corners to be strengthened with a $\frac{1}{4}$ -in wrought iron plate, 12 in. long on sides and ends, and $10\frac{5}{8}$ in. deep, bolted to bottom side, head-stock, top side, and end boards, with ten $\frac{1}{2}$ -in. bolts in each corner plate.

In centre of each truck is to be fixed transversely a bolster of blue gum, 10×5 ; the ends to be shod for a length of 12 in. with a $\frac{1}{2}$ -in. iron plate, lapped 3 in. over the sides, each being secured by six wood screws on the top and two $\frac{5}{8}$ -in. bolts through the sides. These plates are to have $1\frac{3}{4}$ -in. square holes to receive the pins. The pins are to be of wrought iron, 2 ft. long, $1\frac{3}{4}$ in. square, with a shoulder 3 in.; they enter the bolster 6 in., and have fastenings with eye-bolt and $\frac{1}{4}$ -in chain.

The bolster is to be secured to under-frame by two $\frac{5}{8}$ -in. bolts, 2 ft. long, and two $\frac{5}{8}$ -in. bolts, 15 in. long, at ends, through bolster and bottom side of bottom.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for B Trucks.)

The under-framing, 15 ft. long and 7 ft. 6 in. wide, to be the same as specified for D trucks.

The height from floor to top of sides 3 ft., and ends to be 3 ft. 4 in. in centre.

The general dimensions of body framing:—

	in.	in.		in.	in.
4 corner pillars	$4\frac{1}{2}$	$4\frac{1}{2}$		8 side diagonals	$3\frac{1}{2} \times 3\frac{1}{4}$
4 doorway do... ..	$4\frac{1}{2}$	$4\frac{1}{2}$		2 end rails	$4\frac{1}{2} \times 4\frac{1}{2}$
8 side rails	$4\frac{1}{2}$	$4\frac{1}{2}$		2 do. $4\frac{1}{2}$ thick	ends $4\frac{1}{2} \times 8\frac{1}{2}$ in centre.
	8 end battens				$3 \times 3\frac{1}{4}$.

Two side flaps, each constructed of four 7 in. x $2\frac{1}{2}$ in., and one 8 in. x $2\frac{1}{2}$ in. planks.

The whole of the framing to be of the best blue-gum, and the flaps and ends of Kauri pine, planed, grooved, and tongued, with 1 in. x $\frac{1}{8}$ -in. iron tongues.

The corner pillars are to be framed into head-stocks with two $1\frac{1}{2}$ in. tenons.

The wheels and axles, buffers, and all other ironwork, to be the same as specified for D trucks.

The trucks are to be constructed in every respect (where not specified to the contrary) the same as B truck No. 30.

J. H. THOMAS,
Engineer.

Government

Government Railways, New South Wales.—Existing Lines Branch.

(Specification of D Trucks.)

General arrangement. Frames.	<p>THE general arrangement to be as in truck No. 240, on the Southern, Western, and Richmond Railways.</p> <p>The frame to be 15 ft. long, and 7 ft. 6 in. wide over all, and 6 ft. 1 in. inside soles.</p> <p>Each sole to be in one piece, 11 in. x 4 in., framed into the head-stocks with two $1\frac{1}{2}$ in. tenons, and further secured by two knees at each corner of the sole, head-stock, and diagonal braces, and by five $\frac{5}{8}$ in. bolts in each, independent of the buffer bolts.</p> <p>The head-stock to be 7 ft. 6 in. long, $12\frac{1}{2}$ in. deep by 4 in. thick, and to be level to the bottom side of the sole.</p> <p>Two transverse-bearers 11 in. x 4 in., and two do. 6 in. x 4 in., to be framed into the sole with two $1\frac{1}{2}$ in. tenons at each end, and housed $\frac{1}{4}$ in. into the sole.</p> <p>Four $\frac{3}{4}$ in. bolts to pass through the soles across the frame, with nuts and washer-plates at each end.</p> <p>The four diagonal braces to be 11 in. x $\frac{3}{4}$ in. framed fair with the upper side of the cross-bearers and soles, and tenoned into the head-stock and transverse-bearer with two $1\frac{1}{2}$ in. tenons on each, housed into each $\frac{1}{4}$ of an inch, and further secured by a 3 in. x $\frac{1}{2}$ in. plate, 26 in. long on transverse bar, and 14 in. long on each diagonal bar, bolted by $\frac{5}{8}$ in. bolts, 12 in. long.</p> <p>Two longitudinal bearers 11 in. x 4 in., and two do. 4 in. x 3 in. are tenoned into the two transverse-bearers, and also housed in $\frac{1}{4}$ in. at each end.</p>
Horn-plates.	<p>To be bolted with $\frac{3}{4}$ in. bolts against the inside of sole, and to be 8 ft. 6 in. from centre to centre of each.</p> <p>The nuts to be placed on the outside, and screwed up securely against washer-plates, as shown in truck No. 240.</p> <p>Great care must be taken that these plates are correctly fixed vertically, and by transverse and longitudinal measurement.</p> <p>The horn-plate must be 3 in. x $\frac{3}{4}$ in. iron, and wings to do. $2\frac{1}{2}$ in. x $\frac{3}{4}$ in. They must be the same form as No. 240, and planed on the inside where they pass over the axle-boxes.</p>
Buffers.	<p>Cases and rams of cast-iron, and fitted with vulcanized Indian-rubber springs 5 in. diameter and $8\frac{1}{2}$ in. long, with a 2 in. hole through the centre.</p> <p>The cases must be bored and the rams turned to fit them well, and great care must be taken that the ram will touch the end of the casing before the compression is wholly taken off the spring.</p> <p>The cases are to be packed off from the end frames with pieces of Kauri pine 1 in. thick.</p> <p>The buffer facings must be of good and well-seasoned Kauri pine, free from knots and shakes, neatly turned and securely and carefully bolted to the rams—care being taken that the bolt-heads fit well, and do not project at all beyond the buffer facing.</p> <p>By means of the pin at the back end of the casing $\frac{1}{2}$ an in. of compression must be put upon the spring before the buffer is put into its place.</p> <p>It will be seen that the centre bolt is square hole under the head, and passes through the ram in a square to prevent its turning round.</p>
Draw-bar.	To be made of the best cable iron, with an India-rubber spring 6 in. diameter, 8 in. long, and a 3 in. sole through the centre—the spring working in a cast-iron cylinder to pattern provided.
Wheels.	There are to be four wrought-iron wheels to each truck, of the same pattern as those imported by the Commissioner from Lloyd, Foster, & Co., &c., and to be 3 ft. in diameter on the tread.
Tires.	<p>They must be turned and bored for the reception of the tire and axle to the exact diameter.</p> <p>To be of best Lowmoor manufacture, 5 in. wide, and 2 in. thick on the thin edge—turned and bored to gauge.</p> <p>Great care must be taken that the tires are shrunk securely upon the wheels, and that no undue strain is put on either; the diameter of the tire, after it is bored and before it is heated for expanding, must be precisely that of the wheel. It is to be riveted to the rim of the wheel with four $\frac{7}{8}$ in. rivets coned into the tire, and with the head of the rivet on the inside of the rim of the wheel.</p>
Axles.	To have journals $3\frac{1}{4}$ in. diameter by $7\frac{1}{2}$ in. long; diameter of wheel seating, $4\frac{1}{2}$ in.; length of ditto, $8\frac{3}{8}$ in.; diameter behind wheel, 5 in.; diameter in middle of axle, 4 in.; length between centres of journals, 6 ft. $3\frac{1}{4}$ in.; length between bosses of wheels, 4 ft. 3 in.
Axle-boxes.	<p>Total length of axle, 7 ft. Nose of journal to be 4 in. diameter, and $\frac{5}{8}$ in. wide.</p> <p>To be made in halves, and fitted with gun-metal steps.</p> <p>Care must be taken that the steps are fitted and bedded securely in the box, and that they be bored so that they bear on the journal on the top only for a space equal to one-third of the circumference of the journal.</p> <p>The cores for the grooves for the horn-plates must be carefully fixed in the mould, so that they be out of winding, and perfectly opposite to each other.</p>
Springs.	<p>To be made of the best spring steel, and tested before put in by being twice weighted until the whole camber has been taken off and the spring found to resume its original form.</p> <p>Length between centres, when unweighted, to be 2 ft. $8\frac{1}{2}$ in., with holes in the ends 1 in. in diameter.</p> <p>To be perfectly true, and at right angles to the spring.</p> <p>There are to be ten plates in each spring, nine being 3 in. by $\frac{3}{8}$ of an in., and one 3 in. by $\frac{1}{2}$ in.</p> <p>Compass, 7 in. from top of eyes to top of back plate.</p> <p>The centres of the springs must correspond with the centres of the journals over which they are placed, and be secured to the axle-boxes by (4) four $\frac{1}{2}$ in. bolts and nuts, and two spring plates.</p>
Break.	Each truck is to have a break fitted of the form and dimensions of that on No. 240.
Spring hangers.	<p>The spring hangers are to be made of wrought-iron, 3 in. wide and $\frac{3}{4}$ in. thick. They are blocked off from the bottom of the soles by cast-iron blocks 3 in. wide, and secured to it by three $\frac{5}{8}$ in. bolts.</p> <p>Great care must be taken that these are securely and correctly fixed, and out of winding in every direction.</p>
Coupling and safety chains. End standards.	<p>To be made of the dimensions of those in No. 240, and of the very best cable iron.</p> <p>The end standards are to be 4 in. by $3\frac{1}{2}$ in.</p>
Sides and end planking.	To be of the best clean Kauri pine; the ends and side-flaps are each to be constructed of two 7 in. by $2\frac{1}{2}$ in. planks, and one 8 in. by $2\frac{1}{2}$ in.

The

The depths of the side above the level of the floor is $22\frac{1}{2}$ in.

Four $\frac{1}{2}$ in. bolts to pass directly down through the whole depth of the ends and flaps, with cup-heads on the top of the sides, and nuts underneath.

Wrought-iron knees, $2\frac{1}{2}$ in. by 1 in. the full depth of end, and 14 in. into the sole bar.

A band of iron, $2\frac{1}{4}$ in. wide by $\frac{3}{8}$ in. thick, to be secured with wood screws, No. 18, $1\frac{1}{2}$ in. long, and not more than 18 in. apart, to run round the top of truck.

To be of the best well-seasoned blue-gum, free from all defects, $2\frac{1}{2}$ in. thick and 7 in. wide, laid Floor-boards. longitudinally, and each plank well secured on the head-stocks, cross-bearers, and diagonal braces, with $3\frac{1}{2}$ in. wrought-iron rose-headed nails.

Wherever bolts are used the washers underneath the nuts must not be less than $2\frac{1}{4}$ in. square by Bolts and washers. $\frac{1}{4}$ in. thick.

The whole of the work must be of the very best quality and finish in every respect. Quality of work

Every part must be framed perfectly square and true in every direction, and all the tenons must fit well into the mortises, and be bedded in with white lead; and all the holes for bolts must be bored slightly less in diameter than the bolt itself, that the whole may be solid and firm when fixed together.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for the Painting of Rolling Stock.)

Locomotive Engines.

Paint, in two coats of red lead, the inside of boiler and water-tank.

Previous to new lagging being fixed, the whole exterior of the boiler is to receive two coats of red lead.

The lagging to have two coats of lead colour; and under-side of iron lagging sheets, two coats of red lead.

After the lagging is fixed, the whole of the exterior of engine and tender to receive two coats of colour, stopped and filled up with not less than three coats of Noble and Hoare's patent filling, to be rubbed down to a smooth surface. It is then to receive one coat of lead colour and two coats of green, picked out with black, and edged with white.

The under-frame to be in every respect painted in like manner, the buffer plank being finished in vermilion, picked out with black.

The wheels to be painted with two coats of lead colour, stopped up, and to receive two coats of green, picked out with black.

The whole of the outside of the painted portion of the engine, tender, frames, wheels, &c., &c., to receive over all two coats of varnish.

Chains, springs, &c., to receive two coats of lead colour, and one of black or Japan.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint, &c., to become perfectly dry before the application of another.

Carriages.

They are first to be given three coats of lead colour, and four of filling up; then to be well rubbed down with pumice-stone, and receive two more coats of lead colour, and stopped with hard stopper; and then again faced down to a smooth surface with pumice-stone; then receive an additional coat of lead, and two coats of pattern colour.

The mouldings and framework to be picked out. The letters, garters, and number to be in gold, shaded with vermilion, lake, white, and black.

The whole to be finished with three coats of best copal varnish.

Roof to be covered with No. 1 navy canvas, but previous to this the wood-work is to receive two coats of paint, and three coats over all.

Inside of under-frame and bottom of body, steps, springs, wheels, axles, and other iron-work, to receive two coats of colour.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

Blinds, glass frames, and all inside fittings, to receive three coats of varnish.

C Vans, Sheep-vans, Cattle-wagon, and Meat-vans.

Paint body both inside and outside, as well as the under-frame, with four coats of colour, and one coat of pattern colour.

The outside of body and the under-frame to receive, in addition to the above, one coat of colour and varnish, and one coat of varnish to be given over all.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

The numbering and the lettering to be performed in a like manner to that which is done on the same class of vans and wagons as are at present on the Government Railways.

All the exposed iron-work, springs, wheels, axles, chains, and bottom, &c., to be painted one coat of lead colour and one of black.

A, B, D, and E Goods-wagons and Carriage-trucks.

Body to be painted both inside and outside, as well as the under-frame, in two coats of oil colour, and one coat of pattern colour.

The outside of body and the under-frame to receive, in addition to the above, one coat of colour and varnish.

Sufficient

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

The numbering and lettering to be performed in a like manner to that which is done on the same class of wagons and carriage-trucks as are at present on the Government Railways.

All exposed iron-work, springs, wheels, and axles, chains, and bottoms, &c., to be painted one coat of lead colour and one of black.

Funeral-cars.

To receive two coats of lead colour, three coats of filling up, one of staining, and then well rubbed down with hard pumice-stone.

It is then to be painted with two more coats of lead colour, and well stopped up with hard and soft stopper, after which it is to be faced to a smooth surface.

The panels to be finished with two coats of clean lead colour, and the frame-work, cornice, and moulding, with two coats of black paint.

Two coats of body varnish is to be given over all outside work.

The inside to receive three coats of clean light lead colour and two coats of varnish.

Roof, buffers, exposed iron-work, wheels, axles, chains, bottom, &c., to be given one coat of lead colour and one of black.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

Goods and Passenger Break-vans and Horse-boxes.

These vans to receive three coats of lead colour, stopped up, and two coats of brown oil colour according to sample supplied, and one coat of oil and varnish mixed, to be picked out with buff, and the whole to be finished with two coats of varnish.

The inside to receive three coats of paint, and afterwards grained oak, and finished with a coat of varnish.

The iron-work to have three coats of paint in oil, finished black. The inside of under-frame to receive two coats of paint.

The numbering and lettering to be performed in a like manner to that which is done on the same class of vans at present on the Government Railways.

Sufficient time must be allowed to elapse to enable each coat of paint to become perfectly dry before the application of another.

J. H. THOMAS,
Engineer.

E.

Government Railways, New South Wales.—Existing Lines Branch.

(Contracts for Rolling Stock.)

General Stipulations and Conditions.

Material and workmanship.	THE whole of the materials used in the construction of the rolling stock must be of the very best description, except where specified otherwise, and the work is to be executed in a sound, substantial, and workmanlike manner, and with a finish equal in all respects to the best class of their respective kinds of English manufacture.
Gauge.	The gauge of the railways for which the rolling stock is required is that of 4 feet 8½ inches.
Position of buffers.	The distance from centre to centre of buffers is in every case to be 5 feet 9 inches; and the height, above the upper surface of rail to centre of buffers, is to be 3 feet 4 inches.
Blinds, &c.	Venetian blinds in all the carriages are to be placed inside, and the glass frames outside, as in the imported carriages for the Western Line.
Panels.	It must be clearly understood that all the panels in carriages are to be grooved into the framing, and upon no account are nails or wood screws to be used in their fixture.
Contractor must provide all labour and materials.	The Contractor is to provide labour, materials, tools, machinery, and all other matters necessary for the due performance of the contract.
Bolts and nuts.	All bolts and nuts used throughout to be of Whitworth's standard thread.
Delivery.	It is to be distinctly understood that all the rolling stock required for either the Northern or Southern Lines are to be delivered at the Newcastle or Sydney Stations, as the case may be, free of all expenses for packing, cases, &c., &c.; and no allowance will be made for these, or for freight, insurance, or any other charges in connection with the delivery.
Tenders.	The Commissioner does not bind himself to accept the lowest or any tender.
Timber.	All timber, whether Colonial or Foreign, is, before being used, to be thoroughly well seasoned, free from wanes, shakes, or other imperfections, and worked full to the dimensions given.
Patent rights.	The tenders are to include the cost of all patent rights.
Rolling stock required for first year.	The probable amount of rolling stock which will be required during the first year will be about one-third of that set down for all the lines in the schedule attached to the form of tender.
Responsibility.	The Contractor is to be responsible for the period of one year from date of delivery, for all breakages arising from defective construction, or the use of inferior materials.
Time.	The whole of the rolling stock to be completed, delivered, and set to work entirely to the satisfaction of the Engineer for Existing Lines of Railways, within
Inspection.	The Engineer, or any officer appointed by him, shall have full liberty, at all reasonable times during the construction, to examine all material or work which may be intended for them, and to reject the whole or any portion that may be thought necessary; and any so rejected shall immediately be replaced in a satisfactory manner by the Contractor, and at his cost.
Dimensions on drawings.	The dimensions figured upon the drawings to be preferred in all cases to measurement by scale.

While

While the foregoing specification sets forth the general detail of the rolling stock, the Engineer reserves the option of such modifications as he may find necessary as the work proceeds, so long as the general dimensions are not interfered with, without any claim of extra payment being allowed. The drawings and specification must be taken to explain each other, but should there be any work and materials which may be reasonably and obviously considered necessary for the proper completion of the rolling stock, but which has not been shown on the drawings or described in the specification, or that may be mentioned or implied in one only, the same must be considered as included in the contract, and the Contractor must find whatever may be necessary to complete the rolling stock according to the true intent and meaning of the specification and drawings; and in all cases of defective description or any ambiguity, the explanation given by the Engineer shall be binding upon the Contractor.

Right of altering details.

The Engineer reserves to himself the power of making any deviation from or additions to the rolling stock, without invalidating the contract,—the value of such deviations, alterations, or additions to be ascertained and allowed for by the Engineer, at such rates as he shall consider to bear a due proportion to the other work, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be.

In the event of the construction of the rolling stock not proceeding with that despatch which the Engineer may consider necessary, or the Contractor fails from any cause to proceed in the execution of his contract, the Commissioner shall have full power and authority to cancel the contract, as far as relates to the work remaining to be done; and in such case the moneys which shall have been previously paid to the Contractor on account of the work executed, shall be taken by him as full payment for all the work done and materials supplied 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 the portions of the rolling stock left unfinished, and all sums of money named as penalties for the non-fulfilment of the contract, shall be forfeited and become payable to the Commissioner, and the said portions of the rolling stock 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.

Cancellation of contract.

If the Contractor 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 such of, and all portions of the rolling stock, whether completed or not, from the Contractor and of the Assignees or Trustees of his estate, and re-contract with any other person or persons to proceed with and complete the said rolling stock, upon such terms, stipulations, and conditions as shall be deemed expedient.

Bankruptcy or Insolvency.

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 for the proper performance and completion of the contract. The names of the persons proposed by him as sureties must be stated in the tender, the Commissioner for Railways reserving to himself the power of rejecting such proposed sureties, should he deem it advisable to do so.

Security.

Should the Contractor fail to procure such persons as may be deemed by the Commissioner to be eligible sureties, within days from the acceptance of the tender, or should the Contractor fail to execute the contract for the due performance of the work, or to execute and to procure the due execution, by the person so approved of, as sureties of the bond required for securing the due completion of the work 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.

Payment will be made on the Engineer's certificate as the work progresses, 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, in the proportion of of the value of the work satisfactorily executed, and the remaining will be paid after the Engineer has certified that the whole of the rolling stock has been completed to his entire satisfaction.

Payment.

The words "or any officer appointed by him," in these general conditions, shall mean any person who may from time to time be appointed by the Engineer for Existing Lines of Railways, to supervise the work; and the words "Engineer for Existing Lines" or "Engineer" shall mean the Engineer for Existing Lines of Railways for the time-being of the Commissioner for Railways.

Interpretation clause.

J. H. THOMAS,
Engineer for Existing Lines of Railways.

These are the general stipulations and conditions marked "E," referred to in the annexed articles of agreement, dated the 28th day of September, A.D. 1869.

JOHN RUSSELL.
GEORGE RUSSELL.
G. A. MURRAY.
J. RICHARDSON.
P. N. RUSSELL,

(By his Attorney—JOHN RUSSELL.)

Witness—W. S. HART.

E No. 22.

P. N. Russell & Co. to The Commissioner for Railways.

Wheels, Axles, and Springs.

Sydney, 15 July, 1869.

Sir,

Will you be good enough to give us an order to receive the wheels, axles, and springs, which you have on hand, for railway trucks? We require the vulcanized India-rubber springs at once.

It is understood that we return what you may now lend us, when we get them from England.

We have, &c.,
P. N. RUSSELL & Co.

Will Mr. Thomas say what arrangement was made, or is provision made in the specification, for lending these materials, or should they be paid for?—J.S., 16/7/69.

No provision was made in the specification, and consequently it is not compulsory on the part of the Commissioner to let Messrs. Russell have the wheels, &c., but it was understood that what wheels could be spared to enable the trucks as they were constructed to at once be made available would be lent, and the Contractor was to indent immediately for a little quantity.—J.H.T., 17/7/69.

Will Engineer-in-Chief be so good as to ascertain what we have in stock. I contemplate selling such as we do not want, but such as we may require for renewals I will lend to be replaced by those indented for by Messrs. Russell & Co.—J.S., 26/7/69.

Will storekeeper please to forward a statement showing the number of wheels and axles in stock?—J.W., 27/7/69.

Mr. Fielding, 27/7/69.

Number on hand	...	...	...	...	...	...	...	...	199 pairs.
Do. in harbour (not yet landed)	...	...	...	...	...	...	...	...	69 "
Total	...	...	...	...	...	...	...	...	268 pairs.

E.F., 29/7/69.

Will Messrs. Russell please to say how many wheels and axles they require?—J.W., 30/7/69.

Say 50 pairs wheels and axles, and necessary fittings.—P.N.R. & Co., 30/7/69.

What is the price of wheels and axles per pair, draw-bar and springs per set, and buffer springs per set, with store charges added in each case?—W.H.Q., 30/7/69.

Mr. Fielding.

Enclosed you have return required.—E.F., 30/7/69.

I suggest that twenty-five sets of wheels be offered to Messrs. Russell & Co., £32 16s. 6d. per set, and buffer springs £3 1s. per set. Draw-bar springs cannot be spared.—J.W., 30/7/69.

Commissioner, 30/7/69.

Offer at prices named.—J.S., 30/7/69.

Wrote, 31/7/69.

RETURN showing the number of Wagon Wheels and Axles, and fittings in Store, with net value and 10 per cent. added.

Description.	Number.	Value.	Value per Set.	10 per cent. added.	Total per Set.
Wheels and axles	pairs. 268	£ s. d. 3,998 13 11	£ s. d. 29 16 10	£ s. d. 2 19 8	£ s. d. 32 16 6
Buffer springs	660	457 17 6	$\frac{3}{4}$ 2 15 6	0 5 6	3 1 0
Draw bar springs	36	25 12 0	$\frac{1}{2}$ 1 10 8	0 3 1	1 13 9

EDWD. FIELDING,
30/7/69.

E No. 23.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 30 July, 1869.

Sir,

When may we expect a reply to our application for wheels, axles, and buffers, &c., for the wagons we are now making?

Yours, &c.,
P. N. RUSSELL & Co.

Wrote, 31/7/69.—R.M.
871.—W.H.Q., 3/8/69.

See offer made on 30/7/69.—R.M.

Mr. Whitton.

Order No.

E No. 24.

59

E No. 24.

The Commissioner for Railways to P. N. Russell & Co.

Department of Public Works,
Railway Branch,
Sydney, 31 July, 1869.

Gentlemen.

I have the honor to acknowledge the receipt of your letter of the 15th instant, applying for an order to receive wheels, axles, and springs for railway trucks, and to inform you that you can purchase 25 sets of wheels and axles at £32 16s. 6d. per set, and 25 sets of buffer springs at £3 1s. per set; there are no draw-bar springs in store that can be spared.

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

E No. 25.

P. N. Russell & Co. to The Commissioner for Railways.

Sir,

We agree to pay you the prices mentioned in your letter of the 31st ultimo, for the wheels and axles and buffer springs. The springs we applied for were supposed and intended to include the steel bearing springs, as well as the V. I.-springs; but as you do not mention them in your reply to us we shall be glad to know if we can have them also, and at what price.

Yours, &c.,
P. N. RUSSELL & CO.

Mr. Whitton.—J.S., 3/8/69. The springs to be supplied.—J.W., 6/8/69. Order, No. 875.—
W.H.Q., 6/8/69. Commissioner, 7/8/69.

E No. 26.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 2 August, 1869.

MEMO. to Mr. Fielding.

How many wagon bearing springs are there in store, and what is the price, including store charges?

577.....	£569 7 11
10 per cent. on.....	56 18 10
	<hr/>
	£626 6 9

W.H.Q., 2/8/69.

E.F., 3/8/69.

E No. 27.

Accountant to note.—J.S., 19/8/69.

Noted—

Wheels and axles, per set	£32 16 6
Buffer springs, per set	3 1 0
	<hr/>

A.A., 21/8/69.

E No. 28.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 20 August, 1869.

Sir,

We have used up all the V. I.-rubber springs we have had from you. Will you be good enough to let us have an order for another case of 100?

Yours, &c.,
P. N. RUSSELL & CO.

Mr. Whitton.—J.S., 25/8/69.

E No. 29.

E No. 29.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 25 August, 1869.

Sir,

We require, in addition to the order already received from you, for railway rolling stock,—

100 wheels.
50 axles.
100 steel bearing springs.
212 V. L.-r. springs.

As we are in immediate want of the above we will thank you to let us have them as soon as you conveniently can.

We have, &c.,
P. N. RUSSELL & CO.

Mr. Whitton ; see also 69/2,544.—J.S., 25/8/69.

Can the abovenamed articles be spared, without interfering with the requirements of the department.—J.W., 30/8/69.—Mr. Scott. The above can be spared and have sufficient to keep us going.—W.S., 31/8/69.

Will it be necessary to indent for an additional supply of wheels, &c., by next mail, if the requirements of Messrs. Russell be satisfied.—J.W., 31/8/69.—Mr. Scott. Railways, 69/3,321.

After these wheels and springs have been supplied, there will be in stock,—

150 pairs wheels and axles.
378 bearing springs.
(of this sort) 348 I.-r. springs.

If Russell & Co. want any more, and they are not to return what they take away, I would suggest that more be indented for, say as follows :—

	Estimated cost.
200 pairs of 3-ft. wheels and axles	£5,150
400 pairs steel bearing springs, 2'8½ between centres of eyes, top plates 3" x ½"	362
1,000 cylindrical I.-r. springs, 8½" long, 5" dia., and 2" hole	673
	£6,185

W. SCOTT, 2/9/69.

E No. 30.

RETAIN in stock 50 sets of wheels and axles, and the same number of springs, and Messrs. Russell may be supplied with the remainder.—J.W., 4/9/69. Seen.—E.F., 9/9/69. Will Mr. Fielding please say how many sets of each in store?—W.H.Q., 6/9/69. 103 sets wheels and axles ; 118 sets steel bearing-springs ; 86 sets India-rubber buffer-springs.—E.F., 9/9/69. Order, No. 881.—W.H.Q., 10/9/69. Commissioner, 10/9/69. R.P., 15/9/69.

Railway accountant to note, B.C., 15/9/69.—J.R.

E No. 31.

MR. FIELDING, give particulars. The wheels and axles, &c., are now being issued to Messrs. Russell, and will be charged in this month's issues.—E.F., 7/10/69. Seen and noted.—A.A., 9/10/69.

E No. 32.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney, 25 October, 1869.

Sir,

We enclose our cheque for £907 19s. 2d., in payment of your account against us for wheels, axles, and bearing-springs, receipt of which please acknowledge.

We are, &c.,
P. N. RUSSELL & Co.

Forward to the Accountant, and acknowledge receipt, 27/10/69.—J.R.
Receipt acknowledged, 27/10/69. Received cheque, £907 19s. 2d.—H.A.H. (pro Accountant),
27/10/69. Railways, 27/10/69.

E No. 33.

E No. 33.

The Under Secretary for Public Works to P. N. Russell & Co.

Department of Public Works,
Railway Branch,
Sydney, 27 October, 1869.

Gentlemen,

I have the honor to acknowledge the receipt of your letter of the 25th instant, enclosing a cheque for £907 19s. 2d., in payment of the account against you for wheels, axles, and bearing-springs.

I have, &c.,
JOHN RAE,
(For the Commissioner for Railways).

F.

CORRESPONDENCE, &c., from F 1 to F 23, respecting Rolling Stock Locomotives, being made by Vale & Lacy.—7/5/69.

F No. 1.

The Under Secretary for Public Works to Vale & Lacy.

Department of Public Works,
Sydney, 27 April, 1869.

Gentlemen,

I am directed to inform you, that the Honorable the Secretary for Public Works will be glad to see you at this office, on 30th instant (Friday morning next, at 11 o'clock) on the subject of your tender for railway rolling stock.

I have, &c.,
JOHN RAE.

F No. 2.

Government Railways.—Tenders for Rolling Stock.

WRITE Messrs. Vale & Lacy and ask whether they are prepared to supply, during one year certain, at the prices named in the tender, *such portion of the rolling stock as may be hereafter agreed upon*; and also for a further period of three or four years (as may be agreed), in the event of Parliament voting money for this purpose.

J.S., 7/5/69.

Messrs. Vale & Lacy, 7/5/69.

Accept for the whole locomotives for one year certain, and for a further period of four years, if sanctioned by Parliament.—J.S., 18/5/69.

Mr. Moody to accept, B.C., 18/5/69. Wrote, 19/5/69.—R.M. J.S. (per R.M.) accepted, 22 May, 1869.—R.M. Mr. Thomas, for spec., &c., 25/5/69.

F No. 3.

Mr. G. Halligan to Vale & Lacy.

Department of Public Works,
Sydney, 7 May, 1869.

Gentlemen,

I am directed by the Honorable the Secretary for Public Works to request that you will have the goodness to say whether you are prepared to supply, during one year certain, at the prices mentioned in your tender, such portions of railway rolling stock, as may hereafter be agreed upon, and also to supply the same for a further period of three or four years (as may be agreed), in the event of Parliament voting money for the purpose?

I have, &c.,
GERALD HALLIGAN,
(for the Under Secretary.)

F No. 4.

Vale & Lacy to The Commissioner for Railways.

Druitt-street, 10 May, 1869.

Sir,

In answer to your inquiry, as to whether we will be prepared to accept the contract for one year certain, for the rolling stock, we have to state in reply that we are prepared to do so, providing the Government will give such an order as will pay to make patterns, &c.

At

At the same time we will expect the Government to guarantee the original contract for five years, should Parliament vote the money to carry out the same.

We have, &c.,
VALE & LACY.

Seen.—J.H.T., 26/5/69.

F No. 5.

The Commissioner for Railways to Vale & Lacy.

Department of Public Works,
Railway Branch,
Sydney, 20 May, 1869.

Gentlemen,

I have the honor to inform you that your tender for the supply of rolling stock for the Government railways is accepted only for the whole of the locomotives that may be required for one year certain, and also for all such as may be required during a further period of four years, if sanctioned by Parliament.

An order for the number required will be furnished without delay.

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

F No. 6.

Vale & Lacy to The Commissioner for Railways.

Druitt-street, 20 May, 1869.

Sir,

We do ourselves the honor to acknowledge the receipt of your letter of the 20th instant, intimating your acceptance of our tender for rolling stock, for one year certain, for such portions as may hereafter be agreed upon.

We most respectfully request to be informed as to whether it is the intention of the Government that we should supply engines, or carriages and trucks, &c., as our tender was for the whole.

We would also take the liberty to remind you that it is necessary for the efficient carrying out of this contract that there should be some specific number, as you are aware that a great portion of the material will require to be imported from England.

We have, &c.,
VALE & LACY.

F No. 6A.

The Engineer for Existing Lines of Railways to The Commissioner for Railways.

Government Railways.—Existing Lines.
(Minute Paper.)—Engines and Rolling Stock.

I FORWARD herewith, in accordance with your request, a list of rolling stock, of which we are in immediate want. It will be seen that it exceeds the sum voted for 1869; but as nearly one-half of the year has already expired, there is no doubt that the quantity the Contractors will be able to deliver before the 31st December next will be far short of the vote, as it is scarcely probable that there will be even one engine delivered this year; however it will be necessary to order at least this quantity at once to enable the Contractors to indent for the material. It will be seen that I have not included other classes of engines as well as carriages, meat vans, powder vans, &c., as although much wanted. I have been forced to confine myself to what is most urgently required at the present moment.

Engines.

6 Mountain goods engines	£17,400
4 of class No. 1 to 4	13,000
2 do. 17 to 22.....	6,500
	<hr/>
	36,900
Add for Northern rates	200
	<hr/>
	£37,100

Rolling Stock.

100 D trucks	£11,500
50 B do.	5,800
10 A do.	1,120
10 covered goods vans	1,520
20 cattle wagons	2,960
6 passenger breaks (4 wheels)	1,890
4 do. do. (6 do.)	1,800
10 horse-boxes	2,450
10 carriage trucks	1,500
	<hr/>
	30,540
Add for Northern rates	1,000
	<hr/>
	£31,540

Grand

<i>Grand Total.</i>	
Engines	£37,100
Rolling stock	31,540
	£68,640

J. H. THOMAS, 25/5/69.

Mr. Thomas to reduce, as this amount exceeds the vote.—J.S., *per* R.M., 4/6/69.

As instructed by the Commissioner I have reduced the list of engines and rolling stock so as to bring the total amount within the sum voted for 1869, viz.,—£60,000.

<i>Engines.</i>	
4 Mountain goods engines	£11,600
4 of class Nos. 1 to 4	13,000
2 do. 17 to 22	6,500
	£31,100
Add for Northern rates	200
	£31,300

<i>Rolling Stock.</i>	
100 D trucks	£11,500
30 B do.	3,480
11 A do.	1,120
8 covered goods vans	1,216
10 cattle wagons	1,480
6 passenger breaks (4 wheels)	1,890
4 do. (6 wheels)	1,800
10 horse-boxes	2,450
10 carriage trucks	1,500
	£26,436
Add for Northern rates	1,000
	£27,436

<i>Grand Total.</i>	
Engines	£31,300
Rolling stock	27,436
	£58,736

J.H.T., 4/6/69.

Messrs. Vale & Lacy, I find, are willing to bind themselves to deliver the four mountain goods engines within 15 months, and the remaining six engines within 2 years of date of signing bond. Messrs. P. N. Russell will undertake to deliver the whole of the rolling stock contained in this list, within 12 months.—J.H.T., 7/6/69.

Mr. Whitton.

Memo. to Engineer-in-Chief.

The specifications for rolling stock, now I believe in Mr. Thomas' office, at Redfern Station, are urgently required for the Contractor. Please furnish.—R.M., 4/6/69.
Herewith.—W.H.Q., 7/6/69.

Government Railways.—(Minute Paper.)

Locomotive Engines required under Messrs. Vale & Lacy's Contract.

Will the Engineer-in-Chief be so good as to state how many, and the classes of locomotive engines it would be most advisable to order under the contract with Messrs. Vale & Lacy?—14/6/69.

Mr. Whitton.

The engines most wanted are those of classes 17 to 22, 23 to 28, and 1 to 4.

Engines 17 to 22.—I would suggest stronger stays to crown of fire-box, and an increase of strength to tube-plate between bottom tubes and crutch stays.

Lugs should be riveted on the inside of the boiler-shell, and stays screwed through the tube-plate.

The boiler would be better if made $4\frac{1}{4}$ in. diameter with a raised fire-box.

Proper sand boxes should be placed over each wheel.

All break-hangers to be of wrought-iron, with studs 2 inches in diameter on the engine frames, to hang to.

Liners to eccentrics to be of gun metal.

Brass packing-pieces $\frac{1}{4}$ thick to be put in each end of slide bars.

Iron plates to be bolted on instead of being riveted.

To have light corrugated iron roofs over foot-plate in place of wood.

To have "Cartazzi" axle-boxes to leading wheels in place of common axles.

To have stronger frames to tenders, especially when the breaks hang, and the bottom of the tender kept lower, similar to engine tenders from Nos. 23 to 28.

4 engines
required of class
17 to 22.
4 do. 23 to 28.
2 do. 1 to 4.

Steel

Steel tires on all wheels, both engines and tenders, and steel axles throughout.

Engines Nos. 23 to 28.—I suggest that the boiler be made 4 feet 4 inches in diameter, with raised fire-box.

The eccentric rods to be arranged with a T flange for bolting together, close to the strap, so as the rod can be lengthened as the liners wear.

The driving and trailing wheels to be 4 feet 6 inches in diameter instead of 5 feet 9 inches, as at present.

Engines Nos. 1 to 4.—The *driving* and *trailing wheels* should be coupled together, instead of the *leading* and *driving wheels*; the other portions of these engines remaining as at present.

Break gear should be applied to both driving and trailing wheels, in addition to the breaks on the tender.

The bottom of the tender should be lowered, similar to tenders to engines Nos. 23 to 28.

JOHN WHITTON.

15/6/69.

Locomotive Engines.

Approved 4..... 1 to 4.
4..... 17 to 22.
2..... mountain engines.

A copy of instructions to be sent to the Inspecting Engineer to arrange for necessary alterations and additions, except as to 23 to 28, which must remain in abeyance.

J.S., 16/6/69.

F No. 7.

Mr. Thomas.—J.S., 4/6/69.

Specification herewith.—J.H.T., 7/6/69.

Solicitor to accept list of stock, adv. original tender, &c., spec.—R.M., 15/6/69.

F No. 8.

Vale & Lacy to The Commissioner for Railways.

Druitt-street Engine-works,
Sydney, 10 June, 1869.

Sir,

After giving the fullest and most mature consideration to the necessity of saving whatever possible time in the construction of the locomotive engines, the terms of contract for which are now under your consideration,—

We have the honor to inform you that we find it perfectly impracticable for any engineering firm in the colony to deliver ten engines of the description required in twelve months from the date of contract. In order to comply strictly and properly with the specification of those engines it is necessary to import a part of the required material from England.

No stock of this material being held in the colony since the present contract is the first of the kind that was ever offered here.

We will not lose one single day in taking in hand and pushing on those parts of the work that can be done with the material to be procured in the colonies. The utmost we could undertake to do with regard to time would be to deliver four engines in fifteen months, four engines in nineteen months, two engines twenty-two months. Fully convinced that no other firm in the colony would shorten the time, and equally persuaded that the engines could not be imported and erected ready for use in less time, we confidently trust you will be pleased to give the matter your favourable consideration, and grant the time named for the delivery of the engines.

We have, &c.,
VALE & LACY.

Seen.—Mr. Lacy is to forward another proposition to-day, or early to-morrow.—J.S., 13/6/69.

F No. 9.

Vale & Lacy to The Commissioner for Railways.

Druitt-street Engine-works,
Sydney, 15 June, 1869.

Sir,

In compliance with your request to be informed as to the exact time we could finish the locomotives noticed in your annexed memorandum, we have the honor to state that of the four engines, Nos. 1 to 4, the four engines, Nos. 17 to 22, the two mountain engines, we could finish eight within fourteen months from date of signing contract, and two within two months after that time.

Four engines of class 23 to 28, four engines of class 1 to 4, four engines of class 17 to 22, would require a further time of six months before they could be delivered. We beg to inform you that if we could learn without delay which class of engines are most required, we would be able to save one month by making use of the outgoing mail.

We have, &c.,
VALE & LACY.

Order.—J.S., 15/6/69.

Wrote.—R.M., 15/6/69.

Solicitor, 15/6/69.

F No. 10.

F No. 10.

The Commissioner for Railways to Vale & Lacy.
 Department of Public Works,
 Railway Branch,
 Sydney, 15 June, 1869.

Gentlemen,

With reference to my letter of 20th May last, accepting your tender for rolling stock, I have now the honor to enclose you a list of the rolling stock for which your contract will be prepared.

I have to add that the necessary instructions have been forwarded to the Crown Solicitor to prepare the usual bond and contract without delay.

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

ROLLING STOCK—ENGINES.

Two mountain goods engines; four of class Nos. 1 to 4; four of class Nos. 17 to 22. Eight to be delivered within fourteen months, remainder within sixteen months from date of acceptance, &c.

F No. 11.

T. S. Mort, Esq., to The Commissioner for Railways.

Payment made in England on shipment of Railway Materials for Locomotives, to the extent of invoice cost.
 Sydney, 25 June, 1869.

Sir,

With reference to the payment for the materials necessary to be imported from England, in connection with the contract for locomotives, may I ask if it will be in the power of the Government to cover the invoice cost thereof in London, provided no further payments were required on account of any engine until completed?

The bill of lading could of course be hypothecated, and further security given to the Government in Sydney prior to its being given up to us if so required.

I may mention that this is a matter of great moment to us, as if we have to send money from hence, or incur Exchange in England, the little margin we hope to preserve upon the undertaking will be entirely dissipated.

I am led to believe that I am not asking what will in anyway be prejudicial to the Government, and hope, therefore, you will kindly comply with my request.

I have, &c.,
 THOS. S. MORT.

Forwarded to Treasury with similar application from Messrs. P. N. Russell & Co.—J.S., 26/6/69.
 Submitted, 28/6/69.—I.J.

The Secretary for Works will please ascertain, and inform me the amount likely to be required by the Contractors to be paid in England, if their request should be acceded to.—S.S., 2/7/69.

The Under Secretary for Public Works, B.C., 2 July, 1869.—J.T. (for Under Secretary).

P.W., 3/7/69 (69-2,611).

Railways, for report, B.C., 5/7/69.—J.R. Wrote, 6/7/69 (69-2,003).—R.M.

F No. 12.

The Commissioner for Railways to Vale & Lacy.
 Department of Public Works,
 Railway Branch,
 Sydney, 6 July, 1869.

Gentlemen,

In reference to Mr. Thos. Mort's letter of the 25th ultimo, requesting that advances may be made in England to the extent of the invoice cost of railway materials imported therefrom by you, I have the honor to request you will be so good as to state what amount is likely to be required in the event of its being determined to comply with your application.

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

F No. 13.

The Commissioner for Railways to Vale & Lacy.
 Department of Public Works,
 Railway Branch,
 Sydney, 8 July, 1869.

Gentlemen,

With reference to my letter of 20th May last, accepting tender for locomotive engines, &c., I have the honor to inform you, that as the mail leaves for England in a few days it is necessary that the bond and contract should be completed forthwith, and I have therefore to request you will provide the necessary security not later than noon on 10th instant.

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

F No. 14.

Messrs. T. S. Mort, Vale, & Lacy, to The Commissioner for Railways.

Sydney, 13 July, 1869.

Sir,

In reply to your letter of 6th instant, asking what amount of advance would be required to be made in England on account of contract for locomotives, we beg to state that we shall be obliged by having the sum of seven thousand five hundred pounds (£7,500) placed at the disposal of Messrs. William Mort & Co., of 155, Fenchurch-street, London, to be advanced as the shipments are made against invoices and bills of lading.

The favour of your attention to this matter by the out-going mail will much oblige us.

We have, &c.,

T. S. MORT,
VALE & LACY.

The Under Secretary for Public Works, 14/7/69. The Under Secretary for Finance and Trade, B.C., 14/7/69.—J.R.

This amount may be advanced to Messrs. William Mort & Co. to the extent on the invoice cost of the locomotives, exclusive of charges.

Every precaution should be taken by Capt. Mayne to protect the Government; the bills of lading must be handed over to him in terms of Mr. Mort's letter of 25th ultimo, copy of which to be sent to him by the out-going mail. Credit to be opened in favour of Capt. Mayne for the amount required, viz., £7,500. Policy of insurance to be handed to Agent of the Government in England.—S.S., 14/7/69.

Letter of credit £7,500, sent to Colonial Agent, 14/7/69.—S.H.B.

Accountant to note and return.—H.L., 14/7/69. Noted.—G.L., 15/7/69.

For the information of the Under Secretary for Public Works, who will kindly return the papers. B.C., the Treasury, 14/7/69.—H.L.

F No. 15.

Vale & Lacy to The Commissioner for Railways.

Druitt-street, 10 July, 1869.

Sir,

We do ourselves the honor to acknowledge the receipt of your letter, of the 8th instant, calling upon us to sign the contract for locomotives without delay. We have to request you will be good enough to allow the matter to stand over until Monday, as we are treating with Mr. Mort to take a portion of the engines, so as to ensure the Government against any delay or inconvenience that may possibly arise with regard to time for delivery; at the same time we take the liberty to inform you that the work is being pushed on as fast as circumstances will admit. We indented by the last out-going mail for materials for 4 engines, and will indent by this mail for the whole of the material.

We have, &c.,

VALE & LACY.

F No. 16.

Copy of original to Crown Solicitor, 13/7/69.

Sydney, 13 July, 1869.

Sir,

We have to request that you will be so good as to make out the necessary bond, in respect of our accepted tender for locomotives, in the names of Thos. Sutcliffe Mort, Henry Vale, and Wm. Lacy, our sureties being Messrs. Alexander Brown and Peter Frank, both of Sydney. By acceding to our request you will much oblige

Yours, &c.,

VALE & LACY.

Approved.—J.S., 13/9/69.

Crown Solicitor, urgent, R.M.—13/7/79.

F No. 17.

Traffic Manager, Great Northern Railway, to The Commissioner for Railways.

OWING to the very large increase in the coal traffic on this line it is necessary that some more heavy goods engines should be provided. I inserted six in the form Mr. Thomas sent to me, and would suggest that two of them should be supplied as early as possible.

JNO. L. BEESTON.

We carried 48,000 tons coal last month.—J.L.B., 19/7/69. Commissioner. Mr. Whitton.—J.S., 21/7/69.

Additional goods engines are also wanted on the Southern and Western Railways, but I do not suppose that under existing arrangements these will be supplied in much less than two years from the present time.—J.W., 26/7/69. Commissioner, 26/7/69.

Mr. Beeston, 26/7/69.—J.S. Seen.—J.L.B., 31/7/69.

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F No. 18.

The Locomotive Foreman, G.S., W., & R. Railways, to The Engineer-in-Chief.

Extra Engines required.

I BEG to draw the attention of the Engineer-in-Chief to the fact that it is with the greatest difficulty that I can provide engine power to keep the traffic going; as the lines extend, the difficulty will increase. I see no probability of getting any engines from the Contractors here for 12 or 18 months.

Would it not be advisable to order from England, by the out-going mail, say six 18-cylinder goods engines?

The present engines are so over-worked that I have great difficulty in keeping them in good working order. I have had to put on screw patches on the boilers of some of the oldest of them in order to be able to keep them working.

W. SCOTT,
Oct. 5, '69.

Submitted for the consideration of the Commissioner.—J.W., 6/10/69.

Mr. Whitton, to prepare indent.—J.S., 7/10/69. Indent (69/510) herewith.—J.W., *pro* W.H.Q., 8/10/69.—Commissioner.

F No. 19.

Thos. S. Mort, Esq., to The Commissioner for Railways.

Sydney, 8 October, 1869.

Sir,

With reference to our conversation in respect of an order going Home for six locomotives (17 to 22), I beg to say that when I connected myself with the enterprise of making our locomotives in the colony, I had clearly in view that although only a small number of engines were specified in the tender, that your wants during the five years would be greatly in excess of the quantity specified, as otherwise I certainly should not have embarked in the venture.

I therefore respectfully beg to point out to you that, in fairness, all locomotives required by the Government in less time than should be reasonably allowed for manufacturing here—that is, under emergency conditions—should be passed through the Contractors for execution by importation.

With reference to the present emergency I may state that I am prepared to despatch Mr. Richard Lloyd by this mail, with the undertaking at the same time that the cylinders, the boilers, and the valve-motions shall be made here,—to be in readiness for putting together with the imported parts against the arrival of the same from England.

I have, &c.,
THOS. S. MORT.

Mr. Thomas to state whether, under the circumstances, he considers the last paragraph of Mr. Mort's letter should be agreed to.—J.S., 8/10/69. Yes.—J.H.T., 8/10/69.

F No. 20.

The Commissioner for Railways to Messrs. Mort, Vale, & Lacy.

Department of Public Works,
Railway Branch,
Sydney, 8 October, 1869.

Gentlemen,

In the event of your undertaking to deliver in Sydney, within twelve months from this date, six goods engines, of class No. IX, in the specification attached to your agreement, I will agree to the terms of Mr. Mort's letter of this date, and authorize you to supply these six engines, in addition to those already ordered,—paid on the terms stated in the contract.

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

F No. 21.

Thos. S. Mort, Esq., to The Commissioner for Railways.

Guaranteeing to supply six engines in twelve months.

Sydney, 8 October, 1869.

Sir,

In acknowledging your letter of this day's date, I agree to furnish your Government with six (6) goods engines of class No. IX, in the specification attached to the agreement of T. S. Mort, and Vale & Lacy, within twelve months from this date, at the price and on the terms named in such agreement.

I have, &c.,
(FOR VALE & LACY),
THOS. S. MORT.

Mr. Thomas to note.—C.A.G., 9/12/69. Seen.—J.H.T., 12/10/69.

F No. 22.

F No. 22.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office,
Sydney, 17 December, 1869.

Sir,

Referring to the instructions contained in your letter of the 15th June last, No. 1,749, I have the honor to transmit the necessary bond, executed by Messrs. Vale, Lacy, & Mort, and their sureties, for the due fulfilment of their contract, to supply rolling stock for the Government Railways. The agreement has also been executed by all the Contractors, and the documents marked with the letters N and E respectively have been signed by all parties, and witnessed in the usual manner.

J. F. Frank and
A. Brown.I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

F No. 23.

A.

Department of Public Works,
Sydney, 2 January, 1868.

CONTRACTS FOR PUBLIC WORKS.

It is hereby notified, for general information, that in all cases where tenders are sent in for works under this department, the following conditions will have to be strictly complied with, otherwise the tenders will not be taken into consideration:—

- 1st. Each tender must state the time within which it is proposed to complete the work.
- 2nd. At the foot of every tender there must be a memorandum, signed by the party tendering, and two responsible persons as sureties, agreeing to be answerable for the due performance of the contract in the event of the tender being accepted, and undertaking, in that event, that they will severally execute and deliver a bond to Her Majesty, in a penal sum of one-tenth of the gross amount of the contract, for securing such performance.

It is to be understood that the Government does not bind itself to accept the lowest or any tender.

JAMES BYRNES.

A.

Department of Public Works,
Railway Branch,
Sydney, 5 October, 1868.

TENDERS will be received at this office until Tuesday, the 17th day of November next, at noon, from persons willing to contract for making, at a schedule of prices, the whole of the rolling stock (inclusive or exclusive of locomotive engines) which may be required on the Government railways, for a period of five years, from 1st January, 1869.

Plans, specifications, and form of tender may be seen, and further particulars obtained, at the office of the Engineer for Existing Lines, Sydney Station.

Tenders to be endorsed, "Tender for Rolling Stock."

JAMES BYRNES,
Commissioner for Railways.

This is the copy advertisement marked "A," referred to in the annexed articles of agreement, dated the 17th day of December, A.D. 1869.

W. FRANK.
ALEX. BROWN.HENRY VALE.
WM. LACY,
THOS. S. MORT.

Witness—J. J. LEE.

B.

Vale & Lacy to The Commissioner for Railways.

Tender for Rolling Stock.

17 November, 1868.

Sir,

We hereby tender, in accordance with advertisement in the Government Gazette, dated 6th October, 1868, and in accordance with plans and specifications exhibited at the office of the Engineer for Existing Lines, Sydney Station, for the supply of the rolling stock required on the Government Railways, for the term of five years, from the 1st January, 1869, at the following schedule.

VALE & LACY,
Druitt-street.J.B., J.S., 17/11/68. J.W., W.B., J.R., P.B.W.
Nine tenders opened this 17th November, 1868.

SCHEDULE above referred to

Description.	Probable number that will be required during the next five years		Remarks.	Price for each, delivered at Sydney Station			Price for each, delivered at Newcastle Station.		
	G S, W, & R R.	G N R.		£	s.	d.	£	s.	d.
Locomotive engines— Class of engine, Nos 1, 2, 3, 4	4	.	To be constructed in precisely the same manner as the imported engines	3,250	0	0	.	.	.
Do, „ 5 and 6	.	.	Do do.	2,900	0	0	.	.	...
Do, „ 7 to 13	.	.	Do do	3,000	0	0	.	.	...
Do, „ 14, 15, & 16	3	.	Do do	3,300	0	0	.	.	...
Do, „ 17 to 22	6	6	Do do	3,250	0	0	3,350	0	0
Do, „ 23 to 28	4	..	With certain modifications, the same as those imported	3,450	0	0	.	.	...
Do, „ 29 to 31	2	.	Do do	1,400	0	0	.	.	...
Engines specially constructed for working Western Line	10	.	To be constructed in accordance with plans and specifications to be supplied	2,900	0	0	.	.	...
Carriages— Saloon, with first class compartment at each end, 8 wheels, 35 ft long, as imported for Western Line.	.	.	The general arrangements of these carriages to be the same as those imported, the best Colonial timber for the purpose being used	1,100	0	0	.	.	...
Composite ditto	.	.	Do do.	1,050	0	0	.	.	...
Second-class 8 wheeled carriages, 35 ft long, with central compartment for break, &c.	.	.	Do do	850	0	0	.	.	...
Coupé carriages	.	.	Do do	600	0	0	.	.	...
First class carriages, 18 ft long, 7 ft 4 in wide, and 6 ft 4 in high, divided into three (3) compartments, fitted with spring seats, &c	25	.	Do do	485	0	0	.	.	...
Composite carriages	10	5	To be constructed on the model of the one manufactured by P N Russell & Co	475	0	0	500	0	0
Second class do, enclosed	20	5	General arrangements same as No 1	312	0	0	337	0	0
Do do, open	20	10	Do do No 25	275	0	0	300	0	0

This is the tender marked "B," referred to in the annexed articles of agreement, dated the 17th day of December, A D 1869.

ALEX BROWN.
W FRANK

HENRY VALE
WM LACY
THOS. S. MORI.

Witness—J J LEE

Description	Probable number that will be required during the next five years.		Remarks	Price for each, delivered at Sydney Station			Price for each, delivered at Newcastle Station		
	G S, W, & R R.	G N R.		£	s.	d.	£	s.	d.
Horse boxes	40	10	General arrangements same as No 10	224	0	0	244	0	0
Carriage trucks	40	5	Do do No 10	129	0	0	138	0	0
Passenger 4 wheeled break vans	10	2	Do do No 7	280	0	0	300	0	0
Passenger 6-wheeled do	2	4	Do do No 15, built by Vale & Lacy	430	0	0	465	0	0
Sheep vans	50	.	Do do No 2	166	0	0	.	.	...
Cattle wagons	100	20	Do do No 20	153	0	0	168	0	0
Covered goods vans	50	.	Do do No 15	170	0	0	.	.	...
Meat vans	.	.	Do do No 7	150	0	0	.	.	...
A wagons	40	20	Do do No 33	111	10	0	121	0	0
B do	200	.	Do do No 30	126	0	0	.	.	...
D do	300	60	Do do No 240	124	10	0	134	0	0
Powder vans	15	.	Do do No 1	170	0	0	.	.	...

NOTE—A price must be given for every description of rolling stock (inclusive or exclusive of engines) in this Schedule, as although it is anticipated that no more than the quantity stated will be wanted, yet the requirements of the traffic may perhaps compel us to have some made.

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 fourteen days from the notification of the acceptance of the said tender, jointly and severally, to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of _____, for securing such performance.

— BROWN, City Iron Works
JOHN GODDARD, Bligh-street.

C.

The Commissioner for Railways to Vale & Lacy. †

Department of Public Works,
Railway Branch,
Sydney, 20 May, 1869.

Gentlemen,

I have the honor to inform you that your tender for the supply of rolling stock for the Government Railways is accepted only for the whole of the locomotives that may be required for one year certain, and also for all such as may be required during a further period of four years, if sanctioned by Parliament.

An order for the number required will be furnished without delay.

I have, &c.,

JOHN SUTHERLAND,
Commissioner for Railways.

This is the copy letter marked "C," referred to in the annexed articles of agreement, dated the 17th day of December, A.D. 1869.

HENRY VALE.
WM. LACY.
THOS. S. MORT.
ALEXR. BROWN.
J. P. FRANK.

Witness—J. J. LEE.

ROLLING STOCK.—(ENGINES.)

2 mountain goods engines.

4 of class Nos. 1 to 4.

4 do. 17 to 22.

8 to be delivered within 14 months; remainder within 16 months from the date of acceptance, &c.

D.

Government Railways, New South Wales.—Existing Lines Branch.
Specification for Locomotive Engines.

Class 1.

TENDER engine, with inside cylinders, 16 in. diameter and 24 in. stroke; leading and driving wheels 5 ft. 6 in. (coupled), and trailing wheels 3 ft. 9 in.

To be constructed in every respect the same as Nos. 1, 2, 3, and 4 engines, built by Messrs. Stephenson & Co., and now employed on the Southern and Western Railways.

Class 2.

Tender engine, with inside cylinders, 14 in. diameter and 22 in. stroke; leading and driving wheels 4 ft. 6 in. diameter (coupled), and trailing wheels 3 ft. 6 in. in diameter, to be constructed in every respect the same as No. 5 engine, built by Messrs. Hawthorn & Co., and now employed on the Southern and Western Railways.

Class 3.

Tender engine, with outside cylinders, 14 in. diameter and 22 in. stroke; driving wheels, 5 ft. 6 in. diameter, and leading and trailing wheels 3 ft. 6 in. diameter.

To be constructed in every respect the same as No. 6 engine, built by Messrs. Fairbairn & Co., and now on the Great Southern and Western Lines.

Class 4.

Tender engine, with outside cylinders, 15 in. diameter and 22 in. stroke; driving wheels, 5 ft. 6 in. diameter, and leading and trailing wheels 3 ft. 6 in. diameter.

To be constructed in every respect the same as No. 7 engine, built by Messrs. Manning, Wardle, & Co., and now on the Great Southern and Western Railways.

Class 5.

Tank engine, with outside cylinders, 15 in. diameter and 22 in. stroke; driving wheels 5 ft. 6 in. diameter, and leading and trailing wheels 3 ft. 6 in. diameter.

To be constructed in every respect the same as Nos. 8 and 12 engines, built by Messrs. Manning, Wardle, & Co., and now on the Southern and Western Lines.

Class 6.

Tender engine, with outside cylinders, 15 in. diameter and 20 in. stroke; driving wheels 5 ft. 9 in. diameter, and leading and trailing wheels 3 ft. 6 in. diameter.

To be constructed in every respect the same as Nos. 9 and 11 engines, built by Messrs. Manning, Wardle, & Co., and now on the Southern and Western Lines.

Class 7.

Tender engines, with outside cylinders, 16 in. diameter and 22 in. stroke; driving and leading wheels (coupled) 5 ft. diameter, and trailing wheels 3 ft. 6 in. diameter.

To be constructed in every respect the same as No. 13 engine, built by Messrs. Manning, Wardle, & Co., and now on the Great Southern and Western Lines.

Class 8.

Tender engine, with inside cylinder, 16 in. diameter and 20 in. stroke; driving wheels 6 ft. diameter, and leading and trailing wheels 3 ft. 6 in. diameter.

To be constructed in every respect the same as Nos. 14, 15, and 16 engines, built by Messrs. Beyer, Peacock, & Co., and now on the Southern and Western Lines.

Class 9.

Class 9.

Tender engine, with inside cylinders, 18 in. diameter and 24 in. stroke; leading, driving, and trailing wheels, 4 ft. in diameter, and all coupled.

To be constructed in every respect the same as Nos. 17 to 22 inclusive, built by Messrs. R. Stephenson & Co., and now on the Great Southern and Western Lines.

Class 10.

Tender engine, with outside cylinder, 18 in. diameter and 24 in. stroke; leading wheels 3 ft. in diameter, with bogie arrangements; driving and trailing wheels 5 ft. 6 in. diameter, coupled.

To be constructed in every respect the same (with the exception of the diameter of driving and trailing wheels being 5 ft. 6 in., in place of 5 ft. 9 in.) as Nos. 23 to 28 inclusive, built by Messrs. Beyer, Peacock & Co., and now on the Great Southern and Western Railways.

Class 11.

Tank engines, with inside cylinders, 11 in. diameter and 18 in. stroke; leading, driving, and trailing wheels, 3 ft. in diameter, and all coupled.

To be constructed in every respect the same as Nos. 29, 30, and 31 engines, built by Messrs. Manning, Wardle, & Co., and now on the Windsor and Richmond Railway.

Class 12.

Tank engines, for working steep gradients, see detailed specification.

J. H. THOMAS,
Engineer.

This is the specification marked "D," referred to in the annexed articles of agreement, dated the 17th day of December, A.D. 1869.

HENRY VALE.
WM. LACY.
THOS. S. MORT.
ALEX. BROWN.
W. J. P. FRANK.

Witness—J. J. LEE.

New South Wales Railways.—Existing Lines Branch.

Specification of Goods Tank Engines for the Great Railway.

THE work to be executed under this contract comprises the supplying and delivering of engines that class known as six-wheeled coupled tank engines, having the following general dimensions:—

	ft.	in.
Diameter of cylinder	0	17
Length of stroke	0	24
Diameter (outside) of boiler	4	4
Number of tubes, 196 (more or less).		
Length of do.	11	1
Diameter of do. (external)	0	2
Distance from centre to centre of cylinders	2	5½
From head of frame to centre of leading wheels	5	8¼
Distance between centres of leading, driving, and trailing wheels	5	9
Wheel base	11	6
From centre of trailing wheel to end of foot plate	7	3
Total length of frame	24	0½
Width between frames (inside measurement)	4	1
Thickness of frames	0	1½
Diameter of wheels	3	9
Length of fire-box (casing)	5	9
Do. do. inside	5	3
Area of fire-grate	19	3
Diameter of axle bearings	0	7½
Length of do. do.	0	6½
Ports (cylinder)	14 in. x	0 1½
Exhaust	14 in. x	0 3½
From centre to centre of buffers	5	9
Height of buffers above rail	3	4

BOILER.

The boiler is to be constructed of the form and dimensions shown on the drawings, lap-jointed, and all the plates used in manufacture must be $\frac{3}{8}$ inch thick; and both these and the angle irons must be of the very best Lowmoor iron, or such other as may be approved of by the Engineer for Existing Lines of Railways. Plates and angle iron.

The rivets to be $\frac{3}{4}$ inch diameter, of the best Yorkshire iron; the lap of plates to be $2\frac{1}{2}$ inches, and the pitch or distance between centres of rivets to be $1\frac{1}{2}$ inch. Great care must be observed that all the plates and angle irons are brought together before any rivets are put in, and that all the holes perfectly correspond with each other. Should any of them not do so exactly, they must be rimmed out until perfectly fair one with another, and a rivet made expressly to fit the enlarged opening thus caused. The heads of all the rivets must be properly set up, and all the joints perfectly caulked on both sides, care being taken in so doing that the plates are not injured. Rivets and riveting.

The

- Fire-box casing.** The fire-box casing is to be 5 ft. 9 in. long, and made of half-inch plates of the same quality of iron as that on the barrel of the boiler, and bent on the edges to a curve of 4 in. radius. The rivets and riveting to be performed in the same careful manner, and with the best material as that specified for the other portions of the boiler.
- Fire-box.** The fire-box is to be of copper, 5 ft. 3 in. long, and to have a tube plate 1 in. in thickness; the crown to be $\frac{5}{8}$ in. and the other plates $\frac{1}{2}$ in. The tube plate is to be pierced to receive 196 tubes (more or less), of 2 in. diameter, and the holes must be so set out as to insure a uniform distance between them; and no more chamfer is to be taken off their edges than is necessary to prevent them cutting the tubes. The fire-box stays to be made of copper, $\frac{3}{8}$ in. diameter; those for securing the fire-box to the casing to be placed 4 in. from centre to centre. They are to be screwed with a good sharp clean thread, with that portion in the water space turned off. Each stay must fit perfectly tight, with a full thread in the hole as well as on the stay. The holes in casing and fire-box must be true to each other, so that the stay through both may be perfectly square. Each stay must be well riveted over on both ends.
- The boilers to be stayed by gussets and double angle iron at smoke-box end, most carefully fixed; crown of the fire-box must be secured as shown on the drawings.
- Mud-plugs and doors.** Four mud-plugs and doors must be placed on the sides of the fire-box casing, level with the top of the fire-box, two being on each side, and placed alternately with each other; four at the corners of the casing, immediately above the water space, bosses of which to be forged on, and two in the smoke-box, fair with the inside of the bottom of the barrel. In this latter case the plug must be secured directly into the plate without a brass seating. There must also be two lead safety plugs in the top of the fire-box.
- Tubes.** The tubes to be brass, of the best description of metal, 196 (more or less) in number, and No. 12 gauge; they are to be 2 inches outside diameter, secured by approved steel ferrules.
- Testing.** The ordinary working pressure will be 120 lbs., and the boiler must be tested by hydraulic pressure; hot water being employed to 240 lbs. on the square inch, and afterwards in steam to 120 lbs.
- Smoke-box.** The smoke-box top, front, and door to be $\frac{1}{4}$ inch thick; the two former to be made of good plate, with a smooth face, and the latter to be made of best Yorkshire iron; the rivets countersunk and filed flush on the outside. Door and fastenings to be made, and a tube plate of the best $\frac{3}{8}$ inch Lowmoor plate.
- Chimney.** To be 16 inches diameter, and made of $\frac{1}{4}$ inch plate, flush-jointed outside, and well inside, with the top standing 14 feet above the rails, having 3 inches taper.
- Frame-bolts.** Frame-bolts of all kinds must be turned and accurately fitted and driven into their places, the holes being rimered out perfectly fair and true to receive them.
- Ash-pan.** The ash-pan to be constructed of $\frac{1}{4}$ inch plate and $1\frac{1}{2}$ inch angle iron; both the front and back ends must be provided with doors of $\frac{1}{4}$ inch plate, hinged by upper edge, and gear to work each from the foot-plate. A well is to be formed on bottom, by $1\frac{1}{2}$ inch angle iron, riveted all round.
- Spark-catcher.** The mouth of the blast pipe is to be covered by one of Moriarty's Spark-arresters, with $\frac{3}{16}$ inch spaces at top.
- Fire-bars.** The fire-bars must be made not only to change with each other, but with other engines of the same class.
- Wheels.** All the wheels are to be entirely made of wrought iron; they must be turned and bored, and have keyways cut strictly to a gauge, that they may all be precisely alike; and each wheel must be drawn on to its respective axle by hydraulic power, hot water being used to expand the boss; all the rims must be correctly turned to one gauge to receive the tires, so that the tires bored for one will fit any of the wheels equally as well on either of the engines.
- Gauge of railway.** The gauge of railway is 4 feet $8\frac{1}{2}$ inches.
- Tires.** The best steel rolled weldless tires are to be provided from Monk Bridge, Leeds, those on the driving wheels being without flanges; they must be bored out to the exact shape of the rims of the wheels, into which they are to be shrunk, and properly secured; they are to be turned or ground to a template.
- Axles.** The axles to be of the very best manufacture, having journals 7 inches diameter and 9 inches long.
- Gear.** Eccentrics to be of cast iron, $5\frac{1}{2}$ inches throw, and to be keyed fast on their places, the greatest possible care being taken before this is done that their correct positions upon the shaft have been ascertained. The eccentric straps and other portions of the gearing to be of the best Lowmoor iron, case-hardened, and re-cleaned up. The wrought iron-work to be all composed of Lowmoor, or of equally approved iron, and got up with the best finish. All the pins must be of shear steel, and hardened.
- Frames.** Longitudinal frames to be of the best iron in one plate, 2 feet 10 inches extreme depth, and $1\frac{1}{2}$ inch thick, planed inside. All the holes must be marked and drilled to one template, and rimered out to the exact size given; and every bolt securing the cylinders, stays, &c., &c., to be turned to gauge, fitted and driven tight into its place. All the bolts must be carefully made, and turned up to the exact size.
- When the frames, cylinders, &c., are all bolted and riveted together, and before the boiler and wheels and axles are put into their places, the correctness of all the dimensions, and the truth and accuracy of all the work, must be carefully checked by diagonal as well as longitudinal and transverse measurement.
- The frames must be strictly square and free from cross windings, and the guard-plate perfectly square with the engine in all directions.
- Cross stays.** The feet and angle irons on every stay, and of every kind, where they bed upon the frames, must be planed perfectly true, and to the exact length required, so that they fit perfectly to their places without setting or twisting; and every hole must be rimered out that it may be perfectly fair throughout, as specified for the frames. No liners or filling-pieces will be allowed to make up imperfect work for dimensions.
- Axle-boxes.** The axle-boxes to be of best cast iron, fitted carefully to template both inside for the steps and outside for the rubbing pieces. The steps to be of best hard gun-metal, and to be confined by iron boxes underneath the journals. Care must be taken in fixing the oil pipes in the top of the axle-boxes, that they be so placed as to convey all the oil directly on the top of the journals, and that it is not wasted by running away between the side of the brass and the inside of the box.
- The axle-box bottoms, or oil cellars, are kept up in their places by bolts as shown. All the steps must be perfectly bedded into their respective axle-boxes, and well fitted on the journals.
- The leading and trailing wheel boxes are to have half-inch lateral play, but the driving wheel boxes must have no more space allowed between the boxes and rubbing pieces than just sufficient to allow each axle-box to slip readily and freely into its place.
- The

- The rubbing-pieces on the horn plates to be of hard and strong cold blast cast iron, correctly fitted. Rubbing pieces on horn plates.
- All the springs must be made of the very best spring steel. Each spring must be tested before being put in its place, by being weighted until the camber has been taken off, and on the removal of the weight the spring is found to resume its original form. Springs.
- The cylinders to be 17 inches diameter, and 24 inches stroke, placed inside the framing, and inclined as shown, made of the very best iron, perfectly free from honeycomb or any defects whatever; they must be truly bored out, the front and end being bell-mouthed $\frac{1}{8}$ of an inch, so that the pistons may be easily put in their places. All the joints to be planed, turned, or scraped to a true surface, so that perfect joints can be made with a coat of very thin linseed oil laid on with a brush. Each cylinder to be bolted to the frames with $1\frac{1}{2}$ -inch bolts. Cylinders.
- It is most essential that those as well as all the other bolts should be carefully turned, fit perfectly tight in good true holes. Steam ports, 14 x 1 $\frac{1}{2}$. Exhaust port, 14 x 3 $\frac{1}{2}$. Lap of valve, 1 $\frac{1}{4}$ inch outside, $\frac{1}{8}$ inside, lead bare $\frac{1}{8}$ inch, full travel 5 inches.
- The body and plate of the pistons to be of the best toughened cast iron, and the rings of gun-metal; the latter must be turned $\frac{1}{8}$ inch larger than the diameter of the cylinders with a $\frac{1}{4}$ inch cut out of them, and then the two ends brought close together, and returned to the exact diameter of cylinder, and properly fitted with a stop. The weight of the piston must be carried upon the packing rings, and not upon the body of the piston. Pistons.
- All the flat surfaces must be well and perfectly scraped, and made steam-tight.
- The piston rods to be 2 $\frac{3}{8}$ inches diameter, and made of steel. Piston rod.
- The slide valves to be set with a lead of $\frac{1}{16}$ of an inch, and to be made of the best gun-metal. Slide valves.
- The regulators to be made of gun-metal in joints, scraped up to a perfect surface, and the lever that works the valve must fit on without shaking, and work smoothly throughout the whole stroke of the valve. Regulator.
- The slide bars to be of steel. Slide bars.
- The slide blocks to be of cast iron, and to have lubricating boxes. Slide blocks.
- The connecting rod to be of the best fagoted iron, and to be bright all over. Connecting rod.
- The boiler is to be fed by a pair of No. 10 Giffard's Injectors. Injectors.
- The feed pipes to be of copper, No. 8 wire gauge, and must be brazed on the inside with hard solder; care to be taken that the pipes are so set that the flanges of the joints come fairly to their places without any spring upon the pipes. Feed pipes.
- The steam pipes to be of copper, No. 14 gauge, and all the flanges must have scraped surfaces. Steam pipes.
- The hand rails to be of iron 1 $\frac{1}{2}$ inch diameter, and secured to saddle tank with brass studs. Hand rails.
- The whole of the boiler and fire-box to be covered with white pine, well-seasoned in strips of not more than 2 $\frac{1}{2}$ inches wide by 1 inch thick, tongued into each other by hoop iron $\frac{7}{8}$ inch wide, and the whole well and neatly covered by sheet iron, No. 18 wire gauge, and well secured by brass hoops. Cleading.
- Two 3 $\frac{1}{2}$ -inch safety-valves, of Naylor's or Ramsbottom's arrangement, to be placed over the fire-box. Safety-valves.
- One glass gauge, and three gauge-cocks from pattern to be supplied. Gauges.
- The whistle to be made of hard brass, to pattern. Whistle.
- All bolts and nuts must in every instance be to Whitworth's standard thread. Bolts and nuts.
- The saddle tank, placed over the barrel of boiler is to be made of $\frac{1}{8}$ -inch best sheet iron, stiffened with ties inside, to be well riveted together, and the points of the rivets neatly snapped. The heads of all the rivets must be properly set up; all joints properly caulked. The plates to be riveted together with $\frac{1}{2}$ -inch rivets. Tank.
- Buffer beams, 1 $\frac{1}{2}$ inch rolled iron, well gusseted, to be fitted with draw-hooks and chains at both ends of the engines. The buffers to be Corlett's patent. Buffer beams and buffers.
- Four sand-boxes to be provided, with copper pipes, &c., complete. Sand boxes.
- All the working parts to be furnished with perfect means of lubricating. General fittings.
- The glass water-gauge must be so placed that the lowest visible part of the glass is 3 inches above the highest part of crown of the fire-box. Lamp-holders to pattern to be fixed as instructed.
- Cocks to be supplied and fitted for cylinders, blow-off scum-water, &c. (of which patterns will be supplied), to be of gun-metal.
- The boiler and fire-box casing to have two coats red oxide paint, previous to having the lagging put on, and the wood with two coats of lead colour. Painting.
- The frames, wheels, tank, and all other necessary parts of the engine, to have two good coats of lead colour previous to the filling, which must be done with three coats rubbed to a perfectly smooth surface, and with another coat of lead colour previous to the finishing, which is to be done in the usual way adopted at the Redfern Railway Works.

General Stipulations.

Throughout the whole the very best materials and workmanship is to be used in every way equal to the best class of locomotive engines; and the manufacturer will be held responsible for their safe delivery at and for all defects of whatever kind which may arise from imperfect workmanship or material, until they shall have run a distance of (1,000) one thousand miles with proper loads upon some portion of the Railway for which they are intended. Material and workmanship.

The whole of the engines are to be completed, delivered, and set to work entirely to the satisfaction of the Engineer for Existing Lines of Railway, within Time.

The Engineer, or any officer appointed by him, shall have full liberty, at all reasonable times during the construction, to examine all material or work which may be intended for them, and to reject the whole or any portion that may be thought necessary; and any so rejected shall immediately be replaced in a satisfactory manner by the Contractor and at his cost. Inspection.

The dimensions figured upon the drawings to be preferred in all cases to measurement by scale. Dimensions on drawings.

While the foregoing specification sets forth the general detail of the engines the Engineer reserves the option of such modifications as he may find necessary as the work proceeds, so long as the general dimensions are not interfered with, without any claim of extra payment being allowed. The drawings and specifications must be taken to explain each other; but should there be any work and materials which may be reasonably and obviously considered necessary for the proper completion of the engines, but which has not been shown on the drawings or described in the specification, or that may be mentioned or implied in one only, the same must be considered as in the contract, and the Contractor must find whatever may be Right of altering details.

necessary to complete the engines according to the true intent and meaning of the specification and drawings; and in all cases of defective description or any ambiguity, the explanation given by the Engineer shall be binding upon the Contractor.

The Engineer reserves to himself the power of making any deviation from or additions to the engines, without invalidating the contract; the value of such deviations, alterations, or additions to be ascertained and allowed for by the Engineer, at such rates as he shall consider to bear a due proportion to the other work of the engines, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be.

Cancellation of contract.

In the event of the construction of the engines not proceeding with that despatch which the Engineer may consider necessary, or the Contractor fails from any cause to proceed in the execution of his contract, the Commissioner shall have full power and authority to cancel the contract, as far as relates to the work remaining to be done; and in such case the moneys which shall have been previously paid to the Contractor on account of the work executed shall be taken by him as full payment for all the work done and materials supplied 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 the portions of the engines left unfinished, and all sums of money named as penalties for the non-fulfilment of the contract, shall be forfeited and become payable to the Commissioner, and the said portions of the engines 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.

Facilities afforded.

The Commissioner will afford every facility to parties undertaking this contract, so far as the selling of any stores, for which cost price, with 10 per cent. added, is to be paid, or the loan of any tools he may possess, and which can be conveniently spared at the time, to be charged for as may be arranged.

The Contractor will have to satisfy himself of the accuracy of the drawings, and lay down a full-size working drawing of the engine, showing all the details.

The tender is to include all expenses of removing, delivery, and trials, as well as all the necessary working plans, tracings, &c.

Bankruptcy or insolvency.

If the Contractor 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 such of, and all portions of the engines, whether completed or not, from the Contractor and of the Assignees or Trustees of his estate, and re-contract with any other person or persons to proceed with and complete the said engines, upon such terms, stipulations, and conditions as shall be deemed expedient.

Security.

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

for the proper performance and completion of the contract. The names of the persons proposed by him as sureties must be stated in the 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 days from the acceptance of the tender, or should the Contractor fail to execute the contract for the due performance of the work, or to execute and to procure the due execution, by the persons so approved of, as sureties of the bond required for securing the due completion of the work 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.

Payment.

Payment will be made on the Engineer's certificate as the engines progress, 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, in the proportion of of the value of the work satisfactorily executed, and the remaining will be paid after the Engineer has certified that the whole of the engines have been completed to his entire satisfaction.

Interpretation clause.

The words "or any officer appointed by him," in these general conditions, shall mean any person who may from time to time be appointed by the Engineer for Existing Lines of Railways, to supervise the work; and the words "Engineer for Existing Lines" or "Engineer" shall mean the Engineer for Existing Lines of Railways for the time-being of the Commissioner for Railways.

J. H. THOMAS,
Engineer for Existing Lines of Railways.

Government Railways, New South Wales.—Existing Lines Branch.

(Specification for the Painting of Rolling Stock.)

Locomotive Engines.

Paint, in two coats of red lead, the inside of boiler and water-tank.

Previous to new lagging being fixed, the whole exterior of the boiler is to receive two coats of red lead.

The lagging to have two coats of lead colour; and under-side of iron lagging sheets, two coats of red lead.

After the lagging is fixed, the whole of the exterior of engine and tender to receive two coats of colour, stopped and filled up with not less than three coats of Noble and Hoare's patent filling, to be rubbed down to a smooth surface. It is then to receive one coat of lead colour and two coats of green, picked out with black, and edged with white.

The under-frame to be in every respect painted in a like manner, the buffer plank being finished in vermilion, picked out with black.

The wheels to be painted with two coats of lead colour, stopped up, and to receive two coats of green, picked out with black. The

The whole of the outside of the painted portion of the engine, tender, frames, wheels, &c., &c., to receive over all two coats of varnish.

Chains, springs, &c., to receive two coats of lead colour, and one of black or Japan.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint, &c., to become perfectly dry before the application of another.

Carriages.

They are first to be given three coats of lead colour, and four of filling up; then to be well rubbed down with pumice-stone, and receive two more coats of lead colour, and stopped with hard stopper; and then again faced down to a smooth surface with pumice-stone; then receive an additional coat of lead, and two coats of pattern colour.

The mouldings and framework to be picked out. The letters, garters, and number, to be in gold, shaded with vermilion, lake, white, and black.

The whole to be finished with three coats of best copal varnish.

Roof to be covered with No. 1 navy canvas; but previous to this the woodwork is to receive two coats of paint and three coats over all.

Inside of under-frame and bottom of body, steps, springs, wheels, axles, and other iron-work, to receive two coats of colour.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

Blinds, glass frames, and all inside fittings, to receive three coats of varnish.

C. Vans, Sheep-vans, Cattle-wagons, and Meat-vans.

Paint body both inside and outside, as well as the under-frame, with four coats of colour, and one coat of pattern colour.

The outside of body and the under-frame to receive, in addition to the above, one coat of colour and varnish, and one coat of varnish to be given over all.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

The numbering and the lettering to be performed in a like manner to that which is done on the same class of vans and wagons as are at present on the Government Railways.

All the exposed iron-work, springs, wheels, axles, chains, and bottom, &c., to be painted one coat of lead colour and one of black.

A, B, D, and E Goods-wagons and Carriage-trucks.

Body to be painted both inside and outside, as well as the under-frame, in two coats of oil colour, and one coat of pattern colour.

The outside of body and the under-frame to receive, in addition to the above, one coat of colour and varnish.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

The numbering and lettering to be performed in a like manner to that which is done on the same class of wagons and carriage-trucks as are at present on the Government Railways.

All exposed iron-work, springs, wheels and axles, chains, and bottoms, &c., to be painted one coat of lead colour and one of black.

Funeral-cars.

To receive two coats of lead colour, three coats of filling up, one of staining, and then well rubbed down with hard pumice-stone.

It is then to be painted with two more coats of lead colour, and well stopped up with hard and soft stopper, after which it is to be faced to a smooth surface.

The panels to be finished with two coats of clean lead colour, and the frame-work, cornice, and moulding, with two coats of black paint.

Two coats of body varnish is to be given over all outside work.

The inside to receive three coats of clean light lead colour and two coats of varnish.

Roof, buffers, exposed iron-work, wheels, axles, chains, bottom, &c., to be given one coat of lead colour and one of black.

Sufficient time must be allowed to elapse to enable each of the foregoing coats of paint to become perfectly dry before the application of another.

Goods and Passenger Break-vans and Horse-boxes.

These vans to receive three coats of lead colour, stopped up, and two coats of brown oil colour, according to sample supplied, and one coat of oil and varnish mixed, to be picked out with buff, and the whole to be finished with two coats of varnish.

The inside to receive three coats of paint, and afterwards grained oak, and finished with a coat of varnish.

The iron-work to have three coats of paint in oil finished black. The inside of under-frame to receive two coats of paint.

The numbering and lettering to be performed in a like manner to that which is done on the same class of vans at present on the Government Railways.

Sufficient time must be allowed to elapse to enable each coat of paint to become perfectly dry before the application of another.

J. H. THOMAS,
Engineer.

Government Railways, New South Wales.—Existing Lines Branch.

(Contracts for Rolling Stock.)

General Stipulations and Conditions.

Material and workmanship.	THE whole of the materials used in the construction of the rolling stock must be of the very best description, except where specified otherwise, and the work is to be executed in a sound, substantial, and workmanlike manner, and with a finish equal in all respects to the best class of their respective kinds of English manufacture.
Gauge. Position of buffers.	The gauge of the railways for which the rolling stock is required is that of 4 feet 8½ inches. The distance from centre to centre of buffers is in every case to be 5 feet 9 inches; and the height, above the upper surface of rail to centre of buffers, is to be 3 feet 4 inches.
Blinds, &c.	Venetian blinds in all the carriages are to be placed inside, and the glass frames outside, as in the imported carriages for the Western Line.
Panels.	It must be clearly understood that all the panels in carriages are to be grooved into the framing, and upon no account are nails or wood screws to be used in their fixture.
Contractor must provide all labor and materials.	The Contractor is to provide labour, materials, tools, machinery, and all other matters necessary for the due performance of the contract.
Bolts and nuts.	All bolts and nuts used throughout to be of Whitworth's standard thread.
Delivery.	It is to be distinctly understood that all the rolling stock required for either the Northern or Southern Lines, are to be delivered at the Newcastle or Sydney Stations, as the case may be, free of all expenses for packing cases, &c., &c.; and no allowance will be made for these, or for freight, insurance, or any other charges in connection with the delivery.
Tenders.	The Commissioner does not bind himself to accept the lowest or any tender.
Timber.	All timber, whether Colonial or Foreign, is, before being used, to be thoroughly well seasoned, free from wanes, shakes, or other imperfections, and worked full to the dimensions given.
Patent rights.	The tenders are to include the cost of all patent rights.
Rolling stock required for first year.	The probable amount of rolling stock which will be required during the first year will be about one-third of that set down for all the lines in the schedule attached to the form of tender.
Responsibility.	The Contractor is to be responsible for the period of one year from date of delivery, for all breakages arising from defective construction, or the use of inferior materials.
Time.	The whole of the rolling stock to be completed, delivered, and set to work entirely to the satisfaction of the Engineer for Existing Lines of Railways, within
Inspection.	The Engineer, or any officer appointed by him, shall have full liberty, at all reasonable times during the construction, to examine all material or work which may be intended for them, and to reject the whole or any portion that may be thought necessary; and any so rejected shall immediately be replaced in a satisfactory manner by the Contractor, and at his cost.
Dimensions on drawings. Right of altering details.	The dimensions figured upon the drawings to be preferred in all cases to measurement by scale. While the foregoing specification sets forth the general detail of the rolling stock, the Engineer reserves the option of such modifications as he may find necessary as the work proceeds, so long as the general dimensions are not interfered with, without any claim of extra payment being allowed. The drawings and specification must be taken to explain each other; but should there be any work and materials which may be reasonably and obviously considered necessary for the proper completion of the rolling stock, but which has not been shown on the drawings or described in the specification, or that may be mentioned or implied in one only, the same must be considered as included in the contract, and the Contractor must find whatever may be necessary to complete the rolling stock according to the true intent and meaning of the specification and drawings; and in all cases of defective description or any ambiguity, the explanation given by the Engineer shall be binding upon the Contractor.
Cancellation of contract.	The Engineer reserves to himself the power of making any deviation from or additions to the rolling stock, without invalidating the contract; the value of such deviations, alterations, or additions to be ascertained and allowed for by the Engineer, at such rates as he shall consider to bear a due proportion to the other work, and the value thereof added to or deducted from the amount to be paid to the Contractor, as the case may be. In the event of the construction of the rolling stock not proceeding with that despatch which the Engineer may consider necessary, or the Contractor fails from any cause to proceed in the execution of his contract, the Commissioner shall have full power and authority to cancel the contract, as far as relates to the work remaining to be done; and in such case the moneys which shall have been previously paid to the Contractor on account of the work executed, shall be taken by him as full payment for all the work done and materials supplied 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 the portions of the rolling stock left unfinished, and all sums of money named as penalties for the non-fulfilment of the contract, shall be forfeited and become payable to the Commissioner, and the said portions of the rolling stock 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.
Bankruptcy or insolvency.	If the Contractor 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 such of, and all portions of the rolling stock, whether completed or not, from the Contractor and of the Assignees or Trustees of his estate, and re-contract with any other person or persons to proceed with and complete the said rolling stock, upon such terms, stipulations, and conditions as shall be deemed expedient.
Security.	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 for the proper performance and completion of the contract. The names of the persons proposed by him as sureties must be stated in the tender, the Commissioner for Railways reserving to himself the power of rejecting such proposed sureties, should he deem it advisable to do so.

Should

Should the Contractor fail to procure such persons as may be deemed by the Commissioner to be eligible sureties, within _____ days from the acceptance of the tender, or should the Contractor fail to execute the contract for the due performance of the work, or to execute and to procure the due execution, by the person so approved of, as sureties of the bond required for securing the due completion of the work 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.

Payment will be made on the Engineer's certificate _____ as the work progresses, 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, in the proportion of _____ will be paid after the Engineer has certified that the whole of the rolling stock has been completed to his entire satisfaction.

The words "or any officer appointed by him," in these general conditions shall mean any person who may from time to time be appointed by the Engineer for Existing Lines of Railways, to supervise the work; and the words "Engineer for Existing Lines" or "Engineer" shall mean the Engineer for Existing Lines of Railways for the time-being of the Commissioner for Railways.

J. H. THOMAS,
Engineer for Existing Lines of Railways.

These are the general stipulations and conditions marked "E," referred to in the annexed articles of agreement, dated the 17th day of December, A.D. 1869.

Witness—J. J. LEE.

ALEX. BROWN.
W. P. F. FRANKS.

HENRY VALE.
WM. LACY.
THOS. S. MORT.

H.

CORRESPONDENCE, &c., from H No. 1 to H. No. 8, respecting construction of 28 pairs Wheels—20/1/69.

H No. 1.

Government Railways—(Minute Paper.)

Wagon Wheels with Cast Boss, Tires, and Axles for Wagon Wheels.

WILL the Engineer for Existing Lines provide with as little delay as possible 56 tires for wagon wheels with cast boss, and forward same to Mr. McArthur as fast as they can be provided.

I also wish 28 axles forwarded to Mr. McArthur at once.

Mr. Thomas.—J.S., 18/1/69. Forwarded, 20/1/69.—J.H.T., 28/1/69.

H No. 2.

McArthur & Co. to The Commissioner for Railways.

Waterview Engine Works,
Patent Slip and Graving Dock,
Balmain, 20 January, 1869.

Sir,

Referring to the various conversations we have had the honor of having with you, relative to the manufacture of wheels for railway wagons, it is of course a matter of some difficulty to name a definite price at which we could make them. One of the great points of consideration is the number that may be required, as the larger the number the lower the price would be in comparison, thus—for 100 the cost would be less in comparison than for 50; and were we to have a large number placed in our hands to make, we feel confident that the price we could deliver them at would be little, if any, in excess of the cost of importing them from England. With the large resources of our establishment we are in a position to make any number that may be required, and we do not think that even at the commencement the cost would exceed £20 per pair.

We beg to enclose you a schedule of the prices we would charge for the use of the different machines, as also a schedule of the prices we charge for our general engineering work; and in conclusion would add that in the event of your honoring us with an order we would use our utmost endeavours to turn out the wheels at the lowest possible price compatible with good sound workmanship and material.

We have, &c.,

T. McARTHUR & CO.

Order 56 wheels to be forthwith prepared, the Government providing tires and axles—the whole to be completed at the schedule of prices, subject to modification if a larger order can be given.—J.S., 20/1/69.

Wrote, 20/1/69.

H No. 3.

H No. 3.

T. M'Arthur & Co. to The Commissioner for Railways.

Waterview Engine Works,
Patent Slip and Graving Dock,
Balmain, 4 February, 1869.

Sir,

We shall feel much obliged by your giving the necessary instructions for more tires for the wagon wheels, to be forwarded to us without delay; we have used all that have been sent.

We have, &c.,
T. M'ARTHUR & CO.

Inform Mr. Thomas by memo., and request him to supply remainder, if not all sent.—J.S., 5/2/69.
Memo. to Mr. Thomas.—R.M., 5/2/69.

H No. 4.

T. M'Arthur & Co. to The Commissioner for Railways.

Waterview Engine Works,
Patent Slip and Graving Dock,
Balmain, 9 February, 1869.

Sir,

We have the honor to inform you that the seven pairs of wheels, being all for which we had the tires, are now completed and ready for delivery, and we would thank you to give the necessary orders for the inspection of the same, at your convenience.

We have, &c.,
T. M'ARTHUR & CO.

I understand these wheels are now in store. Ask Mr. Thomas to examine them.—J.S., 12/2/69.
I have examined them, and although a little rough I consider that of the kind they are very good wagon wheels.—J.H.T., 15/2/69.
Seen.—J.S., 16/2/69.

H Nos. 5 & 6.

Government Railways,
Store Branch Station,
25 February, 1869.

MEMORANDUM to the Chief Clerk,—

The contract price for conveyance of stores over 10 cwt. per package to and from store to back wharf is 6s. 6d. per ton; the Contractor expects to be paid a higher rate for the wheels and axles taken to Messrs. M'Arthur & Co.; 10s. 6d. per ton is quoted by him as being a fair charge. Please say if credit will be given at that rate.

EDWD. FIELDING.

This is not in contract, and the distance is at least three miles beyond the boundary of the city—10s. 6d. is I think reasonable.—J.S., 26/2/69.

Seen, 27/2/69.—E.F.

H No. 7.

Department of Public Works,
Sydney, 15 March, 1869.

I SHALL be glad to know if Mr. Thomas has tested the wheels and axles prepared by Messrs. M'Arthur & Co., as verbally instructed by me; and, if so, I shall be glad to have his report at once.

JOHN SUTHERLAND.

THE best test that can be given is to run them for some months in our goods trucks, but as yet they have not been running more than a week. From the fact of the tires being but $1\frac{1}{2}$ in. on those made by Messrs. M'Arthur & Co. (no fault of theirs), while those imported are $2\frac{1}{8}$ in., it will necessitate altering of springs, &c., to balance the truck, before we can run one pair of each, Colonial and imported, in the same wagon.

I examined on delivery those made by Messrs. M'Arthur, and to all appearance they are very well made; but it is right that I should point out to the Commissioner that they are far from being the best class of wheel, or such as any Engineer would now think of specifying for—as it is generally admitted that the solid wrought iron wheel is both the safest and most durable.—J.H.T., 15/3/69.

Seen, 18/3/69.

H No. 8.

H No. 8.

M'Arthur & Co. to The Commissioner for Railways.

Waterview Engine Works,
Patent Slip and Graving Dock,
Balmain, 5th March, 1869.

Sir,

We have the honor to enclose herewith the account for the twenty-eight pairs of railway wagon wheels, which we have completed as per your order of the 21st January, 1869.

We would take this opportunity of submitting for your consideration the prices at which we are willing to undertake to manufacture a certain number of these wheels, say at the rate of two pairs per day, providing that the Government will honor us by an order for such a number, and extending over such a term as will justify us in going to the expense necessary for such production.

The price for wheels, the Railway Department as heretofore finding axles and tires, would be twelve pounds (£12) per pair.

The price for wheels, we finding everything, would be twenty-three pounds (£23) per pair.

Trusting that these prices may be found such as to enable you to honor us with an order for a further and larger number,

We have, &c.,

THOS. M'ARTHUR & Co.

Treasury Voucher No.

New South Wales—Consolidated Revenue Fund.

The Department of the Commissioner for Railways *Dr. to* Thos. M'Arthur & Co.

For the undermentioned services performed for the Department, viz. :—

4th March, 1869.

Twenty-eight pairs of railway wagon wheels, as per order of the 21st January, 1869—	£	s.	d.
Actual cost of labour and materials, machine hire, as per schedule furnished	309	8	9
Large machine, 1,549 hours, at 9d. per hour	58	1	9
Small machine, 16 hours, at 1s. 10d. per hour	1	9	4
Engine, 133 hours, at 1s. 6d. per hour	9	19	6
	£	378	19 4

THOMAS M'ARTHUR & Co.

I hereby authorize the amount of the above account to be paid on my behalf to Mr. M. Edmond Wilkin,—

Thos. M'ARTHUR & Co.

I.

CORRESPONDENCE, &c., from I No. 1 to I No. 4, respecting purchase of Wheels from P. N. Russell & Co.—23/1/69.

I No. 1.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney Foundry,
Sydney, 23 January, 1869.

Sir,

We have the honor to hand you enclosed a tracing of 66 all wrought-iron wagon-wheels we have on hand. The tires are all more or less worn, and most of the wheels would require new ones.

If you will instruct the Engineer for Existing Lines to give us two tires and one axle, we will turn and fit them on a pair of wheels, and which will enable us to arrive at the cost. We will then have the honor to offer you the bulk at the lowest rate we can supply them at.

We have, &c.,

P. N. RUSSELL & Co.

I No. 2.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney Foundry,
Sydney, 2 February, 1869.

Sir,

Referring to our letter, dated 23rd ultimo, respecting the wagon-wheels we have for sale, we will deliver the wheels as they are, at the Railway Station, Redfern, at the rate of eighteen pounds ten shillings stg. (£18 10s.) per set of 4 wheels and 2 axles.

We have, &c.,

P. N. RUSSELL & Co.

Will

Will Mr. Thomas be so good as to look at these wheels, &c., and report if they are useful, and as to the value.—J.S., 9/2/69.

The wheels are of a good, strong, description, but they are upon axles made for a different gauge of rail to ours, which would necessitate their being cut and shut; and this, for several reasons, it would not be advisable to do. I would recommend, therefore, that Messrs. Russell be asked to name a price for the wheels alone, and, if reasonable, that they be purchased.—J.H.T., 15/2/69.

Ask Messrs. Russell & Co. to name a price for wheels only.—J.S., 16/2/69.

Wrote.—R.M., 17/2/69.

I No. 2A.

The Commissioner for Railways to P. N. Russell & Co.

Department of Public Works,
Railway Branch,
Sydney, 17 February, 1869.

Gentlemen,

In reply to your letter of the 2nd instant, offering wagon-wheels and axles for sale, I have the honor to inform you the Engineer for Existing Lines reports that, as the axles you offer are made for a different gauge of rails, they would not be suitable.

I have therefore to request you will be so good as to name a price for wheels only.

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

I No. 3.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney Foundry,
Sydney, 18 February, 1869.

Sir,

In reply to your letter, dated 17th instant, we will deliver the wagon-wheels referred to, at the rate of seventeen pounds stg. (£17) per set of 4 wheels.

We have, &c.,
P. N. RUSSELL & Co.

Mr. Thomas, for report.—J.S., 20/2/69.

I think these wheels should be purchased at the price named.—J.H.T., 25/2/69.

Approved, 26/2/69.

I No. 4.

P. N. Russell & Co. to The Commissioner for Railways.

Sydney Foundry,
Sydney, 1 March, 1869.

Sir,

We have the honor to inform you that we have a number of wagon-wheels in stock, as per tracing enclosed—in all, about 52 wheels—which we beg to offer to the Government for the sum of twenty-six pounds sterling (£26) per set of 4 wheels.

We beg to say that the above are new wheels.

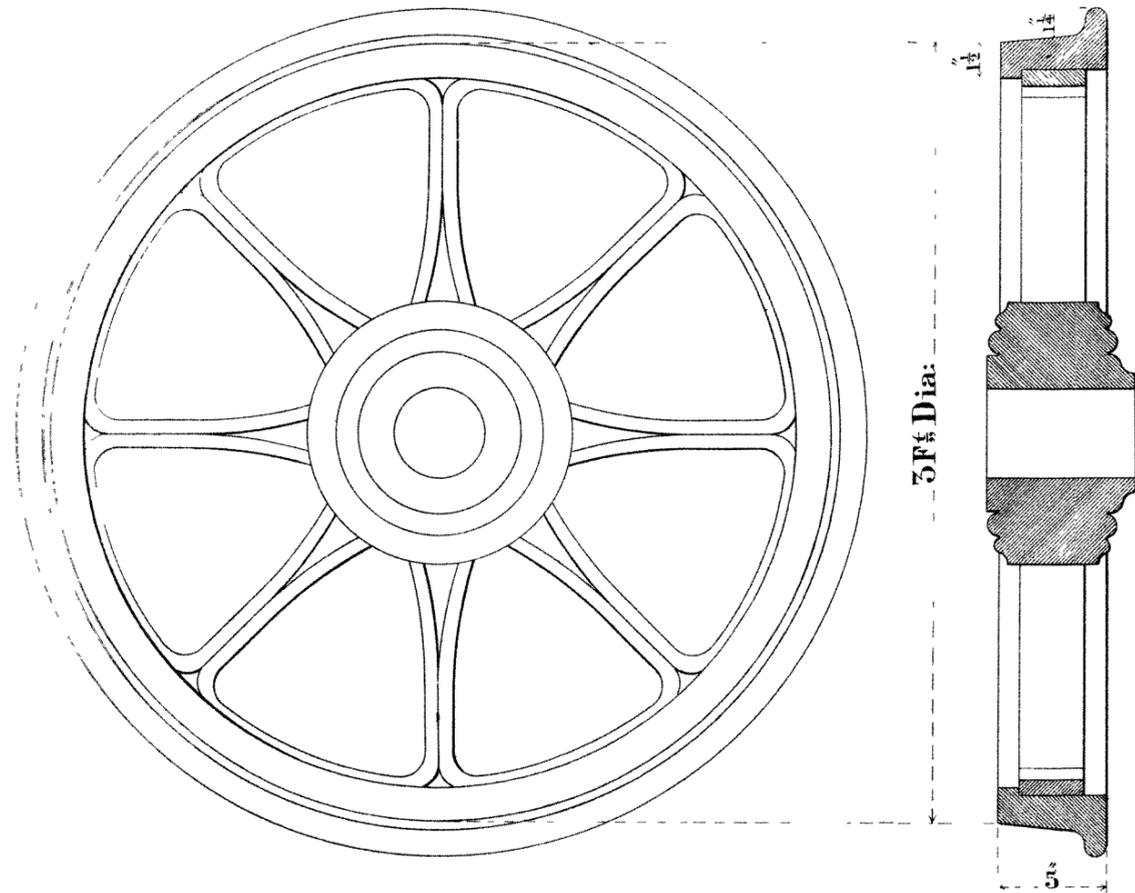
We have, &c.,
P. N. RUSSELL & Co.

Mr. Thomas, for report, Railways, B.C., 3/3/69.—J.R.

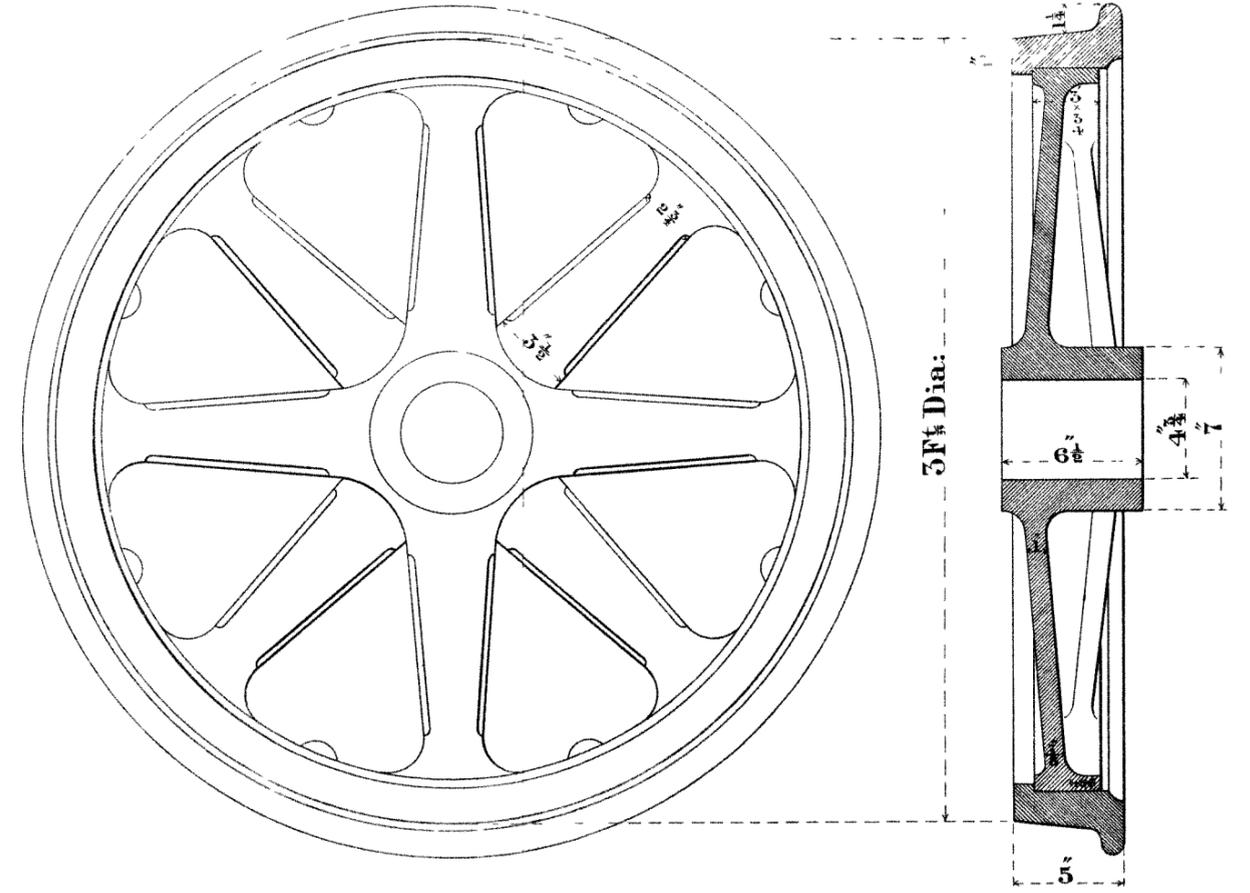
Seeing that the 100 sets ordered last June are now arriving, and that we have already purchased some off Messrs. P. N. Russell, and that shortly contracts will be taken for the supply of rolling stock, including wheels, I don't think it would be advisable to take these.—J.H.T., 6/3/69.

[Two Plans.]

Railway Wheels
Wrought Iron Rims & Cast Iron Bosses



Railway Wheels
All Wrought Iron (66 in stock)



1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE RESPECTING, AND MR. R. LLOYD'S REPORT ON TANK ENGINES.)

*Ordered by the Legislative Assembly to be Printed, 22 March, 1870.**[Laid on Table in accordance with answer to Question No. 6. See Votes and Proceedings, No. 25, of Thursday, 10 March, 1870.]*

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RAILWAYS.

No. 1.

MR. THOMAS' REPORT ON LOCOMOTIVE ENGINES FOR GREAT WESTERN EXTENSIONS.

SOME twelve months ago I intimated to the Commissioner my opinion that the class of engine which would be found best adapted for working the steep gradients on the mountain lines would be, with some modification in the design, such as that built by Messrs. Vale and Lacy for Mr. Goddard, the contractor.

On the 20th ultimo I had an opportunity of testing the locomotive above referred to, taking with it ten loaded trucks of railway bars (53 tons 6 cwt.), together with a heavy brake-van, from Penrith up the Zig Zags, to Wascoe's.

We had fitted a temporary sand arrangement on the front of the engine, but it had none behind, yet it was enabled to stop on gradients of 1 in 30, and start again with ease. I may mention that it was found that from the starting, and during the whole journey, the ash-pan damper had been closed.

This engine weighs, when in steam with full load of fuel and water, 31 tons 11 cwt. It has 16 in. cylinders, $\frac{1}{4}$ in. stroke, and 6 coupled wheels 3 ft. 9 in. diameter, and a wheel base of 12 ft. 6 in. It cost £1,900.

This class of engines will not only, by the greater amount of adhesion they possess, be enabled to convey far greater loads up the steep inclines, but also prevent the great loss of time which now occurs with our present engines, from the slipping of the wheels,—an amount which is not counterbalanced by the advantages they derive in their wheels being of larger diameter when running on a level, or down an incline. Of course I do not propose that they should entirely supersede the present engines, but only be used for working the traffic over the heaviest portion of the line, viz., that between Penrith and Siding, at the Stone-crushers.

The following table will show at a glance what the class of engines referred to have done,—what our present engines are capable of doing,—and what the engines I propose to build and guarantee shall perform :—

Description of Engine.	Weight of Engine.	Cost of Engine.	Load that each Engine, exclusive of its own weight, will take up the gradient of 1 in 30.	Diameter of Cylinder.	Length of Stroke.	Diameter of Driving Wheels.
	Tons cwt. qrs.	£	Tons cwt. qrs.	in.	in.	ft. in.
Contractor's	31 11 0	1,900	105 16 3	16	24	3 9
Our present goods	*50 12 2	3,200	84 5 1	18	24	4 0
Our present passenger	†49 16 3	3,200	43 0 0	18	24	5 9
Proposed goods	34 10 0	2,200	126 0 0	16 ²	24	3 9
Proposed passenger.....	32 0 0	2,200	70 0 0	16	24	4 3

¹ What I have put down is perfectly correct. It is true the engine alone weighs but 31½ tons, but as it would be utterly useless without the tenders it may, I think, be fairly considered as a portion of it.

² This is a clerical error, should be 17.—J.H.T.

That there is nothing new in what I propose, and that these tank engines have been found, under precisely similar circumstances, best adapted for mountain lines, even with steeper gradients and sharper curves than on our lines, will be seen from the following, from "A description of the Railway across the Blue Mountains, at the Rock Fish Gap, in the State of Virginia, America," in the *Engineer* of the 23rd January, 1857 :—

"This road was opened to the public in the spring of 1854, and it has now, in the autumn of 1856, been in constant use for a period of more than 2½ years. In all that time the admirable engines relied on to perform the extraordinary duties imposed upon them in the passage of this summit, have failed *but once* to make their regular trips. The mountain has been covered with deep snow for weeks in succession, and the cuts have been frequently filled for long periods many feet in depth with drifted snow; the ground has been covered with sleet and ice, and every impediment due to bad weather and inclement seasons has been encountered and successfully surmounted in working the track.

"During the last severe winter, when the travel upon all the railways of Virginia and Northern and Western States was interrupted, and on many lines for days in succession, the engines upon this mountain track, with the exception of the single day already specified, moved regularly forward, and did their appointed work. In fact, during the space of 2½ years that the road had been in use, they have only failed to take the mail through in this single instance, when the train was caught in a snow-drift, near the summit of the mountain.

"These results are due, in a great degree, certainly to the admirable adaptation of the engines employed to the service to be performed; but they are due also, in no small degree, to the skill and energy of the superintendent in immediate charge of the track and machinery. The locomotives mainly relied on for this severe duty were designed and constructed by the firm of W. M. Baldwin and Co., of Philadelphia. The slight modification, introduced at the instance of the writer to adapt them better to the particular service to be performed in crossing the Blue Ridge, did not touch the working portions or principle of the engine, the merits of which are due to the patentee, W. M. Baldwin, Esq.

"These engines are mounted on six wheels, all of which are drivers, and coupled, and 42 inches diameter. The wheels are set very close, so that the distance between the extreme points of contact of the wheels and the rail of the front and rear drivers is 9 ft. 4 in. This closeness of the wheels of course greatly reduces the difficulty of turning the short curves of road.

"The diameter of the cylinders is 16½ inches, and the length of the stroke 20 inches.

"To increase the adhesion, and at the same time to avoid the resistance of a tender, the engine carries its tank upon the boiler, and the foot-board is lengthened out and provided with suspended side boxes,

3

boxes, where a supply of fuel may be stored. By this means the weight of wood and water, instead of abstracting from the effective power of the engine, contributes to its adhesion, and consequent ability to climb the mountain.

"The total weight of these engines is 55,000lbs., or 27½ tons.

"With such trains the engines are stopped on the track ascending or descending, and are started again on the steepest grades, at the discretion of the engineer.

"Water for the supply of the engines has been found difficult to obtain on the mountain, and since the road was constructed a tank has been established on the eastern slope, where the ascending engines stop daily on a grade of 1 in 18, 280 feet per mile, and are there held by the brakes while the tank is being filled and started again at the signal, and without any difficulty.

"A supply of sand is not neglected, for although the brakes completely control the train in ordinary weather, yet, when the cold is intense, and the track, wheels, and brakes are all covered with snow, frozen into hard ice, they will not hold. Then, as usual, sand is applied in front of the forward drivers, or in front of the middle drivers, as is, under the circumstances, most expedient, and the friction may be increased to whatever amount is necessary for the safety of the train."

J. H. THOMAS.

3/7/68.

No. 2.

THE ENGINEER-IN-CHIEF TO THE COMMISSIONER FOR RAILWAYS.

Department of Public Works

Railway Branch, Engineer's Office,

Sydney, 6 November, 1868.

Locomotive Engines for working Steep Gradients.

A REPORT by Mr. Thomas, dated 3rd July, 1868, was forwarded to the late Commissioner on the subject of engines required for the Great Western Railway, from which I extract the following:—

Description of Engine.	Weight of Engine.	Cost of Engine.	Load that each Engine, exclusive of its own weight, will take up the gradient of 1 in 30.	Diameter of Cylinder.	Length of Stroke.	Diameter of Driving Wheels.
	Tons. cwt. qrs.	£	Tons. cwt. qrs.	in.	in.	ft. in.
Contractor's	31 11 0	1,900	105 16 3	16	24	3 9
Our present goods	50 12 2	3,200	84 5 1	18	24	4 0
Our present passenger	49 16 3	3,200	43 0 0	18	24	5 9
Proposed goods	34 10 0	2,200	126 0 0	17	24	3 9
Proposed passenger	32 0 0	2,200	70 0 0	16	24	4 3

I advise that Mr. Thomas be called upon to show to the Commissioner how he arrives at the statement of the weights that each separate class of engine will take up an incline of 1 in 30.

This information should be obtained from Mr. Thomas before any tenders are accepted for the class of engine he recommends.

JOHN WHITTON.

No. 3.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

(Minute Paper.)

I HAVE to request that Mr. Thomas will be so good as to inform me how he arrives at the statement of the weight that each separate class of engine will take up an incline of 1 in 30?

J.S., 16/11/68.

No. 4.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

THE data given was arrived at by the daily experience of what these engines will actually do, by the written testimony of all the drivers using them, and by experiment with Messrs. Vale and Lacy's engine, in the presence of a number of witnesses, the result of which will be found at length in my report enclosed, of 3/7/68.

J. H. THOMAS.

18/11/68.

No. 5.

THE CHIEF ENGINEER'S MINUTE, AND REPLY OF THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

As Mr. Thomas has based his statements of the power of the proposed engines upon reports only *made to him by the drivers* of the present engines, I conclude that he is not able to ascertain the power of an engine

engine in the proper way. As the engines from which he has derived his information are of a different class to those he proposes, I shall be glad to learn how he has ascertained that the proposed engines will take up an incline of 1 in 30 double the load of the present goods' engines?

It is quite clear that Mr. Thomas knows very little about locomotive engines.

J.W., 27/11/68.

I—as could any schoolboy—have taken one of the several formula given in works on the subject, and covered the paper with figures, and thus shown that I did know what Mr. Whitton calls “the proper” way to ascertain what an engine will draw; but I thought it would be far more satisfactory to arrive at it from actual experiment.

Mr. Whitton says I arrived at the power of the proposed engines from reports of drivers on the present ones; I have, as he knows well, said nothing of the kind, but shown that it was from trials made by me with an engine exactly (or nearly so) similar to what I propose, as will be seen by reading my reports.

If I were to tell the Inspector of Telegraphs that he knew nothing about electricity, I should expect him to say—“What, Mr. Thomas, are your qualifications to enable you to judge?” and I think, therefore, such a question should be put to Mr. Whitton.

I, at all events, am prepared to put my qualifications to the test. I have designed and written specifications for an engine on the same principle as those lately designed by the most eminent engineer in England—the same as the contractors are using in this Colony—and the same has been found to succeed in other countries, where steep gradients are worked. If it does not answer, I will resign. If it does, will Mr. Whitton do the same?

J.H.T., 28/11/68.

No. 6.

THE ENGINEER-IN-CHIEF to THE COMMISSIONER FOR RAILWAYS.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 4 February, 1869.

SIR,

In accordance with your verbal instructions, I have the honor to submit the following report on the proposal of the Engineer for Existing Lines to construct tank engines for working the steep inclines on the Great Western Railway of this Colony.

Referring to the specifications under which these tank engines were to be constructed, I find that the cylinders were to be 17-in. diameter, stroke 24-in., wheels six coupled, 3-ft. 9-in. diameter.

There is nothing stated in the specification as to the weight of these engines; but in a report furnished by Mr. Thomas to the late Commissioner, dated the 3rd July, 1868, the weight is stated to be 34½ tons.

From this report, I extract the following:—

Some twelve months ago I intimated to the Commissioner my opinion that the class of engines which would be found best adapted for working the steep gradients on the mountain lines would be, with some modification in the design, such as that built by Messrs. Vale & Lacy for Mr. Goddard, the contractor.

On the 20th ultimo I had an opportunity of testing the locomotive above referred to, taking with it ten loaded trucks of railway bars (53 tons 6 cwt.), together with a heavy brake-van from Penrith up the Zigzag to Wascoe's.

We had fitted a temporary sand arrangement on the front of the engine, but it had none behind, yet it was enabled to stop on gradients of 1 in 30, and start again with ease. I may mention that it was found that from the starting and during the whole journey the ash-pan damper had been closed.

The engine weighs when in steam with full load of fuel and water, 31 tons 11 cwt. It has 16-in. cylinders, 24-in. stroke, and 6 coupled-wheels, 3-ft. 9-in. diameter, and a wheel-base of 12-ft. 6-in.; it cost, £1,900.

This class of engine will not only, by the greater amount of adhesion they possess, be enabled to convey far greater loads up the steep inclines, but also prevent the great loss of time which now occurs with our present engines from the slipping of the wheels, an amount which is not counterbalanced by the advantages they derive in their wheels being of larger diameter when running on a level or down an incline. Of course I do not propose that they should entirely supersede the present engines, but only be used for working the traffic over the heaviest portion of the line, viz., that between Penrith and the siding at the Stone-crushers.

The following table will show at a glance what the class of engines referred to have done, what our present engines are capable of doing, and what the engines I propose to build and guarantee, shall perform:—

Description of Engine.	Weight of Engine.	Cost of Engine.	Load that each Engine, exclusive of its own weight, will take up the gradient of 1 in 30.	Diameter of Cylinder.	Length of Stroke.	Diameter of Driving Wheels.
	Tons cwt. qrs.	£	Tons cwt. qrs.	in.	in.	ft. in.
1. Contractor's	31 11 0	1,900	105 16 3	16	24	3 9
2. Our present goods	50 12 2	3,200	84 5 1	18	24	4 0
3. Our present passengers	49 16 3	3,200	43 0 0	18	24	5 9
4. Proposed goods.....	34 10 0	2,200	126 0 0	17	24	3 9
5. Proposed passengers.....	32 0 0	2,200	70 0 0	16	24	4 3

* 31½ tons.

b 31 tons.

I may here remark that the statement furnished by Mr. Thomas of the weight which each engine can take up an incline of 1 in 30, has been arrived at partly by guessing, partly from an experiment which Mr. Thomas says was made under his direction, partly by reports from the engine drivers, but not in one single instance by ascertaining the tractive power of each engine by calculation. The results are, therefore, as might have been expected, utterly unreliable.

I now propose to give the tractive steam-powers of each engine, and assuming the same steam-pressure in the cylinders of each engine for the full length of the stroke, to show what load each engine would be able to haul up, in favourable weather, an incline of 1 in 30.

For

For convenience of reference I have numbered each engine as shown in the margin of the above table.

No.	Description of Engine.	Weight of Engine.			Tractive steam-power in lbs.	Load each Engine will take up an incline of in 30, including its own weight.
		Tons.	cwt.	qrs.		
1	Contractor's	31	11	0	10,922	128
2	Present goods	31	10	0	12,960	152
3	Present passengers.....	31	0	0	9,016	106
4	Proposed goods	34	10	0	12,330	145
5	Proposed passengers	32	0	0	9,638	113

These calculations are based upon the assumption that the average steam-pressure in the cylinders for the whole length of the stroke is 80lbs., but if the lap of the valve be diminished each engine will have a greater tractive steam-power, but the speed will be reduced.

It is quite clear from the above table that No. 2, the goods engine at present in use on these lines, is the most powerful of all the engines in use or of those proposed.

The tank engines proposed to be constructed are to weigh, when in full working order, $34\frac{1}{2}$ tons; this would be their total available *adhesive* power; but it must not be forgotten that the adhesive power of a tank engine diminishes with every stroke of the piston, and as these engines must take at least 7 tons of water, it follows that when the whole of the water has been evaporated the engine will only weigh $27\frac{1}{2}$ tons instead of $34\frac{1}{2}$ tons, which was the weight at starting; or, if the average adhesive power be taken as 31 tons, these proposed *powerful* engines would have 10 cwt. of adhesive power and 630lbs. of tractive steam-power *less* than the engines now in use.

But assuming that the whole of the water had been evaporated, these tank engines would have 4 tons less weight available for adhesive power than the present goods engines.

The large goods engines on the present lines do not weigh, as stated by Mr. Thomas, 50 tons 12 cwt. 2 qrs., but $31\frac{1}{2}$ tons, this weight being always available for adhesive power as the water is carried in a tender behind the engine.

The passenger engines weigh only 31 tons instead of 49 tons 16 cwt. 3 qrs.

The weight of the tender having been in each case most improperly included as a portion of the weight of the engine.

I wish to call attention to the price at which Mr. Thomas states in his report that the engines proposed by him could be manufactured in this Colony, viz., £2,200. The lowest tender received for this class of engine was, I understand, a little under £3,000, or nearly £800 above Mr. Thomas' estimate.

The difference in cost between the large imported engines and the tank engines proposed is more apparent than real, as the tank engine dispenses with the tender, and is consequently worth considerably less than the engine with tender attached.

The comparison is therefore not a fair one, and unless explained is likely to mislead.

Having shown that these proposed engines are not so powerful as the engines now in use (if properly worked), I wish to point out how extremely dangerous it would be to attempt to work engines of the tank class on the steep gradients of the Western Line. The present goods engine and tender weigh about 50 tons, the whole of this weight being made available for retarding the speed of the trains when descending steep gradients by means of brakes on all the wheels of both engine and tender, but even with this brake power and the assistance of a heavy brake van it is often difficult during foggy weather to keep the train under command. This being so it is not difficult to understand what might and most probably would be the fate of a train when attempting to descend the steep inclines on the Western Line with a brake power (varying as the weight of water decreased in the tank) from 16 tons to 23 tons less than that now in use.

I may also point out another great defect in these proposed tank engines, which is of considerable importance.

The total weight of water to be carried will be about 7 tons; this weight, so far as I can understand from the specification, has to be placed in a great measure on the top of the boiler, and probably about 5 tons weight of water will be entirely above the boiler. This weight when running round the sharp curves, being precipitated suddenly from one side of the tank to the other, would not be unlikely to turn the engine completely over, assisted as it would be by the super-elevation of the outside rail.

I therefore advise that tank engines be not used on any of the main lines in this Colony where steep gradients have to be worked, for, independent of the deficiency of weight available for brake power, should any accident occur to the brakes on the engine there would be no tender or other brake which could be used to stop the progress of the train when descending the steep inclines on such a line as that over the Blue Mountains; and in addition there is not one single advantage to be obtained in using them, as they are in every way inferior to the large goods engines now in use.

The other engines recommended by Mr. Thomas are simply copies of engines now in use on these railways. I recommend that the engines for the future be constructed without any alteration in the manner and of the dimensions named by me in my report on the condition of the locomotive stock on the Southern and Western Railways, dated 14 January, 1869.

The proposal to have engines manufactured in the Colony and for the contract to remain in force for five years appears to me extremely injudicious.

It must be obvious to anyone who has given the matter the least consideration, that in large establishments in England, where every possible use is made of machinery, where the sub-division of labour is carried out to its fullest extent, and where labour is not more than one-third the cost of labour in this Colony, to obtain the same class of workmanship here for the same amount of money is manifestly impossible.

It must also be remembered that all the raw material has to be imported from England, and freight and duties must be paid; that the wheels, axles, springs, &c., will be manufactured in England; and if the contractor in this Colony has to compete in price with manufacturers at home he must import all the material not in a raw but in a manufactured state, and rest satisfied with the simple process of putting the various pieces together on their arrival in this Colony.

Improvements

Improvements in the manufacture of engines and in their adaptation to the work to be performed are almost daily taking place in England and on the Continent; but if a contract be entered into for the manufacture of the class of locomotives now used, such contract extending over a period of five years, it would debar this Colony from taking advantage of any improvements made during that period.

It is quite true that an arrangement might be made with the contractor that any improvements suggested should be carried out, but as the contract price must have been based upon the class of engine now in use, any alteration would most probably be looked upon as breaking the contract, or at least an additional sum would be charged for carrying out the improvements suggested, and the price of the engine considerably increased, although the alteration might not be expensive.

I consider such an arrangement would not be for the benefit of the Colony.

I have, &c.,

JOHN WHITTON.

No. 7.

L. SENTIS, Esq., to THE COMMISSIONER FOR RAILWAYS.

Consulat de France,
à Sydney.

MY DEAR SIR,

In reply to your note of the 6th instant*, I have much pleasure in stating that I have been acquainted with Mr. Richard Lloyd from the time of his first arrival in this Colony, about two years and a half.

He was the bearer of a letter of introduction from a friend of mine, an eminent Engineer-in-Chief in the Imperial Corps of Miners in France, from which letter I extract the following particulars, confirmed by subsequent communications from good authorities :—

In 1846 Mr. Lloyd joined, as Superintending Engineer of the Locomotive Department, the firm of Ernest Gouin & Co., of which the late Baron de Rothschild was one of the partners. He left this appointment in 1866, in consequence of his presence being necessary in Australia to look after some squatting property in which he was greatly interested. On his resigning the office which he had held for twenty years his employer presented him with a sum of £4,000 as an acknowledgment of his past services.

I may here state that the firm of Ernest Gouin & Co. have executed large contracts for the supply of rolling stock to the North, East, West, and South Railways of France, and also for the Railways of Russia, Austria, Spain, Italy, &c. They had the contract for constructing all the steam-dredges of the Canal of Suez.

Mr. Lloyd has been appointed by Lord Granville one of the English Commissioners† at the Great Exhibition of Paris, and in this quality he was one of the Judges for the Class of Machines.

I therefore firmly believe that Mr. Lloyd is perfectly qualified for the construction of locomotive engines, steam dredges, &c., &c.

I remain, &c.,

L. SENTIS.

* Private note—no copy kept.

† Note by Mr. Lloyd :—“Mr. Lloyd was appointed Juror (not Commissioner) by the Duke of Buckingham, at Earl Granville's presentation.”

FORWARD specification of rolling stock to Mr. Lloyd, and inform him that I require him to report on the construction of the proposed tank engine for working the Mountain Line, as to its adaptability to perform the duties Mr. Thomas states it can do, and as to whether the engine is the most suitable for the work on the Mountain Line.

Mr. Lloyd is to have access to all plans and specifications having reference to this particular question, including all plans and sections of the Western Mountain Line. The Engineer-in-Chief and Mr. Thomas should be requested to give to Mr. Lloyd any assistance or information he may require to enable him to report.

Messrs. T. Mort & Co. should also be officially requested (as I have already verbally requested Mr. Mort) not to apply to England for the materials required for these tank engines until the result of Mr. Lloyd's inquiry is known.

The expense of Mr. Lloyd's report must be paid out of the vote of £60,000 for Rolling Stock.

J.S., 20/8/69.

No. 8.

THE COMMISSIONER FOR RAILWAYS to R. LLOYD, Esq.

Department of Public Works,
Railway Branch,
Sydney, 20 August, 1869.

SIR,

I have the honor to forward herewith a copy of specification for rolling stock, for which the Government accepted tenders to have the work carried out in the Colony, and I shall be glad if you will undertake to report, for the information of the Government, upon the general construction of the proposed tank engine for working the Western Mountain Line, and as to its adaptability to perform certain work as shown in papers which will be placed before you for perusal; also, as to whether the engine is the most suitable for working the Mountain Line.

I have requested the Engineer-in-Chief (Mr. Whitton), and the Inspecting Engineer of Rolling Stock (Mr. Thomas), to furnish you with all plans and sections of the Mountain Line and of the tank engine in question, and I shall be glad to have your report as early as convenient.

Should you require any further information or access to papers not promptly available, the matter shall have my immediate attention.

I have, &c.,

JOHN SUTHERLAND,
Commissioner for Railways.

No. 9.

No. 9.

R. LLOYD, Esq., to THE SECRETARY FOR PUBLIC WORKS.

Australian Club,
Sydney, 21 August, 1869.

SIR,

I have the honor to acknowledge the receipt of your letter No. 69, August 20th instant, instructing me to report to you upon the general construction of the proposed engine for working the Western Mountain Railway traffic.

I will immediately communicate with your Engineer-in-Chief (Mr. Whitton) and the Inspecting-Engineer (Mr. Thomas), and will report to you on the subject as early as possible.

I have, &c.,
R. LLOYD.

No. 10.

THE COMMISSIONER FOR RAILWAYS to THE INSPECTING ENGINEER OF ROLLING STOCK.

Locomotive Tank Engine for working Western Mountain Line.

THE Commissioner having considered it necessary to obtain information as to the general construction of the proposed tank engine, as well as to its adaptability for working the Mountain Line, &c., has requested Richard Lloyd, Esq., an eminent engineer now in Sydney, to report on the plan and specification submitted by Mr. J. H. Thomas, late Engineer for Existing Lines.

To enable Mr. Lloyd to carry out his instructions, the Inspecting Engineer of Rolling Stock will be so good as to place at the disposal of Mr. Lloyd the plan and specification of the engine in question, with any other information in his power which Mr. Lloyd may require in the course of his inquiry.

JOHN SUTHERLAND,
20/8/69.Mr. Thomas.—20/8/69.
Seen, J.H.T.—21/8/69.

No. 11.

RICHARD LLOYD, Esq., to THE COMMISSIONER OF RAILWAYS.

Australian Club,
Sydney, 11 September, 1869.

SIR,

In compliance with the instructions in your Minute of the 20th August, 1869, I have the honor to submit to you the following Report:—

I consider that it is advisable, in the first instance, to place before your notice the result of the researches of eminent engineers who have successfully organized the working of mountain railways, where the permanent way is of necessity constructed with very steep gradients and curves of small radii; and the problem presenting itself for solution is, in what way large heavy trains can be conducted over such lines with efficiency and cheapness.

I am under the impression that the passage of the Zig Zag, over the Blue Mountains in Virginia, U. S., is in a great measure analogous to that of the Western Line of New South Wales. I believe that Captain Douglas Galton, R.E., made a report on the subject, which gave much information to European engineers, and which served as a basis for further development of mountain railway "exploitation." The Baltimore and Ohio Railway traction service has been effected over steep gradients and small curves, by the employment of tank engines with *eight* driving coupled wheels all equally loaded, in the normal condition of the engine, and with not more than $6\frac{1}{2}$ tons weight on *each pair of wheels*; the result is very little wear and tear of the working parts, great durability of tires of engine wheels, slight destructive action on the permanent way, and general economy in the expense of repairs. I believe the American mountain lines to have been the first of importance, and therefore to have set an example from which useful results have been obtained.

I much regret that I have not the necessary documents to refer to, so as to speak positively as to what has been done in America; but I mention this simply to show that, from the first attempt, it was considered important not to have *too great* a weight on any *one tire*, so as to avoid the very destructive action both on the permanent way and the engine itself *by excessive pressure* on the circumference of the *driving wheels*.

The great chain of the Alps, which separates the finest parts of Europe from each other—with great cities of manufacturing industry on each side, and immensely valuable agricultural products requiring international transport to realize the wealth of each region—has been for ages the great barrier to civilization, but it has been surmounted by the indefatigable labours of modern engineers; and the result of their researches, I believe, should be clearly laid before the Government of this Colony, as example, and as information of the greatest utility in the effort to promote the development of the agricultural, pastoral, and mining interests on the other side of the Blue Mountain Range, dependent on the Western Line of Railway for communication with the commercial advantages and resources of Sydney.

The Austrian Government has been the first to construct a railway over the Carnatic Alps; the Col of the Semmering having been chosen, and the railway service and system of engines successfully organized by the Government Engineer-in-Chief, Von Engerth.

The Lombardo Venetian Railway Company have also completed their line through the Tyrol to Verona by the Brenner.

The Italian Government has long studied the construction of the line of railway from Culoz to Suza, over the Mont Cenis, and the system of engines most suitable for the traffic of this line, destined to become the most important in Europe.

The

The Engineers of the French Government have studied with great care the passage of the Alps by the Simplon, between Brigg and d'Omo d'Ossola; and it is some of the considerations of the construction applicable to these lines that I have now the honour to lay before you, as bearing on the question as to the general system most suitable for heavy mountain traffic.

The following observations refer only to the comparative quantity of work which can be effected by the different types of engines submitted to you in this Report; and I therefore confine my observations to the passage of mountain railways, which requires the most powerful engines at slow speeds:—

- 1st. I consider the best ordinary type of luggage engine, with six wheels coupled, outside or inside cylinders, with separate tender. (See figures 8 and 11 and drawings annexed, AA and BB.)
- 2nd. The double engines fixed together back to back. (See figure 12.)
- 3rd. The large engines with eight coupled wheels and separate tender. (See figures 6 and 7.)
- 4th. The engines of the North of France Line, carrying their tanks and coal, without tenders, having eight coupled wheels. (See figure 4.)
- 5th. The large luggage engines, having twelve coupled wheels, with four cylinders, carrying their own water and coal. (See figure 5 and drawing CC.)

Whatever be the type of engine to be considered, the limit of real tractive power is the total adherence to the rails of the whole of the tires of the driving wheels; that is, the resistance to the rotation of the driving wheels without slipping on the rails. This resistance or adhesion is proportional to the pressure of the tires of the driving wheels on the rails; and, although it cannot be ascertained positively, as it depends much on the variable state of the rails, climate, and locality, yet (it is probable that) generally it may be taken, for the service of the Western Line, in dry fine climate, at one-sixth of the pressure on the rails.

The pressure of each pair of wheels should *not exceed* $11\frac{1}{2}$ tons, therefore the tractive force of an engine is limited to one-sixth of $11\frac{1}{2}$ tons for each pair of driving wheels. Thus, $11\frac{1}{2}$ tons = 25,760 lbs, one-sixth part of which, 4,300 lbs in round numbers, represents the tractive power of one pair of driving wheels due to adhesion.

The motive power of the cylinders should be deduced from the above by the following formula:— Suppose p to represent the mean pressure of steam on the pistons in pounds per square inch; d , the diameter of the cylinder; l , the length of the stroke; and D , the diameter of the driving wheels in inches—

$$\text{Then, } \frac{p d^2 l}{D} = 4,300 \text{ lbs., for one pair of driving wheels.}$$

The value of p and D being given, $2 d^2 l$, represents a certain volume of steam which is absolutely necessary to be produced at a given pressure for each half revolution of the driving wheels, and from which we deduce the quantity of heating surface, grate surface, and weight of coal to be burnt to produce the required volume of steam in a given time.

It is clear that the weight of the engine is implied by the foregoing observations; the grate surface, the section of the flues or tubes, and the sectional area of chimney, should be so calculated as to produce the most perfect combustion to furnish the caloric necessary for the production of the steam power required to act on the circumference of the driving wheels with the force of one-sixth of the pressure of the tires on the rails.

It follows therefore, that the evaporative power, the weight of the engine, and the motive power of the cylinders are mutually dependent and proportional, and are determined by the number of coupled driving wheels, as before observed, the weight on which should be limited so as not to exceed $11\frac{1}{2}$ tons for each pair. The weight of the engine in service, with its water and coke but without its tender, will vary between 50 and 55 lbs., being on an average $52\frac{1}{2}$ lbs., for each square foot of heating surface.

The engines which work on inclines, in the same climatic conditions, with a separate tender, and at a slow speed, are in every part of their course in the same conditions of adherence and power of cylinder; therefore, the tractive force is constant, but the *available tractive force augments* as the weight of water and coke in the tender diminishes. Therefore, at the end of an incline the engine has more *available tractive force* than at the commencement, whereas *the contrary* is the case with the *tank engine*; and it should be kept in view that the available force in the middle and end of an incline is less than at the commencement. If the maximum force of a six-wheeled tank engine be limited to $3 \times 11\frac{1}{2} = 34\frac{1}{2}$ tons, in the middle of an incline it may be not more than 31 tons for adherence, and at the end not more than 28 tons; therefore, during a great part of its course it will have all its elements of motive power uselessly expensive,—that is to say, a tank engine becomes less powerful as it ascends an incline, and as the supply of water which it carries diminishes the engine would not be able to continue the traction of as heavy a train as it commenced with. This is more apparent in referring to pages 6 to 8 of this Report.

Having summarily indicated the elements of the motive force, the elements of the resistance to movement should be estimated. These consist—

- 1st. The resistance of the atmosphere to the passage of a train at high speed is very considerable, and increases as the square of the velocity; but this element of resistance can be neglected, in considering the passage of the Blue Mountains, at a very low speed (say not exceeding 15 miles an hour, at which speed the resistance of the air is very insignificant).
- 2nd. The resistance to rolling is sensibly proportional to the weight of each engine, carriage, or waggon, at uniform slow speeds; and this may be stated at 7 lbs. for every 1,000 lbs. of the weight of locomotive—for the tender, 6 lbs. per 1,000 lbs.—for every luggage waggon loaded, 4 lbs. per 1,000 lbs.
- 3rd. The resistance due to the curves is sensibly proportional to the weight on the tires of the wheels:

And this has been estimated on curves of 1,320 feet, or .20 chains radius, at—

1.0	lbs.	per	1,000	lbs.,	weight	of	engine.
0.6	"	"	"	"	"	"	tender.
0.5	"	"	"	"	"	"	for a train of waggons.

The resistance due to curves of 660 feet, or 10 chains radius, has been estimated at—

2.0	lbs.	per	1,000	lbs.,	weight	of	engine.
1.50	"	"	"	"	"	"	tender.
1.20	"	"	"	"	"	"	for a train of waggons.

And

And the resistance due to the curves of 528 feet, or 8 chains radius—

2.50 per 1,000 lbs. weight of engine.
2.0 " " tender.
1.50 " " for a train of waggons.

4th. The resistance due to gravity being directly proportional to the sine of the angle of inclination, is taken at 1 lb per 1,000 lbs for each unit of incline in 1,000 feet of lineal measure.

The divers preceding considerations enable us to estimate directly the load which any one type or system of engine can draw up a given incline and on a given curve, and thus deduce the consumption of coal and the comparative efficiency and expenses of each system.

On your road from Sydney to Bathurst everything should be availed of to the fullest practical extent, to economize and reduce expense. This will in a great measure depend—

1st. On a moderate rate of speed (say not more than 15 miles per hour) over the mountainous parts of the line.

2nd. Very large trains and fewer in number, in preference to smaller and more numerous trains.

3rd. Well-made powerful engines, so constructed that the parts most liable to wear and tear should undergo as little strain as possible, and should be very easily and at the least *possible cost replaced* when worn out, and *inexpensive* to repair when in place.

4th. It is of the greatest importance that the normal weight on any one pair of tires *should not exceed 11½ tons*.

5th. That the axle-boxes and all the working bearings should be so constructed that the effort on each unity of surface should not heat or wear away too rapidly the brasses and bearings.

6th. It is, in my opinion, very important to avoid the use of crank-axles in the construction of powerful engines destined to work heavy traffic on very sharp and numerous curves.

I shall endeavour to show in what way the efforts of the different engineers have successfully arrived at a satisfactory result, by different means, but always keeping in view the several essential conditions above enumerated; and then to point out how far the general construction of the proposed tank engines differs from the most approved systems which are the result of long experience, and as to whether the engine is in any way suitable for working heavy mountain traffic.

I believe, the opinions and practice of engineers who have specially studied the working of heavy traffic over steep gradients and sharp curves, are in favour of the employment of outside cylinders, and outside couplings and valve motions, the engine necessarily having straight axles.

The employment of crank-axled engines is perhaps more general in English traffic than elsewhere; and the English constructors, with some reason, prefer the type of engine as shown in drawing No. BB. (annexed to this Report), for the following advantages:—

That the effort of the motive power of the pistons is much nearer the central line of motion of the engine, consequently there is a less destructive action sideways on the tires from the sinuous motion of the engine on the rails.

Again, the decomposed force of the piston, acting through the inclination of the connecting rod, tending to lift alternately each side of the engine, is obviously less in a crank than in an outside cylinder engine; but this is only the case when the cylinder is horizontal, and not inclined as in the proposed tank engine. The reciprocating weights of the organs of the motive power are much more easily balanced. The cylinders are generally lighter and more solidly attached to the frame sides, and the same power of engine can be constructed with less weight—that is to say, that with the same weight a more powerful engine can be constructed; therefore, for the services of a railway (principally with *straight lines* and *curves of great radius*, and where crank-axles can be easily and cheaply replaced when broken or worn out) engines of the type shown in drawings BB., and of which the proposed tank engine is a modification, are sometimes preferred.

But it is very important to call your attention to the opinion (resulting from long experience and calculation) of the Engineer-in-Chief Government Inspector of Railways in France, that all the advantages derived from less wear and tear to the engines and permanent way by the use of crank-axled engines are nullified if the crank-axle should require to be replaced before having run about 70,000 miles. The employment of outside cylinders avoids the use of crank-axles. The destructive action of the sinuous motion of the engine can, in a great measure, be nullified by the use of counter weights calculated after the method, now general, of M. Le Chatelier. The axle bearings can be made more suitable for engines with heavy loads, the valve motions being outside are much more readily oiled and inspected, and the repairs are much more easily effected, than in crank-axled engines; but the very great and *overwhelming advantage* is, that in comparison to the crank-axle the straight axle is almost *indestructible*. It is probable that the best crank-axle must be destroyed on your mountain line with small curves before having run 50,000 miles, while a very ordinarily manufactured straight axle would be readily guaranteed 250,000 miles. The perfect construction of crank-axles is very doubtful in this Colony, whereas good straight axles can be very readily manufactured *here*, and the relative cost is not more than *one-sixth* of a crank-axle.

I should therefore strongly recommend the adoption of outside cylinders, with straight axles, long interior axle-boxes, and all the valve motions to be outside, as shown in the drawings.

Mr. Crampton was the first to introduce this system of valve motion, which is now very generally preferred on account of its simplicity and the excellent result obtained on railways where it has been largely in service.

My opinion being strongly in favour of outside cylinder engines (for the working of heavy traffic at moderately slow speeds over sharp curves), it is not necessary further to comment on the other disadvantages of crank-axled engines.

The proposed tank engine for working steep gradients, as specified in the document you have forwarded (and in a drawing sent to me by the Inspecting Engineer for Rolling Stock, Mr. Thomas,) will, as he informs me, when finished, with all its accessories of service and its full complement of water and coke, weigh about 45 tons, which being carried by three axles, as shown in the drawing, will be 15 tons to each pair of tires. Now, this weight has been employed, and has been found to be very destructive to the permanent way, and the wear and tear of the tires, axle-boxes, and axles so very great, that the general opinion and experience of all railway engineers with whom I am acquainted have utterly condemned the practice; and it is my duty to inform you that I am convinced your Engineer would immediately abandon

the use of these engines for the Blue Mountain traffic, from this circumstance alone,—that is to say, too great pressure on one pair of tires. It has been before stated in this Report that the tractive force of an engine depends on the adhesion to the rails due to the whole weight upon the driving wheels; but the defect of the system of tank engines is, that the tractive force of adhesion diminishes as the engine continues its service, and in this case, although the weight at starting may be 45 tons, yet at the end of its course it would only represent a tractive force due to 37 tons, because it will have consumed about 8 tons of water and coal. If the evaporative and cylinder power be so calculated as to produce a tractive force equal to the adhesion due to 45 tons it will be uselessly great, and consequently an encumbrance and injury to the service during the greater portion of the course of the engine.

“*En Resumé.*” Tank engines carried on three axles are in my opinion only useful for suburban passenger traffic, where the stations for passengers, water, and coal are very near together, and where the number and load of passengers and goods are exceedingly variable.

This system of engines has been very extensively employed on railways with which I have been connected; but the result has been always most disastrous, and the system has been now entirely abandoned for the regular service of goods and passenger trains on all main lines.

It must be clearly understood that these observations do not apply with the same force to the service of tank engines when carried on 4, 5, or 6 axles, which are in general use and do good service with an economical result, which I have the honor to point out to you in another part of this Report.

Again, supposing the weight of the proposed tank engine at starting to be 45 tons, or 100,800 lbs., and the tractive force due to the adhesion be taken at $\frac{1}{6}$ th, then $\frac{100,800}{6} = 16,800$ lbs. would represent the force of the cylinders on the circumference of the wheels to develop the full useful power of the engine at starting, and 37 tons, or $\frac{82,880}{6} = 13,813$ lbs., would represent the force of the cylinder to be employed at the end of the course with the water and coal consumed.

Now, $\frac{p d^2 l}{D} = 16,800$ lbs., the tractive power of the cylinders; consequently, $\frac{16,800 \times D}{d^2 l} = p = 97.25$ lbs., or the effective pressure per square inch on the pistons at starting, and $\frac{13,813 D}{d^2 l} = p = 80$ lbs. the effective pressure on pistons at the end of the course of the engine, being respectively 97.25 lbs. and 80 lbs. per square inch. Now, the effective pressure on the pistons is generally estimated not more than 60 per cent. of the boiler pressure; therefore, $\frac{97.25}{0.6} = 162$ lbs. boiler pressure in the one case, and $\frac{80.0}{0.6} = 133$ lbs.

boiler pressure in the lowest effective force of adhesion on the rails. It is apparent that the power of the cylinder, although so great as to throw a very dangerous strain on a necessarily limited strength of crank, is not in proper proportion to the weight or tractive force of the engine due to adherence.

The distance from centre to centre of cylinders and cranks leaves a very short distance only from tire to centre of crank. (See fig. 17.) Now, this represents the only available space for the half of crank bearing C, the thickness of the arm of crank, and the length (a) of axle-box; but the great strain due to cylinder power requires that the axle-box and crank bearings should be as long as possible, but with the system of engine specified this is very limited. This remark will equally apply to these points when the distance is reduced to 2' 5 $\frac{1}{2}$ " as proposed in the alteration of the specification. The distance between the two cylinders does not admit of the valves being well placed between them, and is most objectionable in practice, as the arrangement entails complication, crowding of the valve motion into too small a place, difficult to visit and to oil when in service and difficult to repair when required. A preferable arrangement of valves for inside cylinder engines is shown in fig. 18, annexed.

The stroke of the cranks being specified, 24 inches, and the driving wheel being 3 feet 9 inches diameter, leaves 10 $\frac{1}{2}$ inches only from the centre of crank to the rails. (See fig. 19, annexed.) Now the radius of crank being 3 $\frac{1}{2}$ inches, and the connecting rod being 3 inches, leaves 4 inches barely between the ballast and the head of connecting rod,—thus being much too near the ground. (See 19, drawing.)

The cylinders must be inclined as shown, and the steel slides having to pass over the front axle determine the inclination of the cylinders to the rails. Now, this inclination being added to that of the connecting rod when the crank is at the lowest part of its course, is so far objectionable that it causes great stress upon each wheel alternately; that is, the force of the piston is decomposed so as at one moment it adds very considerable pressure to the already overcharged tire of the driving wheel, causing a side rolling motion to the engine very destructive to the permanent way.

These are, *en resumé*, a few of the objections made to the proposed mechanical construction of the goods tank engine, and for the more general I refer to the other sections of this Report.

The following types are submitted to your consideration as successful examples of railway practice, and as suitable for working the Western Railway traffic over the curves and inclines of the Blue Mountains:—

Figs. 8 and 11, and Drawings AA, BB,

represent the type of engine employed for heavy goods traffic on the Orleans Railway, from Montluçon to Moulins—incline of 15 in 1,000, with curves of minimum radius 980 feet—*General order of service*, 220 tons.

For Paris, Lyons, and Mediterranean, between Givors and St. Etienne—curves of 1,000 feet and greatest incline 25 in 1,000—*Service*, 120 tons.

For French Western Line—on curves of 1,300 feet, and inclines of 10 in 1,000—*Service*, 300 tons.

Weight of the engine in service	...	...	...	...	...	75,750 lbs.
Heating surface of engine	...	...	...	...	...	1,430 square feet.
Weight of tender when in full service	...	...	...	...	...	40,000 lbs.
Weight of tender empty	...	...	...	...	...	18,000 lbs.
Diameter of cylinders = d	...	...	...	...	...	18 inches.
Stroke of piston = l	...	...	...	...	...	25 $\frac{1}{2}$ inches.
Diameter of driving wheels = D	...	...	...	...	...	51 inches.
Number of driving wheels	...	...	...	...	...	6 coupled.
Weight on each tire of driving wheel	...	...	...	...	...	12,625 lbs.
Tractive force of the engine due to adhesion = f	...	...	...	...	...	12,625 lbs.
Pressure of steam in boiler = P	...	...	...	...	...	130 lbs. square inch.
						Tractive

Tractive force of piston on circumference of driving wheel, $\frac{p d^2 l}{D} = f = 12,625$ lbs.

Effective pressure of steam on piston, $\frac{f D}{d^2 l}$ per square inch.

$\frac{f D}{d^2 l} = p = 78$ lbs., and $\frac{78}{P} = 0.60$.

Resistance to movement of engine on straight level line, being taken at 7 lbs. per 1,000 lbs. weight	75.750 × 7.0 =	530.25
Resistance to passage of engine due to curve of 20 chains radius, taken at 1 lb. per 1,000 lbs. weight	75.750 × 1.0 =	75.75
Resistance of engine due to gravity on incline of 1 in 30, being 33½ lbs. per 1,000 lbs.	75.750 × 33.33 =	2525.00
Resistance per 1,000 lbs. of engine on the <i>Lapstone Hill</i> incline...		41.33

Total power required to move Engine itself 3131.00

Resistance to movement of tender on straight level line, taken at 6 lbs. per 1,000 lbs.	40.000 × 6.0 =	240.00
Resistance to passage of tender due to curve of 20 chains radius, taken at 0.6 lbs. per 1,000 lbs.	40.000 × 0.6 =	24.00
Resistance to tender due to gravity on incline of 1 in 30, being 33½ lbs. per 1,000 lbs.	40.000 × 33.33 =	1,333.00
Resistance per 1,000 lbs. of tender on the <i>Lapstone Hill</i> incline...		40.00

Total resistance to Tender in full charge 1,597.00

Total resistance to movement of Engine and Tender 4,728.00

Now, the tractive force of engine being 12,625 lbs., we have for the available useful tractive force, the difference between 12,625 and 4,728, being = 7,897 lbs.

The resistance to each 1,000 lbs of luggage train, being taken at 4.0 on a straight line = 4.0

For each 1,000 lbs. due to resistance in curve of 20 chains radius = 0.5

For each 1,000 lbs. due to gravity on incline of 1 in 30 = 33.3

37.8

And we have $\frac{7,897}{37.8} = 208.900$ lbs. nearly, or about 93½ tons, weight of goods train independent of engine and tender. As before observed, this description of engine would *have more useful tractive force before arriving at the Knapsack Gully*, when the consumption of water and coal will have lightened the tender. Therefore, it will be in strict accordance to railway practice in general to consider the maximum load of this engine to be 100 tons,—starting from Penrith to arrive at the top of *Lapstone Hill*, near to the 40-mile post, having in this distance to surmount the incline of 1 in 30 with a minimum radius of 20 chains up to the *Lapstone Hill Zig Zag*, which again has to be surmounted on a maximum incline of 1 in 33 and a curve of 8 chains radius.

Now, this method of calculation applied to the passage of that part of the line from the 47-mile post at *Springwood*, to the 66-mile post, being about four miles beyond the *Weatherboard Platform*, having maxima inclines of 1 in 33 and minima curves of 8 chains radii, will show that *Lapstone Hill* incline and *Zig Zag* is the most difficult passage of the Line; therefore, the weight of the train must be limited in consequence by this part of the Railway.

Resistance of engine on level	75.750 × 7.0 =	530.25
Resistance due to curves of 8 chains radius	75.750 × 2.5 =	189.37
Resistance of gravity	75.750 × 30.3 =	2,295.45
Resistance per 1,000 lbs of engine from <i>Springwood</i>		39.53

Total resistance of Engine 3,015.07

Resistance of tender on level	40.000 × 6.0 =	240.00
Resistance due to curves of 8 chains radius	40.000 × 2.0 =	80.00
Resistance of gravity	40.000 × 30.3 =	1,212.00

Resistance per 1,000 lbs. of tender from *Springwood* 38.3

Total resistance of Tender 1,532.00

Total resistance of Engine and Tender 4,547.00

Resistance to each 1,000 lbs. of luggage train	=	4.00
Resistance due to curves of 8 chains	=	1.50
Resistance due to gravity	=	30.30

35.80

Total

Total tractive force of engine 12,625, minus 4,547 lbs. resistance of engine and tender, leaves 8,078 lbs. the total available power, and $\frac{8,078}{35.80} = 225.600$ lbs. = 100 tons as the minimum effective useful force over the Line from Springwood to four miles past the Weatherboard Platform.

Now, to compare the performance of this engine with that of a six-wheeled tank engine, the weight of which is limited to the same condition of load on each tire, we shall have at the departure,—engine in full service 75,750 lbs., resistance of engine on the Lapstone Hill inclines and curves as above, viz., 3,131.00 lbs.

Tractive force due to adhesion, as before	...	...	...	...	12,625 lbs.
Deduct, for engine	...	...	...	...	3,131 lbs.
Total useful force at starting					9,494 lbs.

And $\frac{9,494}{37.80} = 251.170$ lbs., or about 112 tons, as the maximum force of engine in full charge at starting to ascend the Lapstone Hill incline; but if the weight be diminished by the consumption of water and coal, the tractive force due to adhesion will be diminished proportionally,—thus, 75,750 lbs. at starting, diminished by 13,450 lbs. of water and coal consumed, leaves 62,310 lbs. to produce a tractive force of 10,385 lbs.

Now, we have resistance of engine when lightened 62,310 lbs. $\times 41\frac{1}{2} = 2,575$ lbs., which, deducted from 10,385 lbs., leaves 7,810 as the available force of tank engine, being $\frac{7,810}{37.8} = 206.613$ or about 92 tons.

Resumé.

A tender engine, minimum force at starting	...	...	...	93 $\frac{1}{4}$ tons.
Maximum force with 6 tons consumed from tender	...	...	...	102 tons.
Tank engine, minimum force with 6 tons of water and coal consumed from tank	...	...	...	90 tons.
Maximum force at starting with tank full	...	...	...	112 tons.

This comparison is based on the supposition that the six-wheeled tank engine be limited to the same weight on each pair of wheels as the tender engine, which has a constant tractive force due to its permanent weight of 75,750 lbs.; but the tank engine will diminish in weight from the maximum common to both systems of 75,750 lbs. to 62,310 lbs. at the end of its course, consequently it can only have a useful tractive force due to its minimum weight. And it is clear that the cylinder and evaporative power of each engine should be proportional to their weights, being, respectively, as 75,750 lbs. is to 62,310 lbs.,—showing that the tank engine is, of necessity, less powerful than a tender engine of the same weight.

The advantage of a tank engine not having to draw a separate tender, is shown in the above estimation; but this is not sufficient to counterbalance the inapplicability of the system to the working heavy traffic of main lines.

The proposed tank engine would (as stated by your Engineer, Mr. Thomas) weigh 45 tons in full service, and 37 tons with tanks quite empty, and would have a maximum force due to adhesion at starting equal to the traction of 150 tons on the Lapstone Hill incline, and a minimum force when empty to the traction of 125 tons on similar parts of the Line, being equal to a general regular service of 140 tons over the Blue Mountain Line from Penrith to the Weatherboard Platform; but I have shown that in other respects this engine would not be in a proper condition of service.

Now, if it be admissible to charge each axle beyond the above-mentioned limit, then the useful effect of each type of engine will remain nearly in the proportion above indicated; and, in my opinion, the result would be clearly in favour of the employment of engines with tender detached.

A great disadvantage in the use of tank engines for the service of steep inclines is, that the brake power is always inferior relatively to that of the tender engine (being the force of adhesion due to the weight of the tank engine alone, compared to that of the tender and engine combined) having the advantage of two separate brakes, less liable to fail in case of need than the one only on the tank engine.

Fig. 6

is the type of tank engine employed on the railway from Genoa to Turin, with curves of 1,300 feet radius and inclines of 35 in 1,000 or 1 in 28.7. The service is always made with the engines conjoined, having only one driver and one stoker. Service 120 tons. On account of the exceptional conditions of the inclines from Ponte Decimo to Busulla, and the very slippery state of the rails, the adhesion is not estimated for these engines at more than $\frac{1}{10}$ th; consequently the cylinders are much smaller, and the ratio $\frac{p d^2 l}{D} = f$ is different from all other examples given.

Weight of the engine in service with tanks full	...	...	...	66 tons.
Heating surface of engine	...	...	...	2,165 square feet.
Weight of engine in service with tank empty	...	...	...	57 $\frac{8}{10}$ tons.
Diameter of cylinders = <i>d</i>	...	...	...	16 inches.
Stroke of pistons = <i>l</i>	...	...	...	22 inches.
Diameter of driving wheels = <i>D</i>	...	...	...	48 inches.
Weight on each tire of driving wheels	...	...	...	5 $\frac{1}{2}$ tons.
Tractive power of engine due to adhesion at $\frac{1}{10}$ th = <i>f</i>	...	...	...	14,784 lbs.
Pressure of steam in boiler = <i>P</i>...	...	...	...	103 lbs.

Tractive power of piston on circumference of driving wheels, $2 \times \frac{p d l}{D} = f = 14,500$ lbs.

This system appears to be the least suitable and the least effective of the types of engines in actual service; therefore, the calculation of its application to the Western Mountain Line of New South Wales is not shown.

Figs.

Figs. 7, 10, 15,

represent the type of engine now employed in the passage by the Semmering of the *Carnatic Alps*, as definitely adopted by the Engineers of the Austrian Government,—distance about 29 miles of inclines, the maximum being 1 in 40 or 25 in 1,000, and the curves being numerous with minimum radii of 600 feet. Order of service, 175 tons.

For the Eastern Railway of France on inclines of 10 in 1,000, order of service 280 tons; and on inclines of 5 in 1,000, order of service 400 tons.

Weight of engine in service	103,020 lbs.
Heating surface of engine	2,230 square feet.
Weight of tender when full in service	42,000 lbs.
Weight of tender when empty	19,000 lbs.
Diameter of cylinders = d	20 inches.
Stroke of pistons = l	26 inches.
Diameter of driving wheels = D	51 inches.
Number of driving wheels	8
Weight on each tire of driving wheel	12,880 lbs.
Tractive force of engine due to adhesion = f	17,170 lbs.
Pressure of steam in boiler = P	143 lbs.
Tractive force of piston on circumference of driving wheels	12,880 lbs.
Effective pressure of steam on piston = p	} = 84.0 nearly.
$\frac{p d^2 l}{D} = 17.170 = f$; therefore, $\frac{f D}{d^2 l} = p$	

Total force required to move engine alone up the Lapstone Hill incline of 1 in 33 and curves of 20 chains radii, being 103.020×41.33 = 4,224

Tender full, 42.000×40.00 = 1,680

Total resistance of engine and tender = 5,904

Tractive force of engine being = 17,170 lbs.

Deduct resistance as above = 5,904

Total available force = 11,266 lbs.

Now, $\frac{11,266}{37.8} = 298,000$ lbs. or 133 tons, the minimum weight of a goods train at starting, with full complement of water and coal.

With the tender empty, we should have engine resistance as before—

103.020×41.33 = 4,224

Tender, less water and coal, 19.000×40.00 = 760

4,984

And $17,170 - 4,984 = 12,194$ available tractive force; therefore, in this condition, $\frac{12,194}{37.8} = 322,600$ lbs., = 144 tons, as the maximum weight of luggage train with the tender empty,—making an average practical load for this engine of 140 tons from Penrith to Bathurst.

Fig 4.

is a type of eight-wheeled coupled tank engine employed on the North of France Railway, especially for heavy traffic around Paris and on the line from Chauny to St. Gobain, with inclines of 18 in 1,000, upon which curves of 1,000 feet radius, but terminating at the station with curves of 400 feet radius each, and at the last a curve of 250 feet radius,—forty of these engines have each run about 25,000 miles per annum.

Weight of engine in service, with tank full	99,208 lbs.
Heating surface of engine	1,987 square feet.
Weight of engine in service, with tank empty	82,012 lbs.
Diameter of cylinders = d	18 $\frac{2}{3}$ inches.
Stroke of pistons = l	18 $\frac{2}{3}$ inches.
Diameter of driving-wheels = D	41 $\frac{7}{8}$ inches.
Weight on each tire of driving-wheels, tank full	12,401 lbs.
Weight on each tire of driving-wheels, tanks empty	10,250 lbs.
Tractive force of engine due to adhesion, tank full, = F	16,534 lbs.
Tractive force of engine due to adhesion, tank empty, = f	13,690 lbs.
Pressure of steam in boiler = P	135 lbs.
Tractive force of piston on circumference of driving-wheels $\frac{p \text{ or } p d^2 l}{D} = \begin{cases} f & 13,690 \text{ l} \\ F & 16,534 \end{cases}$	
$F = \frac{p d^2 l}{D} = 16,534$, and $f = \frac{p d^2 l}{D} = 13,690$; consequently $\frac{F D}{d^2 l} = p = 103$, and $\frac{f D}{d^2 l} = p^1 = 85$.	
Resistance to movement of engine on straight level with tanks full,	
99.210×7	= 694.4
Resistance to curves of 20 chains, 99.210×1	= 99.2
Resistance to gravity, $99.210 \times 33\frac{1}{3}$	= 3,307.0
	4,100.6

Tractive

Tractive force of engine at the commencement of its course, $16,534 - 4,100 = 12,434$ lbs. available tractive power. Now, $\frac{12,434}{37.8} = 329,000$ lbs., or 147 tons, the maximum load at starting up the Lapstone Hill incline; and $82,012 \times 41\frac{1}{3} = 3,390, \frac{13690-3390}{37.8} = 272,500$ lbs., or 121 tons, the useful tractive power of the engine at its minimum with tanks entirely empty,—thus being able to effect a service of about 130 tons of luggage train over the *Blue Mountain Line* inclines.

Fig. 5—Nord, 1862.—Drawings CC, Nos. 18 and 19.

Type of engine constructed according to the system of M. J. Petiet, *Engineer-in-Chief* and Director of the Exploitation of the Northern Railway of France, for heavy luggage traffic. These engines have six pairs of wheels, but the two extreme axles have a lateral play of $1\frac{1}{4}$ inches, which corresponds to the passage in a curve of 500 feet radius. This system has been recommended by the Director of the Railway for the passage of the Simplon (with inclines of 40 in 1,000, or 1 in 25, and curves of 650 feet radii), and for the service of the Spanish Railways through the Pyrenees, by M. Salamanca.

The weight of the engine in service, with tank full, = W	145,500 lbs.
Heating surface of engine	2,530 square feet.
Weight of engine in service, with tank empty, = w	116,845 lbs.
Diameter of cylinders = d	18 inches.
Stroke of pistons = l	$18\frac{1}{2}$ inches.
Diameter of driving wheels = D	43.3 inches.
Number of driving wheels	12
Maximum weight on each tire of driving wheels, with tank full	12,125 lbs.
Minimum weight on each tire of driving wheels, with tank empty	9,737 lbs.
Maximum tractive power of engine due to adhesion = F	24,250 lbs.
Minimum tractive power of engine due to adhesion = f	19,474 lbs.
Pressure of steam in boiler = P	135 lbs.
Tractive force of pistons on circumference of driving wheels, $\frac{p d^2 l}{D} = F = \text{maximum}$	24,250 lbs.
Tractive force of pistons on circumference of driving wheels, $\frac{p d^2 l}{D} = f = \text{minimum}$	19,474 lbs.

$$\frac{p d^2 l}{D} \times 2 = \frac{W}{6} = F, \text{ and } \frac{p d^2 l}{D} \times 2 = \frac{w}{6} = f; \frac{F D}{d^2 l} = p,$$

$$\text{and } \frac{f D}{d^2 l} = p; \text{ and } \frac{p}{135} = 0.65, \text{ and } \frac{p}{135} = 0.52.$$

Resistance to the engine with tank full, on the incline of 1 in 30 and curve of 8 chains radius	$145,500 \times 41\frac{1}{3} = 6,014$ lbs.
Resistance to the engine, with the tank half empty	$131,200 \times 41\frac{1}{3} = 5,423$ lbs.
Resistance to the engine, with the tank empty	$116,845 \times 41\frac{1}{3} = 4,830$ lbs.
Tractive power due to adhesion at starting	$\frac{145,500}{6} = 24,250$ lbs.
Tractive power, with tank half empty	$\frac{231,200}{6} = 21,866$ lbs.
Tractive power, with tank empty	$\frac{116,845}{6} = 19,475$ lbs.
Available force, at starting, with tank full	$24,250 - 6,014 = 18,236$ lbs.
Available force, with tank half empty	$21,866 - 5,423 = 16,443$ lbs.
Available force, with tank empty	$19,475 - 4,830 = 14,645$ lbs.

$$\text{Consequently, } \frac{18,236}{37.8} = 412,420, \text{ or nearly 214 tons.}$$

$$\frac{16,443}{37.8} = 435,000, \text{ or nearly 195 tons.}$$

$$\frac{14,645}{37.8} = 387,430, \text{ or nearly 173 tons.}$$

Now, as this engine would not empty its tank on the first incline, between the commencement and the top of the Lapstone Hill zig zag, it would have sufficient force to draw a train of 185 tons over all other parts of the Line up to four miles past the Weatherboard Platform; therefore, a regular service of 185 tons could be counted on for this system of engine.

I do not refer in this Report to Mr. Fell's System of Railway Construction for the passage of great chains of mountains like the Alps, because this system depends essentially on the condition that an extra middle rail is required; consequently, neither the permanent way, the carriages, nor the engines are in any way applicable to the working of railways constructed on ordinary principles, and the tractive force does not entirely depend upon the weight of engine on the vertical driving wheels to produce adherence, but is augmented on all parts of the railway which require extra tractive power by the pressure of horizontal driving wheels on the central rail, thus rendering the tractive force due to adherence independent of the vertical pressure on the ordinary rails. But Mr. Fell has shown practically that railways can be constructed and worked advantageously with inclines of 1 in 15, and radii of curves less than 135 feet, at a very reasonable cost, being about £7,000 per mile on the Mont Cenis.

I have gone with Mr. Fell on his engines up inclines of 1 in 13, and over the most difficult parts of the Alps, between Lanslebourg and Susa, with perfect security, and mention this as example of the successful working of mountain lines with very light engines, having not more than 8 tons weight on one pair of wheels.

In conclusion, therefore, I recommend :—

- 1st. That the weight on each pair of tires of driving wheels should *not be allowed* to exceed a certain limit; I therefore, consider that the proposed tank engine of 45 tons weight on three axles would be injurious to the permanent way, and contrary to general railway practice on main lines.
- 2nd. The adoption for the Western Line over the Blue Mountains of outside cylinders and straight axles, with outside valve motions, as introduced by Mr. Crampton, in preference to inside cylinders and crank-axles, with inside valve motions, as in the proposed tank engines.
- 3rd. The axle-boxes to be longer and their slides larger than in the proposed construction, to prevent heating and rapid wear and tear.
- 4th. That should the ordinary traffic service over the Blue Mountains (from Penrith to about four miles beyond the Weatherboard) not require more than 100 tons load for each train,—that engines having three coupled axles, with separate four-wheeled light tenders, should be employed in preference to the proposed tank engine.
- 5th. If it be required to effect a regular service of 145 tons per train, it would be advisable to have engines with four coupled axles, similar to the type shown in Figs. 7, 10, 15, for the passage of the Semmering and other main lines service.
- 6th. The system shown in drawing CC, and of which the calculation is given at page 10, should be carefully considered, as to whether it be the best to adopt in case the general traffic service should require trains of 185 to 190 tons.

I recommend particularly to your notice this last-named system, not as being absolutely the best, but as being especially applicable to certain conditions of mountain railway luggage traffic requiring great tractive power.

I have, &c.,
R. LLOYD.

NOTE.—The co-efficients of the resistance to movement of Trains are deduced from the experiments of M. M. Gouin and Le Chatelier, M. Jules Poirie, Mr. Gooch, and others. I have purposely stated them very high. It is probable that, the permanent way being in a very excellent condition and the rolling stock in perfect working order, a much more favourable result may be obtained; but the comparative value of each system will be the same however much the co-efficients may be reduced in value, therefore the calculations do not give the absolute but only the comparative useful results.—R. L.

No. 12.

THE COMMISSIONER FOR RAILWAYS to R. LLOYD, Esq.

Department of Public Works,
Railway Branch,
Sydney, 1 October, 1869.

SIR,

I have the honor to acknowledge the receipt of your Report, dated the 11th ultimo, on the subject of the working of the mountain line of railway.

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

[Sketches—two sheets.]

Orleans Fig 8 Lyon (1856) *OUTSIDE CYLINDER*

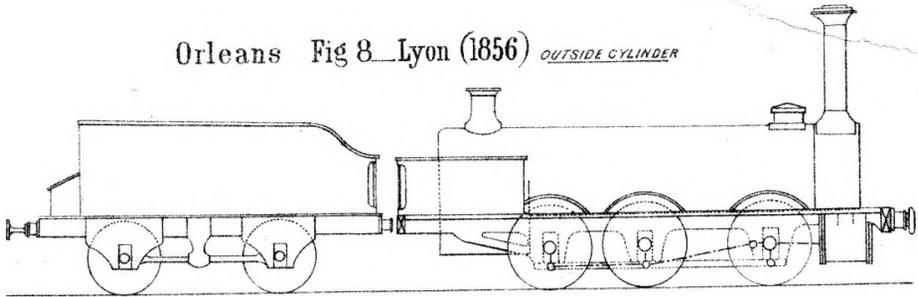


Fig 4 Nord (1862)

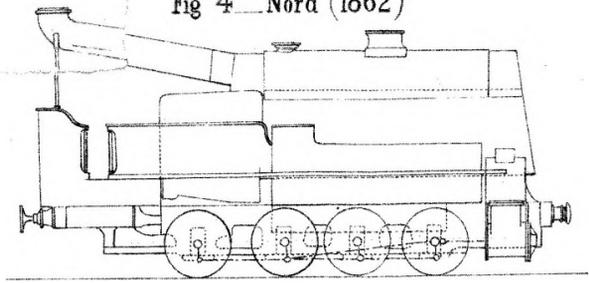


Fig 12 Govi (1860)

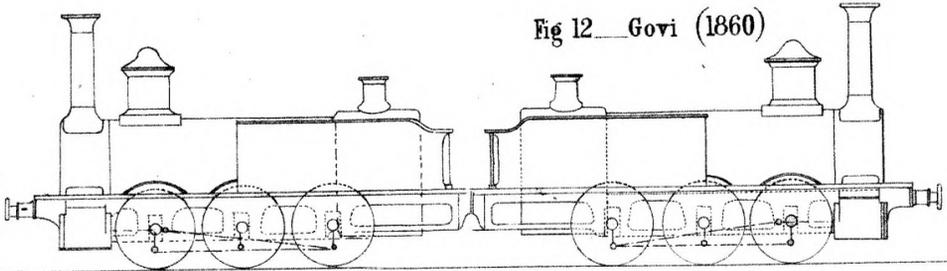


Fig 7 Orleans (1863)

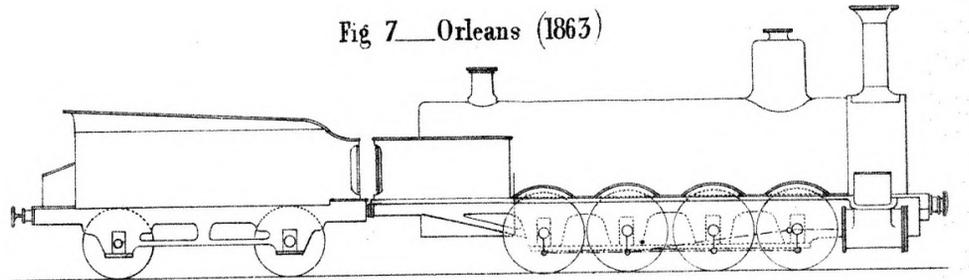


Fig 10 Est (1860)

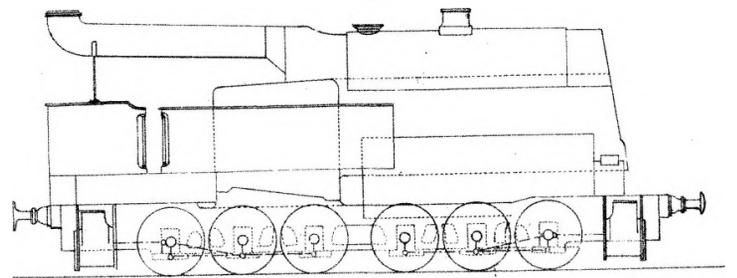
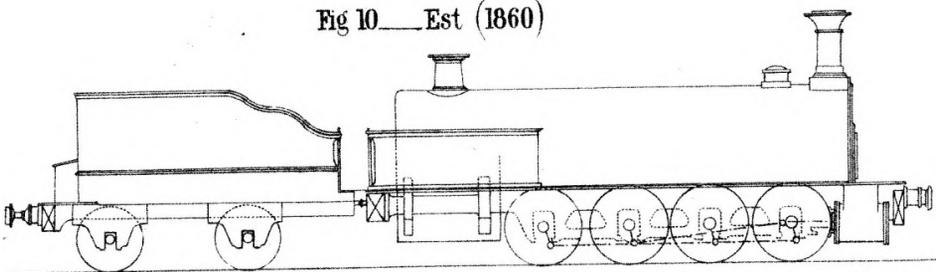


Fig 11 Ouest (1860) *INSIDE CYLINDER.*

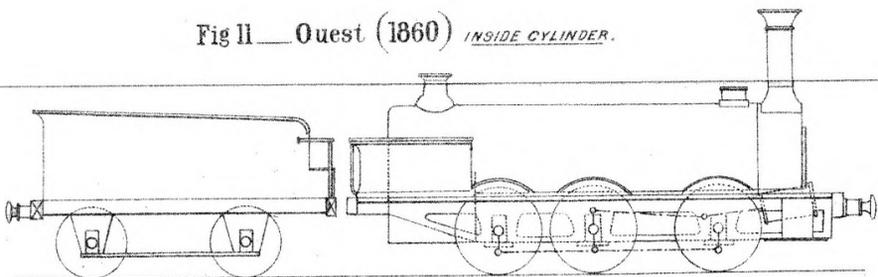


Fig 18.

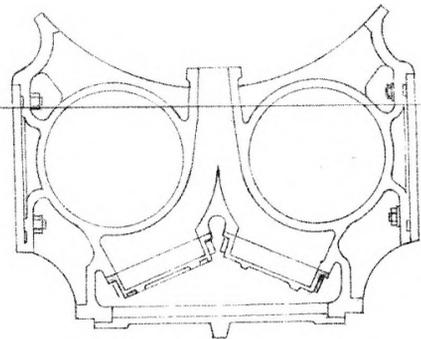


Fig 15 Semmering (1861)

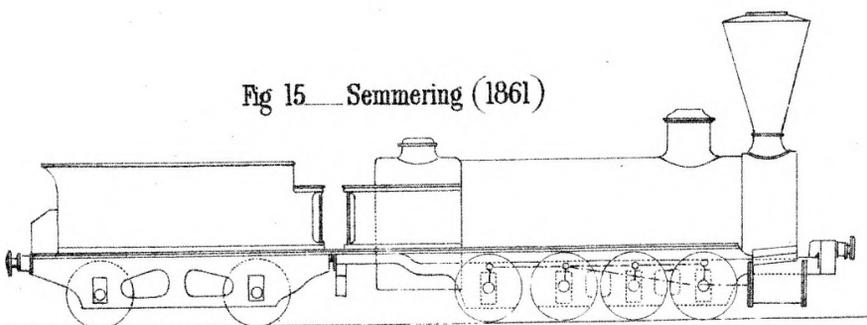
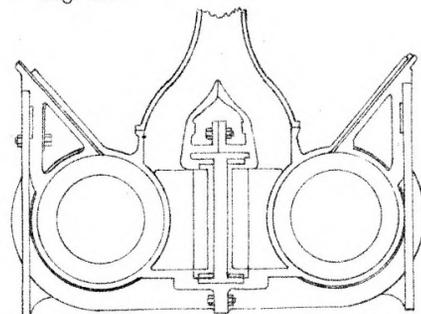


Fig 17.



1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

RAILWAY EXTENSION;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
25 *March*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES NO. 4. WEDNESDAY, 2 FEBRUARY, 1870.

23. Railway Extension :—Mr. Macleay moved, pursuant to Notice No. 16,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the best mode of facilitating inland traffic, and upon the subject of Railway Extension generally.
- (2.) That such Committee consist of Mr. Sutherland, Mr. Lackey, Mr. W. Suttor, Mr. Morrice, Mr. Alexander, Mr. Lee, Mr. Hoskins, Mr. Onslow, Mr. Speer, and the Mover.
- (3.) That the Progress Report, and Proceedings, &c., of the Select Committee of last Session on Railway Extension, be referred to the said Committee.
- Debate ensued.

The House continuing to sit until after Midnight,—

THURSDAY, 3 FEBRUARY, 1870, A.M.,

And Mr. Lord requiring that the said Committee be appointed by Ballot,—
Question,—That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the best mode of facilitating inland traffic, and upon the subject of Railway Extension generally, and that the Progress Report, and Proceedings, &c., of the Select Committee of last Session on Railway Extension, be referred to the said Committee,—put and passed.

Whereupon, the House proceeded to the Ballot, and the Speaker declared the following to be the Committee duly appointed :—Mr. Alexander, Mr. Hoskins, Mr. Lee, Mr. Lord, Mr. Macleay, Mr. Morrice, Mr. Sutherland, Mr. W. Suttor, Mr. Onslow, and Mr. Wisdom.

* * * * *

VOTES NO. 31. TUESDAY, 22 MARCH, 1870.

16. Paper :—Mr. Sutherland laid upon the Table, Report on proposed Tank Engine for working the Mountain Line, Great Western Railway. (*See Answer to Question No. 6 in Votes and Proceedings, No. 25.*)
Ordered to be printed, and referred to the Select Committee now sitting on "Railway Extension."

VOTES NO. 34. FRIDAY, 25 MARCH, 1870.

3. Railway Extension :—Mr. Macleay 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 subject was referred on 2nd February, 1870, together with Appendix.
Ordered to be printed.

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Appendix	1
Separate Appendix	

1870.

RAILWAY EXTENSION.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 3rd February, 1870, A.M.—with power to send for persons and papers—to inquire into and report upon the best mode of facilitating inland traffic, and upon the subject of Railway Extension generally—to whom was referred on the same date—the *Progress Report and Proceedings, &c.*, of the Select Committee of last Session on Railway Extension—and to whom was referred on the 22nd March, “*Report on proposed Tank Engine for working the Mountain Line, Great Western Railway,*”—have agreed to the following Report:—

1. The question as to what description of road is best adapted to encourage the settlement, and increase the productiveness of the large portion of our territory lying west of the coast range, is one which might be very readily answered if the accompanying question of cost could be set aside. A first-class railway, combining as it does in a high degree the qualities of speed, safety, ease, certainty, and cheapness of conveyance, is without a doubt the best, as it is the most costly of all roads.

2. Railways of this class have been sanctioned by the Legislature of New South Wales as far as Goulburn on the South, Bathurst on the West, and Murrurundi on the North; and as the lines so sanctioned are now either completed or rapidly approaching completion, the time seems to have naturally arrived for inquiring into the financial possibility of further extensions.

3. Your Committee therefore, in the first instance, sought information from the Officers of the Railway Department (see evidence of Messrs. Whitton, Thomas, Ashdown, Moody, and Beeston) as to the cost of the construction, maintenance, and working of the existing lines.

4. It will be seen, on reference to *Appendix E, page 13*, that the sum total borrowed for railway purposes amounts at the present time to £6,147,300, and the Accountant to the Treasury seems to think that a still further sum will be required to complete the lines to Bathurst and Murrurundi. (*Questions 1244–1250.*)

5. The number of miles of railroad which have been or are being constructed out of the proceeds of this Loan is 402—viz., 134 miles from Sydney to Goulburn, 132 miles from Parramatta Junction to Bathurst, 120 miles from Newcastle to Murrurundi, and 16 miles from Blacktown to Richmond; giving a general average of £15,291 a mile.

6. A reference to the return appended to Mr. Thomas’s evidence, *marked A 5*, giving the working expenses and receipts of the Railways for the years 1865, 1866, 1867, 1868, and 1869, will show the exact balance of receipts over expenditure in each year, and enable an accurate estimate to be made of the burden which these so called reproductive works throw upon the General Revenue. The working expenses for the year 1869 were in round numbers £182,000, while the receipts during the same period amounted to £266,000, thus leaving a balance of £84,000 towards the payment of over £300,000, the interest on the Railway Loan.

7. It appears then that last year £216,000 of the interest due on the Railway Loan fell entirely upon the General Revenue, or £514 for every mile of railway we possess.

8. Your Committee have inquired into the practicability of effecting reductions in the working expenses of the railways generally, but no suggestion has been made to them by any of the witnesses which promises a saving to any very important extent. The suggestion, for instance, of the amount of saving of one passenger train a day, South, West, and North, is made on the estimate that as the number of trains run in
the

the year gives an average cost of 50d. per train per mile, the saving effected by running one train less each day would be 50d. for every mile so saved, which is evidently an erroneous calculation. No doubt however some considerable saving might be effected not only in this way, but in the reduction in the number of suburban trains run.

9. Mr. Whitton expresses a confident opinion (*Question 1037*) that the railways might be made to pay by reducing the mileage run and increasing the fares. It is obvious however, from the amount now derived from the railways at present charges, that nothing less than doubling the fares could produce such a desirable result; and to double the fares would certainly check traffic, and destroy the main object which the Legislature had in view in constructing these roads—the promotion of settlement and the development of the resources of the Country.

10. Your Committee believe, from the evidence which has been tendered to them on the subject, that the extensions to Yass, Orange, and Tamworth, now contemplated by the Government, might be constructed at a reduced cost—as low perhaps as £8,000 a mile; but the traffic upon these extensions will necessarily be so much less for a long time than on the existing lines, that your Committee cannot calculate upon a smaller annual loss in the one case than in the other, that is, over £500 on every mile of railway.

11. It does not require very great financial foresight to calculate the limit to which a system of this kind can be carried. To borrow for works which are really reproductive is beneficial to the country, and so long as the works are reproductive there need be no limit to the amount borrowed; but where the interest on the money borrowed becomes a burden on the General Revenue, there must be a limit to the power of paying, if not to the power of borrowing. In our case, the limit has, in the opinion of your Committee, been sufficiently nearly reached. No collateral advantages derivable from railway traffic can possibly be worth to the Country £500 a year on every mile of railway.

12. A largely increased population would alone justify the extension of costly lines of railway, for then not only would there be some prospect of future success, but the burden of the debt would be less felt; for a debt which would press ruinously upon a population of half a million might easily be borne by a population of two or three millions.

13. As there seems to be, however, no present prospect of any rapid influx of population, your Committee have come to the conclusion that no further extensions of the main trunk lines should be made on the present costly principle.

14. While taking the evidence of the officers of the Railway Department upon the matters alluded to above, your Committee had placed before them evidence of such a startling character relative to the working of the Department, that they feel it their duty to call the attention of your Honorable House to these disclosures, although they refer to matters not strictly within the scope of the inquiry entrusted to the Committee. Mr. Thomas (*page 4*) gives evidence as to the quality of the iron used on our railways, which would lead to the belief that the Colony has been for years largely and constantly defrauded to an enormous extent in the article of rails. Mr. Thomas's evidence is to a great extent corroborated by that of Mr. Mason, the Chief Assistant Engineer for Railways (*page 29*). Mr. Whitton, though denying the generally bad quality of the rails in use, admits that a number of very bad ones have been imported (*page 45*). The evidence also of Mr. Ashdown, with the letters appended, discloses a state of feeling between that gentleman and Mr. Whitton which can scarcely exist without injury to the Public Service. Your Committee are of opinion that the interests of the Country require that a strict investigation into both of these matters should be made without delay, either by the Government or by your Honorable House.

15. Your Committee having decided to recommend, for the reasons already stated, that first-class railroads should for the present, at least, not be further extended, turned their attention to the consideration of what kind of road could be substituted, which while giving the Country all the advantages of cheapness of carriage and certainty of communication which appertain to a first-class railway, might yet be constructed at a cost more suited to our limited means, traffic, and population.

16. On this subject several professional witnesses have been examined, and your Committee feel that it is only due to these gentlemen to express the grateful sense which the Committee entertain of the readiness they have exhibited to assist the labours of the Committee, and, at a vast amount of trouble to themselves, to furnish the Committee with information which would not otherwise have been easily obtained.

17. Fully aware of the loss and inconvenience attendant upon a change of gauge and the consequent transfer of goods from one truck to another, your Committee have endeavoured to discover among the various plans of railways submitted to them one which, while of the same gauge as the present lines, and capable of carrying the same rolling stock, would be of a sufficiently cheap character to suit the present position and wants of the country. A railway of this gauge, with rails weighing 40 lbs. to the yard, an inferior description of permanent way, and running at a reduced speed, might, according to Mr. Whitton, be made in an easy country for from £5,000 to £6,000 a mile, but he would not recommend it. Mr. Mason is of opinion (*Questions 672-678*) that the cost of the permanent way for this description of railway would only be £1,100 less than for a first-class line. Mr. Thomas thinks (*Question 509*) that £2,000 a mile would be the maximum difference between the cost of a line of this kind and the best description, and that in an easy country it would cost £6,000 a mile. Mr. Richard Lloyd, in a very elaborate and excellent paper, which appears in the Appendix (*page 15*) as a supplement to his evidence, strongly recommends this class of railway, and furnishes details of a suitable description of railway in use in England, and which he calculates could be laid down here at £4,053 a mile. This would appear to be a very strong and cheap railway, and whenever the time arrives at which we can prudently resume the extension of our main trunk lines, the railroad recommended by Mr. Lloyd may prove to be quite good enough for permanent purposes. Mr. Charles Mayes, in the appendix to his evidence, gives £6,000 a mile as his lowest estimate for a line of a second-class character in an easy country.

18. Your Committee are not however prepared to recommend railway extension, even of this comparatively cheap character. The cost of construction would probably be found to be only about £2,000 a mile under that of a very superior road, while the cost of maintenance would be as great or greater. The General Revenue would still be burdened with an annual charge, very nearly, if not quite equal to that on the existing lines in amount, while the over-taxed population of the Country would not even have the satisfaction of knowing that the money had been spent on a solid and permanent work.

19. Your Committee find therefore their choice of a means of transit superior to the common roads of the country limited to a class of locomotive railway of narrow gauge and low power and speed, or a very cheap and light railroad adapted to horse traction. Estimates of the probable cost of both are given by Mr. Thomas, in Appendix (*page 3*). Of these lines Mr. Thomas says, in Appendix A 4—"A horse tramway of 3-ft. gauge and 25-lb. rails to the yard, can be laid along the line of road, making use of the present bridges where practicable, or constructing others where found necessary, for £1,500 per mile." "A light railway of 3-ft. gauge and 40-lb. rails, employing locomotive engines of 10 to 14 tons weight, can be laid along the line of road, making use of the present bridges where practicable, and constructing others where found necessary to do so, for the sum of £2,500 per mile."

20. Of the two plans here submitted, and of which full details will be found in the evidence of Mr. Thomas, your Committee have come to the conclusion that the horse railway is the one which it is most expedient to use for the present in New South Wales.

21. The following are some of the reasons which have induced your Committee to arrive at this conclusion:—

1st. A railway of a very cheap, and consequently not a lasting character, with a gauge different from that of our main lines, must be regarded as a mere temporary road, to be replaced by a good railroad of the 4-ft. 8½-in. gauge, as soon as the traffic is sufficiently developed to warrant the requisite expenditure. Taking that view, it follows that the cheapest of the temporary roads must be the best, if it can be shown to be equal to the amount of traffic which may be cast upon it.

2nd. That a horse railway will be quite equal to the heaviest demand made upon it for years to come may be exemplified by taking the highest estimate of traffic upon the line of road where the traffic is likely to be heaviest. The line from Goulburn to Yass, *en route* to Gundagai and Wagga Wagga, cannot at the utmost be estimated to have an annual goods traffic exceeding 10,000 tons, including up and down traffic. This would, at 300 working days in the year, give about 33 tons as the daily traffic, or 16½ tons each way; so that as a horse can draw on a level

level rail, on the most moderate estimate, 19 tons, the entire actual work upon the Yass line, if at all level, would not be beyond the power of one horse.

- 3rd. Because a horse railway can, where the traffic is light, be worked at less cost than the locomotive, though the very opposite is the case where the traffic is heavy.
- 4th. Because the cost of working a horse railway need never exceed what is absolutely necessary for the transport of the goods carried; and consequently carriage may be charged at an equally cheap rate whether the traffic be light or heavy.
- 5th. Because every advantage, either actual or prospective, which railways are supposed to confer, will be conferred by the proposed horse railway. The cost of carriage can be made extremely low, the certainty and ease of transport will be perfect, and in everything but the element of speed, which is of little importance in goods traffic, the horse railway will be equal to the best locomotive line as far as the development of the resources of the interior is concerned.

22. The superiority of a horse railroad over the ordinary roads of the country, or even over the best macadamized road, is too palpable to require much notice. The cost of construction of the macadamized road must be nearly if not quite equal to that of the proposed horse railway, while the cost of maintenance will be greater, and the difference in the cost of traction enormous. One horse on a rail will do the work of eight horses on a good road and in about half the time, therefore in the conveyance, say, of 4 tons of goods a distance of 40 miles there will be a saving of the work of fifteen horses in favour of the railroad.

23. Your Committee next directed their attention to the question of the extent and direction to which they should recommend these cheap railways to be carried. With a view to this question your Committee have taken the evidence of two gentlemen,—Mr. Forsythe, of Wagga Wagga, and Mr. Adams, the Surveyor General. The determination of the Committee to recommend a system of railways so cheap as to enable 1,000 miles of road to be made for what formerly scarcely made 100, rendered it unnecessary to take further evidence as to the relative claims of different parts of the country for railway extension.

24. In the recommendations which they have decided to make, your Committee have been actuated by a wish to give to all parts of the interior of the country increased facilities of transit, but more particularly those districts whose mineral and agricultural resources are known to be very great. One of the proposed lines—that from Goulburn to Wagga Wagga—appears to your Committee to be of such great importance on national grounds, as almost to justify the formation of a first-class line: the large saving of revenue which it would effect would probably suffice to pay interest on the cost of construction. Your Committee, however, are aware that a most formidable opposition would be offered to any such proposal by the representatives of other portions of the country,

25. The Committee beg to submit the following recommendations to your Honorable House:—

1. That the main trunk lines of railway should not for the present be extended beyond Goulburn, Bathurst, and Murrurundi.
2. That horse railways of the description given in page 3 of Appendix be laid, without unnecessary delay, to the following places:—
 - (1.) From Goulburn to Queanbeyan and Cooma, with branch to Braidwood.
 - (2.) From Goulburn to Yass and Wagga Wagga, with branch to Gundagai.
 - (3.) From Bathurst to Carcoar, Orange, Wellington, and Dubbo—the first two separate branches.
 - (4.) From Western Line to Mudgee.
 - (5.) From Murrurundi to Tamworth, Armidale, and Tenterfield.
 - (6.) From Moama to Deniliquin.

WILLIAM MACLEAY,
Chairman.

*Committee Room,
Sydney, 25 March, 1870.*

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 4 FEBRUARY, 1870.

MEMBERS PRESENT :—

Mr. Macleay,	|	Mr. Lee,
Mr. W. Suttor,	|	Commander Onslow,
	Mr. Hoskins.	

Mr. Macleay called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That J. H. Thomas, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY, 8 FEBRUARY, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. W. Suttor,	|	Mr. Hoskins,
Mr. Sutherland,	|	Commander Onslow.

Printed copies of the Progress Report and Proceedings, &c., of the Select Committee on Railway Extension, Session 1869, *referred* by the House on the 3rd February, before the Committee.

J. H. Thomas, Esq. (*Inspecting Engineer*), called in and examined.

Witness *handed in* Report from the Engineer for Existing Lines of Railway on Working Expenses, dated 30 March, 1868; Dimensions of Small Tank Locomotive Engines employed on the Broelthal Valley Railway, Germany; Estimate for laying a Horse-tramway, &c., &c.

Ordered to be appended. (*Vide Appendix*, A 1 to A 3.)

Witness withdrew.

Committee deliberated.

Ordered,—That A. Ashdown, Esq., and R. Moody, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 10 FEBRUARY, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. Alexander,	|	Commander Onslow,
Mr. W. Suttor,	|	Mr. Hoskins.

A. Ashdown, Esq. (*Accountant, Railway Department*), called in and examined.

Witness *handed in* Diagram, illustrating the Divisions of the Southern, Western, and Richmond Railways; Statement of Earnings for January, 1869; Minute Papers respecting the Divisions of the G. S., W., and W. and R. Railways, Nos. 1, 2, 3 and 4; Schedules of Expenditure in Revenue Account as per Ledger, for six months ended June 30, 1869.

Ordered to be appended. (*Vide Appendix*, B 1 to B 4.)

Witness withdrew.

R. Moody, Esq. (*Traffic Manager*), called in and examined.

Witness withdrew.

Richard Lloyd, Esq., C.E., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That George Forsythe, Esq., J.P., be summoned to give evidence at the next meeting.

[Adjourned until to-morrow, at *Eleven* o'clock.]

FRIDAY, 11 FEBRUARY, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. W. Suttor,	|	Commander Onslow,
	Mr. Hoskins.	

George Forsythe, Esq., J.P., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That J. H. Thomas, Esq., and R. Moody, Esq., be summoned to give further evidence at the next meeting.

[Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY,

TUESDAY, 15 FEBRUARY, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. W. Suttor,	|	Mr. Hoskins,
Commander Onslow,	|	Mr. Lee.

J. H. Thomas, Esq., called in and further examined.

Witness withdrew.

R. Moody, Esq., called in and further examined.

Witness handed in Statement of Tonnage and Passenger Traffic, during October, November, and December, 1869.

Ordered to be appended. (*Vide Appendix, C 1 to C 4.*)

Witness withdrew.

Committee deliberated.

Ordered,—That W. Mason, Esq., and J. L. Beeston, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 17 FEBRUARY, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. Hoskins,	|	Mr. Lee,
Commander Onslow,	|	Mr. Morrice,
Mr. Alexander,	|	Mr. Lord,
	Mr. W. Suttor.	

W. Mason, Esq. (*Chief Assistant Engineer*), called in and examined.

Witness withdrew.

J. L. Beeston, Esq. (*Traffic Manager, Great Northern Railway*), called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 23 FEBRUARY, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Commander Onslow,	|	Mr. Morrice,
Mr. Lord,	|	Mr. Alexander.

The Chairman read a letter which he had received from John Whitton, Esq., requesting to be furnished with a copy of all the evidence taken before this Committee.

Motion made (*Mr. Alexander*), and Question put,—That Mr. Whitton's request be complied with,—*agreed to.*

Committee deliberated.

Ordered,—That John Whitton, Esq., and P. F. Adams, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 2 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. Morrice,	|	Mr. Hoskins,
Mr. Lee,	|	Mr. Lord,
	Commander Onslow.	

P. F. Adams, Esq. (*Surveyor General*), called in and examined.

Witness withdrew.

John Whitton, Esq. (*Engineer-in-Chief for Railways*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That John Whitton, Esq., be summoned to give further evidence at the next meeting.

[Adjourned until to-morrow, at *Eleven* o'clock.]

THURSDAY,

THURSDAY, 3 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Commander Onslow,	|	Mr. Hoskins,
Mr. Lee,	|	Mr. Morrice.

John Whitton, Esq., called in and further examined.

Witness handed in Minute Paper No. 67/175, respecting working of trains on Western Railway.

Ordered to be appended. (*Vide Appendix D.*)

Witness withdrew.

Committee deliberated.

Ordered,—That George Layton, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY, 8 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. Hoskins,		Mr. Alexander.
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George Layton, Esq. (*Accountant to the Treasury*), called in and examined.

Witness handed in Statement shewing the amounts authorized to be raised by Loan for Railway purposes, &c., &c.

Ordered to be appended. (*Vide Appendix E.*)

Witness withdrew.

Committee deliberated.

Ordered,—That Charles Mayes, Esq., C.E., be summoned to give evidence at the next meeting.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 10 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Commander Onslow,	|	Mr. Hoskins,
Mr. Lord,	|	Mr. Alexander,
	|	Mr. Morrice.

Clerk drew attention to certain alterations made in Mr. Whitton's evidence, on revision, which the Committee allowed.

Charles Mayes, Esq., C.E., called in and examined.

Witness withdrew.

Committee deliberated.

Chairman handed in a letter from Richard Lloyd, Esq., C.E., in confirmation of the opinions he expressed in the evidence given by him before this Committee on the 10th February.

Ordered to be appended. (*Vide Appendix F.*)

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 17 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. Hoskins,	|	Commander Onslow,
Mr. Lee,	|	Mr. Lord,
	|	Mr. W. Suttor.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY, 24 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Macleay in the Chair.

Mr. Alexander,	|	Commander Onslow,
Mr. W. Suttor,	|	Mr. Morrice,
Mr. Hoskins,	|	Mr. Lord,
	|	Mr. Sutherland.

Mr. Sutherland handed in letter from R. C. Walker, Esq., respecting Mr. Ashdown's statement before this Committee on Railway Accounts.

Ordered to be appended. (*Vide Appendix G.*)

Chairman submitted Draft Report, copies of which had been circulated amongst the Members since last meeting.

Same read 1^o, as follows:—

“ DRAFT REPORT.

“ 1. The question what description of road is best adapted to encourage the settlement, and increase the productiveness of the large portion of our territory lying west of the coast range, is one which might be very readily answered if the accompanying question of cost could be set aside. A first-class railway, combining as it does in a high degree the qualities of speed, safety, ease, certainty, and cheapness of conveyance, is without a doubt the best, as it is the most costly of all roads.

“ 2. Railways of this class have been sanctioned by the Legislature of New South Wales as far as Goulburn on the South, Bathurst on the West, and Murrurundi on the North; and as the lines so sanctioned are now either completed or rapidly approaching completion, the time seems to have naturally arrived for inquiring into the financial possibility of further extensions.

“ 3. Your Committee therefore, in the first instance, sought information from the Officers of the Railway Department (see evidence of Messrs. Whitton, Thomas, Ashdown, Moody, and Beeston) as to the cost of the construction, maintenance, and working of the existing lines.

“ 4. It will be seen, on reference to Appendix E, page 13, that the sum total borrowed for railway purposes amounts at the present time to £6,147,300, and the Accountant to the Treasury seems to think that a still further sum will be required to complete the lines to Bathurst and Murrurundi. (*Questions 1244–1250.*)

“ 5. The number of miles of railroad which have been or are being constructed out of the proceeds of this Loan is 402—viz., 134 miles from Sydney to Goulburn, 132 miles from Parramatta Junction to Bathurst, 120 miles from Newcastle to Murrurundi, and 16 from Blacktown to Richmond; giving a general average of £15,354 a mile.

“ 6. A reference to the return appended to Mr. Thomas's evidence, marked A 5, giving the working expenses and receipts of the Railways for the years 1865, 1866, 1867, 1868, and 1869, will show the exact balance of receipts over expenditure in each year, and enable an accurate estimate to be made of the burden which these so-called reproductive works throw upon the General Revenue. The working expenses for the year 1869 were in round numbers £182,000, while the receipts during the same period amounted to £266,000, thus leaving a balance of £84,000 towards the payment of over £300,000, the interest on the Railway Loan.

“ 7. It appears then that last year £216,000 of the interest due on the Railway Loan fell entirely upon the General Revenue, or £514 for every mile of railway we possess.

“ 8. Your Committee have inquired into the practicability of effecting reductions in the working expenses of the railways generally, but no suggestion has been made to them by any of the witnesses which promises a saving to any important extent. The suggestion, for instance, of the amount of saving of one passenger train a day between Sydney and Goulburn, is made on the estimate that as the number of trains run in the year gives an average cost of 50d. per train per mile, that the saving effected by running one train less in the day to Goulburn would be 50d. for every mile so saved, which is evidently a most erroneous calculation. No doubt however some saving might be effected in this way.

“ 9. Mr. Whitton expresses a confident opinion (question 1037) that the railway might be made to pay by reducing the mileage run and increasing the fares. It is obvious however, from the amount now derived from the railways at present charges, that nothing less than the doubling of the fares could produce such a desirable result; and to double the fares would certainly check traffic, and destroy the main object which the Legislature had in view in constructing these roads—the promotion of settlement and the development of the resources of the country.

“ 10. Your Committee believe, from the evidence which has been tendered to them on the subject, that the extensions to Yass, Orange, and Tamworth, now contemplated by the Government, might be constructed at a reduced cost—as low perhaps as £8,000 a mile; but the traffic upon these extensions will necessarily be so much less for a long time than on the existing lines, that your Committee cannot calculate upon a smaller annual loss in the one case than in the other, that is, over £500 on every mile of railway.

“ 11. It does not require a very far-seeing financier to calculate the limit to which a system of this kind can be carried. To borrow for works which are really reproductive is beneficial to the country, and so long as the works are reproductive there need be no limit to the amount borrowed; but where the interest on the money borrowed becomes a burden on the General Revenue, there must be a limit to the power of paying, if not to the power of borrowing. In our case, the limit has, in the opinion of your Committee, been sufficiently nearly reached. No collateral advantages derivable from railway traffic can possibly be worth to the Country £500 a year on every mile of railway.

“ 12. A largely increased population would alone justify the extension of costly lines of railway, for then not only would there be some prospect of future success, but the burden of the debt would be less felt; for a debt which would press ruinously upon a population of half a million might easily be borne by a population of four or five millions.

“ 13. As there seems to be however no present prospect of any rapid influx of population, your Committee have come to the conclusion that no further extensions of the main trunk lines should be made on the present costly principle.

“ 14. While taking the evidence of the Officers of the Railway Department upon the matters alluded to above, your Committee had placed before them evidence of such a startling character relative to the working of the Department that they feel it their duty to call the attention of your Honorable House to these disclosures, although they refer to matters not strictly within the scope of the inquiry entrusted to the Committee. Mr. Thomas (page 4) gives evidence as to the quality of the iron used on our railways, which would lead to the belief that the Colony has been for years largely and constantly defrauded to an enormous extent in the article of rails. Mr. Thomas's evidence is to a great extent corroborated by that of Mr. Mason, the Chief Assistant Engineer for Railways (page 29). Mr. Whitton, though denying the general bad quality of the rails in use, admits that a number of very bad ones have been imported (page 45). The evidence also of Mr. Ashdown, with the letters appended, discloses a state of feeling between that gentleman and Mr. Whitton which can scarcely exist without injury to the Public Service. Your Committee are of opinion that the interests of the Country require that a strict investigation into both of these matters should be made without delay, either by the Government or by your Honorable House.

“ 15.

" 15. Your Committee having decided to recommend, for the reasons already stated, that first-class railroads should for the present, at least, not be further extended, turned their attention to the consideration of what kind of road could be substituted, which while giving the Country all the advantages of cheapness of carriage and certainty of communication which appertain to a first-class railway, might yet be constructed at a cost more suited to our limited means, traffic, and population.

" 16. On this subject several professional witnesses have been examined, and your Committee feel that it is only due to those gentlemen to express their grateful sense of the readiness which they have exhibited to assist the labours of the Committee, and, at a vast amount of trouble to themselves, to furnish the Committee with information which would not otherwise have been easily obtained.

" 17. Fully aware of the loss and inconvenience attendant upon a change of gauge and the consequent transfer of goods from one truck to another, your Committee have endeavoured to discover among the various plans of railways submitted to them one which, while of the same gauge as the present lines, and capable of carrying the same rolling stock, would be of a sufficiently cheap character to suit the present position and wants of the country. A railway of this gauge, with rails weighing 40 lbs. to the yard, an inferior description of permanent way, and running at a reduced speed, might, according to Mr. Whitton, be made in an easy country for from £5,000 to £6,000 a mile, but he would not recommend it. Mr. Mason is of opinion (questions 672-678) that the cost of the permanent way for this description of railway would only be £1,100 less than for a first-class line. Mr. Thomas thinks (question 509) that £2,000 a mile would be the maximum difference between the cost of a line of this kind and the best description, and that in an easy country it would cost £6,000 a mile. Mr. Richard Lloyd, in a very elaborate and excellent paper, which appears in the Appendix (page 15) as a supplement to his evidence, strongly recommends this class of railway, and furnishes details of a suitable description of railway in use in England, and which he calculates could be laid down here at £4,053 a mile. This would appear to be a very strong and cheap railway, and whenever the time arrives at which we can prudently resume the extension of our main trunk lines the railroad recommended by Mr. Lloyd may prove to be quite good enough for permanent purposes. Mr. Charles Mayes, in the appendix to his evidence, gives £6,000 a mile as his lowest estimate for a line of a second-class character in an easy country.

" 18. Your Committee are not however prepared to recommend railway extension, even of this comparatively cheap character. The cost of construction would probably be found to be only about £2,000 a mile under that of a very superior road, while the cost of maintenance would be as great or greater. The General Revenue would still be burdened with an annual charge, very nearly, if not quite equal to that on the existing lines in amount, while the over-taxed population of the country would not even have the satisfaction of knowing that the money had been spent on a solid and permanent work.

" 19. Your Committee find therefore their choice of a means of transit superior to the common roads of the country limited to a class of locomotive railway of narrow gauge and low power and speed, or a very cheap and light railroad adapted to horse traction. Estimates of the probable cost of both are given by Mr. Thomas, in Appendix, page 3. Of these lines Mr. Thomas says, in Appendix A 4—'A horse-tramway of 3-ft. gauge and 25-lb. rails to the yard, can be laid along the line of road, making use of the present bridges where practicable, or constructing others where found necessary, for £1,500 per mile.' 'A light railway of 3-ft. gauge and 40-lb. rails, employing locomotive engines of 10 to 14 tons weight, can be laid along the line of road, making use of the present bridges where practicable, and constructing others where found necessary to do so, for the sum of £2,500 per mile.'

" 20. Of the two plans here submitted, and of which full details will be found in the evidence of Mr. Thomas, your Committee have come to the conclusion that the horse railway is the one which it is most expedient to use for the present in New South Wales.

" 21. The following are some of the reasons which have induced your Committee to arrive at this conclusion:—

" 1st. A railway of a very cheap, and consequently not a lasting character, with a gauge different from that of our main lines, must be regarded as a mere temporary road, to be replaced by a good railroad of the 4-ft. 8-in. gauge, as soon as the traffic is sufficiently developed to warrant the requisite expenditure. Taking that view, it follows that the cheapest of the temporary roads must be the best, if it can be shown to be equal to the amount of traffic which may be cast upon it.

" 2nd. That a horse railway will be quite equal to the heaviest demand made upon it for years to come may be exemplified by taking the highest estimate of traffic upon the line of road where the traffic is likely to be heaviest. The line from Goulburn to Yass, *en route* to Gundagai and Wagga, cannot for a long time be estimated to have an annual goods traffic exceeding 10,000 tons, including up and down traffic; indeed this is a very large estimate. This would, at 300 working days in the year, give about 33 tons as the daily traffic, or 16½ tons each way; so that as a horse can draw on a level rail, on the most moderate estimate, 19 tons, the entire actual work upon the Yass Line, if at all level, would not be beyond the power of one horse.

" 3rd. Because a horse railway can, where the traffic is light, be worked at less cost than the locomotive, though the very opposite is the case where the traffic is heavy.

" 4th. Because the cost of working a horse railway need never exceed what is absolutely necessary for the transport of the goods carried; and consequently carriage may be charged at an equally cheap rate whether the traffic be light or heavy.

" 5th. Because even supposing that the interest on the cost of construction—£75 a mile—should fall on the General Revenue it would signify little, as the indirect benefits to the country would be great, and the saving of the present expenditure on the ordinary roads would be considerable.

" 6th. Because every advantage, either actual or prospective, which railways are supposed to confer, will be conferred by the proposed horse railway. The cost of carriage can be made extremely low, the certainty and ease of transport will be perfect, and in everything but the element of speed, which is of no importance in goods traffic, the horse railway will be equal to the best locomotive one as far as the development of the resources of the interior is concerned.

" The

" 22. The superiority of a horse railroad over the ordinary roads of the country, or even over the best macadamized road, is too palpable to require much notice. The cost of construction of the macadamized road must be nearly if not quite equal to that of the proposed horse railway, while the cost of maintenance will be greater, and the saving in the cost of traction enormous. One horse on a rail will do the work of eight horses on a good road and in about half the time; therefore in the conveyance, say, of 4 tons of goods a distance of 40 miles there will be a saving of the work of fifteen horses in favour of the railroad.

" 23. Your Committee next directed their attention to the question of the extent and direction to which they should recommend these cheap railways to be carried. With a view to this question your Committee have taken the evidence of two gentlemen,—Mr. Forsythe of Wagga Wagga, and Mr. Adams, the Surveyor General. The determination of the Committee to recommend a system of railways so cheap as to enable 1,000 miles of road to be made for what formerly scarcely made 100, rendered it unnecessary to take further evidence as to the relative claims of different parts of the country for railway extension.

" 24. In the recommendations which they have decided to make, your Committee have been actuated by a wish to give to all parts of the interior of the country increased facilities of transit, but more particularly those districts whose mineral and agricultural resources are known to be very "great." One of the proposed lines—that from Goulburn to Wagga Wagga—appears to your Committee to be of such great importance on national grounds as almost to justify the formation of a first class line: the large saving of revenue now flowing into the coffers of the neighbouring Colony which it would effect being alone sufficient to pay interest on the cost of construction. Your Committee, however, are aware that a most formidable opposition would be offered to any such proposition by the representatives of other portions of the country, and they believe also that the proposed cheap line will be sufficiently efficacious in checking the mercantile aggressions of Victoria.

" 25. The Committee beg to submit the following recommendations to your Honorable House:—

" 1. That the main trunk lines of railway should not for the present be extended beyond Goulburn, Bathurst, and Murrurundi.

" 2. That horse railways of the description given in page 3 of Appendix be laid, without unnecessary delay, to the following places:—

" (1.) From Goulburn to Queanbeyan and Cooma, with branch to Braidwood.

" (2.) From Goulburn to Yass and Wagga Wagga, with branch to Gundagai.

" (3.) From Bathurst to Carcoar, Orange, Wellington, and Dubbo,—the first two separate branches.

" (4.) From Western Line to Mudgee.

" (5.) From Murrurundi to Tamworth, Armidale, and Tenterfield.

" (6.) From Moama to Deniliquin."

Draft Report read 2^o paragraph by paragraph.

Paragraphs 1 to 19 inclusive read, *verbally* amended, and *agreed to*.

[Adjourned until to-morrow, at *half-past Ten* o'clock.]

FRIDAY, 25 MARCH, 1870.

MEMBERS PRESENT:—

Mr. Macleay in the Chair.

Commander Onslow,

Mr. Lee,

Mr. Lord,

Mr. Sutherland,

Mr. W. Suttor,

Mr. Hoskins,

Mr. Morrice,

Mr. Alexander.

Chairman *handed in* letter from G. E. Dalrymple, Esq., with reference to "India-rubber Tire and Tram Steam Traction Patent."

Ordered to be appended. (*Vide Appendix H.*)

Mr. Sutherland *handed in* certified Minute Papers, Railway Department.

Ordered to be appended. (*Vide Appendix I.*)

Chairman's Draft Report further considered.

Paragraph 20 read.

Question put,—That the paragraph as read stand part of the Report.

Committee divided.

Ayes, 5.

Noes, 2.

Mr. Alexander,

Mr. Morrice,

Mr. Hoskins,

Mr. W. Suttor,

Commander Onslow.

Mr. Lee,

Mr. Lord.

Paragraph 21 read, amended *verbally* and by the omission of section 5, and *agreed to*.

Paragraph 22 read.

Question put,—That the paragraph as read stand part of the Report.

Committee divided.

Ayes, 5.

Noes, 2.

Mr. Alexander,

Mr. Morrice,

Mr. Hoskins,

Mr. W. Suttor,

Commander Onslow.

Mr. Lee,

Mr. Lord.

Paragraph 23 read and *agreed to*.

Paragraph 24 read.

Question proposed,—That the paragraph as read stand part of the Report.

Amendment proposed (*Mr. Lee*),—To omit all the words after the word "great" in line 3.

Committee

Committee divided.

Ayes, 3.	Noes, 4.
Mr. Lee,	Mr. Alexander,
Mr. Lord,	Mr. Morrice,
Mr. W. Suttor.	Mr. Hoskins,
	Commander Onslow.

Paragraph then *amended* and agreed to.

Paragraph 25 read.

Question proposed,—That the paragraph as read stand part of the Report.

Amendment proposed (*Mr. Lee*),—To *omit* section (1) of the 2nd recommendation.

Committee divided.

Ayes, 3.	Noes, 3.
Mr. Lee,	Mr. Alexander,
Mr. Hoskins,	Mr. Morrice,
Mr. W. Suttor.	Commander Onslow.

The numbers being equal, the Chairman gave his casting vote with the Noes.

Amendment proposed (*Mr. Hoskins*),—To *omit* section (4) of the 2nd recommendation.

Committee divided.

Ayes, 2.	Noes, 5.
Mr. Lee,	Mr. Alexander,
Mr. Hoskins.	Mr. Morrice,
	Mr. W. Suttor,
	Mr. Lord,
	Commander Onslow.

Amendment proposed (*Mr. Hoskins*),—To *omit* section (6) of the 2nd recommendation.

Committee divided.

Ayes, 2.	Noes, 4.
Mr. Hoskins,	Mr. Alexander,
Mr. Lee.	Mr. Morrice,
	Mr. W. Suttor,
	Mr. Lord,
	Commander Onslow.

Original Question *carried*.

Motion made (*Commander Onslow*), and Question put,—That the Draft Report of the Chairman, as amended, be the Report of this Committee.

Committee divided.

Ayes, 5.	Noes, 2.
Mr. Alexander,	Mr. Lee,
Mr. Morrice,	Mr. Sutherland.
Mr. Hoskins,	
Mr. W. Suttor,	
Commander Onslow.	

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

RAILWAY EXTENSION.

TUESDAY, 8 FEBRUARY, 1870.

Present:—

MR. HOSKINS,
MR. ONSLOW,

MR. MACLEAY,
MR. SUTHERLAND,

MR. W. SUTTOR.

WILLIAM MACLEAY, ESQ., IN THE CHAIR.

James Henry Thomas, Esq., examined:—

1. *Chairman.*] You are in the Public Works Department? Yes.
2. What office do you hold? Inspecting Engineer.
3. You were for some years Engineer for Existing Lines of Railway—What are the particular duties of that office? I had the entire charge of all the lines open for traffic, their maintenance, the rolling stock, and in fact everything connected with them.
4. Then you can give us a tolerable idea of the cost of maintaining a good line of railway per mile? Yes, I can tell what the existing lines have cost up to a certain year.
5. Have you the details? Yes. I have here a statement which shows almost at a glance the cost of the various lines. (*The witness handed in the same. Vide Appendix A 1.*)
6. What is about the cost per mile of maintaining the road, and what is about the cost per mile of working it? — (*Vide Appendix A 5.*)
7. I presume that as you have had so much to do with our railways, the question must have occurred as to whether we can afford to extend our railways much further on the same costly principle as that we have adopted up to the present time? I think decidedly not. Looking to the population and the large area of country over which they are spread, it is utterly impossible the country can bear the enormous cost of constructing railways on the present system. I have embodied my opinions upon this subject in a paper which I had the honor to submit to the Chairman of this Committee some time ago.
8. You have considered the subject of a cheaper system of railways as adapted to the more scattered population of the interior? Yes.
9. And you have, I believe, made calculations as to the possibility of adopting a cheaper system of locomotives? Yes.
10. At a reduced speed? Yes.
11. Will you give the Committee the result of those calculations? I have here a memorandum I have drawn up respecting a tank locomotive narrow gauge railway, 2-ft. 7-in. gauge, which I think would be admirably suited to this country as feeder to the main trunk lines. (*The witness handed in the same. Vide Appendix A 2.*) Engines have been constructed of this gauge, and there are some of them now running in Germany upon a line of this gauge.
12. Does this engine carry water with it? Yes; it is called a tank engine, and carries the coal and water with it.

J. H. Thomas,
Esq.

8 Feb., 1870.

- J. H. Thomas, 13. What would be the probable cost of a line of this description—can you give the details of the permanent way? Yes; I have estimated the cost of laying a light railway of 3-ft. gauge, with rails at 40 lbs. to the yard; and also of a horse-tramway, of 3-ft. gauge, with rails 25 lbs. to the yard. (*The witness handed in the estimate. Vide Appendix A 3.*)
- Esq.
8 Feb., 1870.
14. What would be the cost per mile? I have estimated—supposing you take, not one mile, but hundreds of miles—that the light railway could be laid at £2,500, and the horse-tramway at £1,500 a mile.
15. What would be the average speed upon this 2-ft. 7-in. gauge with a tank engine? I do not think you would be able to exceed with safety ten miles an hour. In good places you might obtain a greater speed, but in others you could not exceed five or six miles, so that the average would not be more than ten miles.
16. As regards the horse-train, the speed would be still less? Yes, it would not average more than five or six miles.
17. You believe that £1,500 would cover the cost of laying a tramway for horse traction? Yes, along a common road.
18. Have you made any calculation as to what would be the actual cost at which goods could be carried upon different lines? No, I have not done that, but I could easily do it.
19. If a horse-rail were adopted, it would be a very simple matter, as you would never employ more power than was actually required? No.
20. If a horse would take a wagon of four tons, it would be easy to calculate the exact cost of carriage—a man and horse would do fifty miles a day? I think you would have to change the horse, but one man might do that distance. I have put down stabling at every twenty-five miles. Of course this would vary in different places.
21. On a road where the gradients never exceeded 1 in 20, and where one horse would be able at any time to draw four tons, the actual cost of carriage would be easily made? Yes.
22. What do you think would be the cost of maintenance of a road of that kind per annum per mile? Certainly not more than £30 or £40.
23. Would it be as much? I think it would. One man might look after four or five miles easily, and keep it in order. The items to be calculated are his pay, some little stores, tools, and so forth. If you put his pay down at 8s. a day, this would amount to about £150, which would have to be divided between the five or six miles.
24. That is about the cost of keeping a macadamized road in repair? The expense of maintaining a macadamized road varies very much according to the width.
25. A macadamized road would wear down very much more than one of the kind you describe, where one horse would do the work of eight? Yes, you would of course have to keep the tramroad up with a proper top upon it, or the sleepers would be constantly sinking in wet weather—they would get into slacks and would have to be brought up again. One man could look after four miles. At the present time they have in some places on the railway one man to a mile, and in others a man and a quarter to a mile.
26. That is for the maintenance? Yes.
27. It seems from the return you have handed in that the cost is about £300 a mile on the railway? Not so much as that, and you will find a great difference in different years. In 1865 it was about £211 a year, in 1866 it was a little less, and in 1867 it was about £133.
28. *Mr. Hoskins.*] What do you mean by maintenance? Repairing.
29. Only labour? Labour, material, and so on—they are constantly using ballast.
30. *Chairman.*] We may take it at an average of £200 a year? Yes.
31. What is the cost per mile per annum of working expenses and maintenance on a first class railway? The maintenance of all the lines and working expenses—that is, locomotive and carriage repairs, traffic and other charges—averaged per mile per annum in 1865 £756, in 1866 £737, and in 1867 £566.
32. Will you state to the Committee the probable cost of maintenance and working expenses for the same amount of traffic on the railway you propose at a cost of £2,500? —
33. Will you also state the probable cost of maintenance and working expenses of a horse railway as proposed to be constructed at a cost of £1,500, supposing the traffic to amount to 2,500 tons each way, or 5,000 tons altogether over a line extending 100 miles? —
34. There have been a great many propositions made of late years, and plans have been suggested for a cheaper system of railways than the present—have you studied many of them? Yes, I have read nearly the whole of them, for I have all the journals from England every month and read all these things.
35. Is there any necessity for so costly a permanent way as that you have referred to, for even £2,500 a mile is costly? It can be made more cheaply if a lighter locomotive is used.
36. Could a lighter locomotive draw a sufficient weight over the country where the gradients are steep? Locomotives have been made to do so in mining districts by having tank engines.
37. The thing to be avoided is weight, and where you have weight you must have expensive roads? Yes.
38. Have you not heard of a plan to give the wheel an additional bite on the rail, by covering the tire with India-rubber? I have heard of it with reference to vehicles running on common roads, and it has often struck me that it might be made available for railways.
39. The fact of having an India-rubber tire to the driving-wheel of an engine would not prevent the use of a flange? No, the wheel could be made so as to admit of the use of India-rubber, and yet to retain the flange.
40. You have never heard of any of these wheels having an India-rubber tire having also a flange? Never; I have never heard of India-rubber being used on the wheels of a railway carriage or engine.
41. The Traffic Manager has furnished the Committee with returns of the traffic on the railways here; but do you not think that the amount of traffic beyond Bathurst and Goulburn will be much less than it is from either of those places? Yes.
42. And the same remark, I suppose, will apply to Murrurundi? Yes.
43. So that in looking to the probability of a railway paying, if carried beyond either of those places, we must make our calculations in much lower figures? Yes.
44. And if our railways do not pay in the more thickly populated parts of the country, they will be still more unprofitable as we extend them to more sparsely populated districts? Yes. If you take a map of New South Wales, and mark upon it the existing lines of railway, you will be struck at the short distance into which they have as yet penetrated the interior, at a cost of six millions of money.

45. Has not the actual cost of our railways been really greater than is usually asserted? Yes. The proper way to arrive at their cost would be take the amount of capital voted for railways, and divide the total amount among the number of miles of railway actually constructed for the money. If that were done, it would be found that the cost was far above the stated average. J. H. Thomas,
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46. The return you have handed in was made up by you? It was made up from data given to me by the Accountant for Railways.
47. We were unable to get these details for last year? It has never been carried out since. My object was to bring the whole matter into such a small compass that a person could see at a glance everything connected with the lines.
48. *Mr. Suttor.*] With regard to these cheap lines you speak of, the cost of maintenance and of working them would depend very much upon the number of times the passenger trains would run, whether once or twice a day? I have not yet made up what the cost would be, but of course it would depend greatly upon the amount of traffic, though the difference between running one train and two would not be much.
49. There will of course be a man to look after them? The estimate I have made refers to the laying down the line, not to its maintenance.
50. You spoke of certain horse stations at every 25 miles—a man would be required at each of these to look after the horses? Yes, but my calculation is merely for laying down the line.
51. What would be the expense of working these cheap lines? That is a question I have not gone into.
52. Have you been in the Bathurst country? Yes. You have now got, or shortly will have, a railway to Bathurst, and there is also a railway to Goulburn, and I think it quite right, as far as those places are concerned, that the railway should be of the best and most substantial character, but I think beyond those places cheaper railways might be employed as feeders to the main lines.
53. *Mr. Hoskins.*] You were for some years Engineer of Existing Lines? Yes, seven years.
54. Do you not think a material reduction might be made in the working expenses of railways, by reducing the number of trains in such a way as would not militate against the convenience of the public? I do not think more trains run now than is necessary.
55. Do you think that two trains a day, say from Picton south to Goulburn, or from Penrith to Bowenfels, are sufficiently well patronized by the public to justify their being continued? So far as the passenger traffic is concerned I do not think they are, because sometimes not more than one or two passengers travel by them, but still I think it is to the general interests of the country that they should continue to run.
56. I infer that you have been connected with railways some years? Yes, in England, Belgium, and Spain.
57. Is it usual or customary in either of those countries for the directors or managers of railways to run passenger trains merely for the convenience of the public, without regard to the remunerative nature of their business? Certainly not. They are principally managed by Companies in England, in Belgium by the Government as well as by Companies, and in the latter country they took this course,—they gradually lowered the fares and noted what the receipts were, and when they found they were getting a little too low, and that the receipts would not pay, then they raised them again till they got the exact figure at which they could work at a profit.
58. They ascertained what trains were most patronized and continued them, and took off those that were not supported by the public? Yes.
59. Do you not think that one train from Picton to Goulburn and one from Penrith to Bowenfels each day would be sufficient? If the railways were in the hands of a Company, and it were a mere question of profit, perhaps only one train might be run; but as they are carried on by the Government, I think the matter assumes a different aspect, and that they have a right to consider the public convenience.
60. Is it just that other people should be taxed for the convenience of those who travel? That is a matter of opinion.
61. Seeing that one passenger coach sufficed to bring all the people who travelled from Goulburn to Sydney and *vice versa*, and that the same accommodation was sufficient for travellers from Bathurst to Sydney and *vice versa*, do you not think one railway train ought to suffice? I know it does not pay to carry them, but I do not wish to give an opinion upon the policy of Government.
62. You have expressed an opinion about the matter, and therefore I ask you the question? My opinion then is that the Government ought to run the train whether it pays or not.
63. Would it be possible to estimate what would be the net profits of the existing lines of railways if the railway were run without any regard to economical results? I do not understand your question.
64. You say trains run that do not pay? I say some do not; but if you take the whole receipts, for goods and so forth, you will find that the railways are paying some percentage.
65. Can you tell me the cost of running a passenger train from Penrith to Bowenfels, or from Picton to Goulburn, per mile? Taking the distance at 50 miles, it would cost about £10.
66. Does it cost only £10 a day to run a heavy locomotive and train for 50 miles, including the *employés* on the engine, the wear and tear, and all other expenses? That is all. The report I have handed in gives you what each train costs for every mile run.
67. Then you must double the amount you have given? Yes, for coming back.
68. That is £120 a week at that calculation? Yes. That includes all expenses, even the office expenses in Sydney, Accountant, Clerks, Traffic Manager, and everything else.
69. You say the cost of maintenance of the permanent way is £200? It came down to £133.
70. Will you be kind enough to specify what that cost included? There is a man for every mile, all the tools, all the rails for renewal, and new sleepers are constantly required.
71. Does this calculation of £200 include damages from floods? Yes.
72. Are there not special votes taken in Parliament? No, we did not have a single penny voted in consequence of damage done by floods.
73. Can you give me any idea of the average cost of the maintenance of the Great Western or any English railway? They vary immensely; one railway has an immense traffic, another has very little. The principal railways, the Great Western or the Great Northern, would cost £90 or £100 a mile.
74. Are you aware of the number of trains that run there? It is an immense number.
75. Trains are running every quarter of an hour by day, and goods and cattle trains all night? Yes, there must be some hundreds of trains.
76. How then do you account for the fact that the cost of our working expenses and maintenance is double that of one of these great English railways? Labour and materials are much dearer here—more than double the English price. They can get good fitters for 16s. or 18s. a week.

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77. Is not labour one of the smallest items of expense? No. Here we pay labourers 7s. and gangers 8s. a day.
78. The wear and tear of the permanent way ought to be the most serious item of maintenance, and this must be greater where trains are running every half or quarter of an hour than here? We have a considerable expense in turning rails; the rails wear out much sooner here than in England, and we have had very bad rails, made of the very worst description of iron—rails that have been down but a few months have to be turned. We have steel rails now that cannot be used on the main lines, they are so bad.
79. Who is responsible for passing these rails? I cannot say. There are an immense number of good makers in England. The making of a good rail does not depend upon any one kind of iron, but upon an admixture of ores. It is by the mixing of various kinds of iron you get the best quality.
80. Is it your opinion, based upon your knowledge of railways in other countries, that the description of rail supplied to us is very much inferior? It is. I have not the slightest hesitation in saying that there is not a line in England supplied with rails of so inferior a character.
81. Have you reported this matter? I have mentioned it several times.
82. Have you had any reply to these reports you have sent in? No, I do not know that I have.
83. Can you say whether of late years, since you have had the management of the railways here, the price paid in England by the Government for our rails has been equal to that paid generally by English Companies? It has been greatly in excess; they have paid a great deal more than would have been paid by any merchant. If a merchant had brought out the rails, I am within the mark in saying they would at least have cost him £2 a ton less.
84. *Mr. Onslow.*] We have paid more for an inferior article? Yes.
85. *Mr. Hoskins.*] Were those reports of yours made in writing? Yes.
86. Are any of them on record? Yes, I believe so. It was not my business to report on this matter; the line was not made by me, but was finished when I took charge. I have had to turn these rails very often. The falling of a stone upon them has caused them to break like a piece of glass. I know that four rails were put upon the Menangle Viaduct, and all four of them were broken.
87. Being the Engineer of Existing Lines, did you not feel it to be your duty to report upon the quality of the rails supplied to the road? They were all previously supplied; I never imported any.
88. All the rails you used during the time you had charge of the railway were imported previous to your appointment? Yes. I never indented any but once, twelve or eighteen months ago, and I do not think they have arrived.
89. Is it your opinion that if rails of a superior quality were supplied for the service of our railway, if equal in quality to the rails supplied at the same price to the Companies in England, the working expenses of our railways would be reduced? Yes. The working expenses include the locomotives and the maintenance of the line.
90. Therefore your estimate of the cost for maintenance might be materially reduced if we had good rails? No doubt. I look upon these steel rails as almost thrown away; they cannot be used except for sidings.
91. When were they supplied? Twelve years ago I believe. I did not know they were there until about twelve months ago, when I drew Mr. Sutherland's attention to them.
92. *Chairman.*] They have not been much used? No, and where they have been used they have proved a failure.
93. *Mr. Hoskins.*] Leaving out of consideration these old steel rails, you are of opinion that the iron rails supplied are extremely inferior? Yes, a very large proportion are extremely inferior.
94. Much inferior to those supplied to Companies in England? Much inferior. To give a proof of this, I may mention that Mr. Brown of the City Iron Works has refused to take the double-headed rails. He has said—"I cannot work them, but I will take the old Barlow rails because they are excellent iron."
95. Then I infer from your evidence that in consequence of the inferiority of the rails supplied, and the cost of running unnecessary trains, the public are not in a position to judge what would be the net profit derivable from our railways if they were worked on a more economical system? No doubt.
96. Have the principal railways in England found it more economical to use steel rails? Yes, where they have immense traffic.
97. But here, where there is not such a traffic, steel rails have been found to be worthless? Yes, I would not use one of them; I would use the old Barlow rails in preference.
98. Is it not your opinion, seeing that this Colony has been supplied with such inferior rails, that there must have been lax inspection of them in England before they were shipped? Yes. A Railway Company in England giving an order for rails would have a person stationed on the works to see every one of them passed through the rollers, to see every bloom made up,—in fact, to watch the whole process.
99. How long do you think, judging from the limited traffic we have on our railway, rails should last on the average? They ought to last twenty-five years.
100. As a matter of fact have they done so? No, the Barlow rails have not lasted more than twelve years, and they have had most of the traffic—all the suburban as far as Parramatta. The reason they have given way so soon is their defective shape which allows them to bend, and the constant bending of the rail is known to destroy the fibrous character of the iron.
101. If rails of the inferior description you have spoken of have been used on the Western Line, do you not think the public will be serious losers by having such inferior metal laid down? I believe the public will be great losers. The working expenses on that line will be great, owing to the necessity of constantly changing the rails—taking them up and laying them down. Besides I consider them dangerous.
102. Have you observed on the Western Railway where they have such sharp curves, whether the rails wear away by abrasion more than is usual on other railways? Yes.
103. More than might naturally be expected even on curved lines? Yes, being bad iron they wear much faster than they otherwise would.
104. How long do you think it will be, judging from your knowledge of the quality of the iron used, and the nature of the country, before the road from the first Zigzag to Blackheath will require to be relaid? Rails have already been taken up and condemned. In three or four years by degrees I believe all the line will have been relaid.
105. Have you had any experience of working such a mountain line with sharp curves and steep inclines? No, except in this Colony, I do not know of any such in Europe. We have no curves in England nor gradients approaching them.

106. I think there are gradients? Very few, and for very short distances. I do not think there is a gradient of 1 in 30 in England—there is in Belgium. J. H. Thomas, Esq.

107. As regards these narrow gauged lines in Germany to which you have referred, 2 feet 7 inches, would the cost of making lines so very narrow be relatively very much less than if we had the formation of the same width as that of existing lines? Of course in reducing the width of the line, you must reduce the weight of the rolling stock, the engines, and everything else in proportion—the length of the sleepers, the quantity of ballast, and have rails of a lighter character.

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108. But the most costly portion of the construction of a railway is the formation, is it not? Yes; but we have adopted for going over the mountains to Bathurst a plan such as can be properly employed on comparatively level lines in England. If a stranger in England were looking at a railway there for the first time, he would naturally say—"This is all very well for a country like this, but you cannot go over a mountain with it"; and the reply would be—"If we could, there would be no necessity to go to the expense of costly cuttings, embankments, and so forth." We have taken a class of railway adapted only to a level country and have carried it over mountains. A different course was taken at Mont Cenis; there they had a mountain to go over, they threw over all English notions of railway engineering, and have succeeded. But to attempt to carry a railway suited to a level country over mountains is absurd.

109. It has been given in evidence that when we go beyond the present boundary of our railways, with the exception of Liverpool Range, where the incline is 1 in 50, there will be no serious gradients? I may say that my objection to a substantial and well-made railway does not extend to the line made either to Bathurst or to Goulburn, but to the carrying out of an expensive line beyond those places.

110. It has been given in evidence by Mr. Whitton, that the narrowing the width of the formation from the existing formation would not relatively very much reduce the cost of formation? If you make a sketch of an embankment for the two different systems, it will be readily seen that there is a very great difference.

111. You must have a batter in both cases? Certainly.

112. Would it be worth while to continue our railways beyond the present termini on this plan, when the inconvenience of a break of gauge is considered? The inconvenience of a break of gauge in England, where there is an enormous traffic, is very great, but in a country like this, where the whole population is not greater than that of a second class English town, the break of gauge is not to be considered.

113. A very large proportion of the traffic which may fairly be expected from beyond Bathurst will be flour from the country, and copper from the copper mines—Would it not seriously increase the cost of the transmission of this produce, if it had to be unladen and transferred from trucks on a narrow gauge railway to those on the present railway? It would be certainly attended with some trouble; but when it is found that it does not involve any great inconvenience in Wales, which is a mining country, I do not think there could be any serious objection to it here where the traffic is so much less.

114. What railway is there in Wales which is the continuation of any main road where there is this change of gauge? —

115. There is the South Wales, and the continuation of the North-western—these continuing lines are not reduced in width? They are at the present time beginning to see that these are mistakes.

116. Can you give us an idea of the difference of the cost of making a line of 4 feet 8½ inches and one of 2 feet 7? By reducing the weight of the rails and so forth, as I have stated, you can make a railway of 2-ft. 7-in. gauge for £3,500 a mile, while a railway of 4 feet 8 gauge would cost from £8,000 to £10,000.

117. Is there a difference of cost between a 2-ft. 7-in. gauge, and a 4-ft. 8-in., of £4,000 or £5,000? The cost of the rails is a large item, and everything else must be stronger,—the bridges must be more substantial to take over a heavy locomotive.

118. Could you not have lighter rails on a 4-feet 8 gauge, and lighter bridges? Yes, but then you must have lighter rolling stock generally.

119. Could we not with the existing gauge have a cheaper railway than the present one which would be sufficient for the traffic; for instance, might we not have timber viaducts with shallow stone piers and even partially dressed timber? Yes.

120. Could we not have weatherboard stations? Yes, that would reduce the expenditure somewhat, but I think it would be better to reduce it to the figure I have stated, for we have to deal not with hundreds but with thousands of miles.

121. What has been the result of the adoption of this narrow gauge of 2 feet 7 inches in Germany? A great reduction of the working expenses.

122. What is the nature of the traffic? Mineral traffic.

123. It is purely mineral traffic on these German railways? Purely mineral.

124. Are there any steep gradients on the line to which you refer? No.

125. What are the general features of the line? The railway follows the exact course of the road; the curves do not exceed 38 metres, and the inclines are not more than 1 in 80.

126. In the description of engines indicated in the description of the line to which you refer? Yes, they are the same as I have stated in the memorandum I have handed in.

127. How long has that railway been working? The date of the publication in which it is described is March, 1869.

128. With respect to the horse railway to which you referred in answer to the Chairman's questions, I presume you propose that it shall be laid down on the site of existing roads? Yes.

129. Do you think they could be worked satisfactorily? I am not so favourably inclined to a horse as to locomotive lines, but I see no difficulty in working them—By having a little heavier railway with a locomotive you could convey more passengers or goods, and it would be more convenient.

130. Could we not have a railway extending beyond the present line with the existing gauge which would carry trains at a maximum speed of from ten to fifteen miles an hour, which would not cost more than £4,000 or £5,000 a mile, supposing we had cheap timber bridges, less costly culverts, and weatherboard stations? Yes, excepting that you would have to use lighter rolling stock, as the present trucks are far too heavy for rails of that size, and thus would have to do the thing you desire to avoid, namely, to shift the goods from one truck to another.

131. Could we not run these trucks with safety at a greater rate of speed over 60 lb. rails? Yes; the deflection is caused by the speed rather than by the weight. If you pass over a bridge at the rate of 20 miles an hour the deflection will be half an inch, while at 40 miles it will be an inch and a half.

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132. Do you not think that even on the existing lines we have many costly structures in the shape of stone viaducts, culverts, and station-houses, that might have been avoided? Yes, there are a number of such works which have cost a great deal more than they ought; for instance, in the Menangle and Nepean viaducts the construction is defective as to the amount of iron used—the amount of iron is enormous in comparison with what they have to carry; however, when we have some hundreds of miles of line to make, such constructions come to but little upon the whole.

133. Beyond the existing termini, might not fencing be dispensed with? Yes.

134. You have heard that upon some of the lines in America this is the case? Yes, they do without fencing.

135. Where they cannot afford a costly railway, they simply fall the trees and spike them? In the memorandum to which I have referred, and which I gave to Mr. Macleay, I speak of the American railways as follows:—"It has been said that in America and other places where cheap railways have been constructed, that after some years it was found necessary to take them all up again, and substitute more substantial works. This is true to a certain extent, but it is also true that before this was done their work had been accomplished,—large centres of population established, and the country put in a position to pay for the more expensive lines. No one would advocate the erection of large and expensive buildings on the founding a new Colony, merely because in Sydney and other colonial cities the primitive structures are now giving place to buildings of more architectural pretensions."

136. Are you aware that even in the Colony of South Australia railways are not fenced in? Yes.

137. Do you consider that the cost of maintaining a tramway would amount to the cost of maintaining a macadamized road? No, I do not think it would. In the paper to which I have just referred, I say—"A horse tramway or light railway can not only be constructed but maintained at a less cost than a common road; indeed, in some parts of this Colony, such as Riverina (a district as large as France), macadamized roads cannot be made at all, owing to the want of metal or stone of any kind. In a pamphlet on Roads, Railways, and Canals in India, published by Messrs. ——— the writer Mr. T. Login, there are many useful suggestions connected with light railways. Mr. Login, writing upon roads, their construction and maintenance, states—portions of two grand trunk roads are actually costing more to keep in repair than a line of railway, the latter being about 100 rupees a month, a mile, while portions of the Grand Trunk Road are costing 120 rupees a month a mile. With such an enormous expenditure therefore, increasing year after year, a time must soon be reached when all the available money will be swallowed up in repairs, unless some other means be devised for facilitating the traffic, which is daily increasing. I go on to say—"After collecting data, and going carefully into the matter, Mr. Login arrived at the very remarkable conclusion that it is cheaper for Government to send all the traffic by railway freight free than to keep up metalled roads for its transport. In this Colony we are in a somewhat similar position; yearly we are paying large sums for the forming and maintaining of our roads, which if expended on light railways or horse-tramways would very soon cover the country with a cheap and expeditious network of conveyance."

138. I should think the maintenance of a tramroad would not be more than half the expense of maintaining a macadamized road? The macadamized roads here are made very narrow; indeed 18 feet is the average width.

139. It has been given in evidence by two scientific witnesses that the maintenance of a tramway would be very costly, because the horses' feet travelling between the rails would displace the sleepers, cause them to become loose, and render frequent repair necessary—Did you ever see a horse-tramway where there were no transverse sleepers at all? Yes. I do not know anything about the scientific witnesses, but I am sure they could have had no practical acquaintance with the matter.

140. You could make a tramway without any transverse sleepers at all? Yes; but it would be better to have a few to bind the tram.

141. *Mr. Onslow.*] You have stated that the steel rails you have are not good—As a rule, are not steel rails preferable to iron? Yes.

142. Do you think, taking the extra cost with the interest thereon into the account, it is better to have steel than iron rails? Where there was a considerable amount of traffic.

143. How long ought good iron to last? That would depend upon the traffic. On the Parramatta Line, with a few renewals, they have lasted twelve or fourteen years, and even now they are good rails; but I do not think it right to keep them down longer. Even now I would not mind running on the old Barlow rails at the rate of 30 or 40 miles an hour, I have so much confidence in them, but I would not run at the rate of 20 over the steel.

144. In the event of carrying on railways, sleepers would be a great cost? Yes.

145. How long does a good ironbark sleeper last? We have not had experience, but I should think a good ironbark sleeper would last thirty years.

146. There is not much ironbark in the country beyond the present lines? No; there is ironbark here and there; but box makes very good sleepers.

147. The white ant is not very troublesome on the other side of Bathurst? I am not sure of that; I have not had sufficient experience of the country to say.

148. You say, I think, that you have no doubt it would be cheaper to build the bridges of wood—Do you not think that in the long run it would be cheaper to have them substantially built of stone? That would depend upon the kind of railway required. I think it was quite right that upon the main trunk lines to Goulburn and Bathurst that the work should be strong and substantial; but I do not think, looking to the small population and the enormous extent of the country, that we are in a position to pay for these expensive lines to more distant places.

149. There is a great deal of wood-work on this side of the Menangle; do you know whether it has been attacked by the white ant? I know we have suffered most from the white ant to the north. At Homebush and Burwood the bridges over the line are completely riddled by white ant. We have found the best remedy to be kerosene oil, which we obtain for a 1s. or 8d. a gallon.

150. *Mr. Suttor.*] Have you ever tried arsenic? No.

151. *Mr. Onslow.*] How long do you think wood-work will last? If carefully attended to it will last a great number of years; it is difficult to say how long; perhaps forty or fifty years.

152. Have not iron rails been made in the Colony? Yes, we have made one or two—passed them through the rollers.

153. Have they been tried? No, I think not.

154. Do you know anything about Fitzroy iron—whether good rails may be made from it? By itself it is not capable of making good rails; if mixed with iron it would form a good basis. J. H. Thomas,
Esq.
155. Is there any difficulty in making a good rail? It requires a mixture of metal. 8 Feb., 1870.
156. I am speaking as to skilled labour—does it require any particular art? No, it is principally machinery that is required. If we had a good set of rollers and the other appliances, we could make them in this Colony; but I would not advise the Fitzroy Company to make rails for which they could get only £10 or £12 a ton, when they might convert their metal into steel and get £60 or £70.
157. The principal expense would be for machinery for rolling? Yes.
158. When a contractor takes up a contract for making a railway, does that include the laying of the rails? That depends upon the terms of the contract.
159. Do you think running these cheap trains increases the passenger traffic? It is a remarkable thing that in all other countries than this the traffic has been enormously increased by the making of railways; but I doubt whether many more people come from Bathurst to Sydney now than when Cobb's coaches ran.
160. Do you think a fair proportion of the people travel here—is there any estimate? A fair proportion travel between the suburban stations and Sydney.
161. Only between the suburban stations—not from and to the country? No. A town like Bathurst is but a little village in comparison with the English towns.
162. If the rates were materially reduced, do you think it would encourage travelling? I do not think we should take one more passenger. If a person wanted to come down from Bathurst, the difference of a few shillings in the fare would have no effect.
163. He would not be deterred so much by the expense of coming down as by the expense of staying in Sydney? He would not.
164. Do you know if the cheap excursion trips pay? Yes; but they occur only now and then, from the people in Sydney desiring to see something of the country.
165. The running of these trains does not involve a positive loss? No, I think there is a slight gain on them.
166. Goods traffic, you say, pays much better than passenger traffic? Yes; that is the reverse of the case in other countries.
167. At all events, for some years to come our railways must depend for payment upon the goods traffic? I think entirely, if you cut off the line beyond Parramatta, and take that as the last suburban station—beyond that we must depend entirely upon the goods traffic.
168. Do you think there is a sufficient quantity of rolling stock on the line at present? Not half sufficient; if we had 300 trucks on the line we could find employment for them. I have been pointing this out for the last eighteen months or two years.
169. Then your idea is that if we had double the amount of rolling stock, the railways would pay nearly double as much as they do now? We have not sufficient steam power. We now have thirty locomotives upon the Southern and Western Lines, and out of these twenty-four are daily in steam, consequently there is no time for repairing them, and if anything gives way the engine goes into the shed and is patched up and sent out again.
170. Then not only the trucks, but also the engines are short? Yes.
171. Are you short of passengers' carriages? No, I think we have plenty of passengers' carriages. There is another instance in which the Colony has been badly served. There were eighteen imported at a cost of £15,000, and when these came out we found that the panels went to pieces, and that it was dangerous to run them upon the line, and it was not until they were repaired and patched up that they were fit to run.
172. The goods trucks are not imported? No, they are all made here, and are being made as fast as possible. Messrs. Russell have erected very large works for the construction of rolling stock generally.
173. They are made only in Sydney or its neighbourhood? Yes. We have had trucks made at Morpeth, and they could be made up the country.
174. Do you not think it probable that in the process of the construction of railways great improvements are likely to take place? Yes, but if we are to stand still until they occur we shall never make any progress.
175. If we had now to commence the Western Railway, do you think we should adopt the same system as has been carried out there? I think not; we should be very foolish if we did.
176. You think the present system of working on the Western Line is very expensive? We cannot arrive at the expense. Some short time ago the Accountant suggested a plan for keeping the expenses of the Western Line separate, so that we might arrive at what that railway actually cost, and I joined with him, but the system has been upset.
177. You have been able to form some estimate—In comparison with the Southern Line, what do you think the working expenses are? I should say 50 per cent. more.
178. *Mr. Suttor.*] But the traffic is more? The traffic is larger.
179. Are you aware that sheep are now travelling by the road, in consequence of there not being trucks to convey them? Yes.
180. *Mr. Onslow.*] Speaking of the tramway, do you think the effect of rain and weather is greater than the effect of traffic on a macadamized road—if a little gutter is caused in a road by a shower, does not that do more damage than a considerable amount of traffic? On a good macadamized road drainage is the first thing to be looked to, and no such gutters should be formed on a good road or tramway.
181. Do you know if our railways have suffered from heavy rain? Slightly; nothing to speak of. They have suffered from floods.
182. Do you know how many contractors there are in the country—do not the contracts fall into the hands of some three or four persons? It has been so until recently, but a great number of men are now springing up who are able to undertake them.
183. *Mr. Hoskins.*] Are you familiar with the process of preserving timber called, in England, kyanizing? Yes, by means of kreosote.
184. To prevent the decay of the timber or the ravages of ants? Yes. We have commenced a similar thing here,—we dip the timber in cheap kerosene oil, the refuse obtained from the works.
185. Have you tried the system adopted in England of steeping the timber in tanks? Yes, we have tanks filled with kerosene oil into which we dip the timber.

- J. H. Thomas, Esq. 186. Do you think if we adopted the system employed in England we could employ other timber than ironbark advantageously here? Yes. The white ant attacks ironbark here as well as other wood, but the ironbark possesses peculiar advantages—it is very strong; the box however is a very good wood.
- 8 Feb., 1870. 187. Mr. Onslow.] Do you know anything of pot sleepers? Yes, I have read of them as applied to the desert railways; they are iron pots sunk in the sand. I have seen drawings of them.
188. Do you know whether they answer? I believe they do.

THURSDAY, 10 FEBRUARY, 1870.

Present:—

MR. ONSLOW,
MR. W. H. SUTTON,

MR. ALEXANDER,
MR. HOSKINS.

WILLIAM MACLEAY, ESQ., IN THE CHAIR.

Archibald Ashdown, Esq., called in and examined:—

- A. Ashdown, Esq. 189. *Chairman.*] You are still Accountant to the Railway Department? I am.
190. Since you were examined before the Committee of last Session, have you obtained additional information on some of the subjects on which you were then questioned? I have.
- 10 Feb., 1870. 191. Are you now able to complete the returns for 1869? No, I cannot do that. I should like to explain exactly in what position the matter is, and why what you have asked for cannot be done. In the first instance, I would say, with reference to the evidence I gave before, that it may be supposed possibly to reflect somewhat on my predecessor, Mr. Walker. I wish to remove any impression of that kind; I had no idea of doing so. On the contrary, as far as I have observed, the work performed by Mr. Walker was faithfully and reliably done, on the data furnished to him; the fault was in the imperfect nature of the data with which he was furnished. I desire to make that explanation, because what I said may possibly be held to reflect on Mr. Walker personally. In my last evidence I stated distinctly that the accounts, as they were kept and published in the Statistical Register, were fallacious—not truthful. I also stated how it so happened, and illustrated it with the publication for the year 1867–68, I think, in the Statistical Register. Now, at that particular time Mr. Walker was not in the office; it was during my time; therefore he could have had nothing to do with that. I was then merely carrying on the practice that had been in existence. At the request of the Minister I had some communication with the various officers of the department, and initiated a different system that should furnish the information desired—that should truthfully record the earnings and expenditure on the different portions of the lines. That was determined upon before the late Ministry retired from office, and it was agreed that it should begin, and it did begin, at the commencement of 1869, and it continued in operation during the first six months of that year—the end of June, when an alteration took place, so far as the expenditure was concerned, owing to some displacement of officers who had had charge of different parts of the line; the new system was then set aside as far as the accounts of the expenditure were concerned, on the recommendation of Mr. Whitton and the order of the Minister; consequently, it is impossible now to give the information which might have been obtained if the new system had been kept up. I explained in my previous evidence that the earnings were professedly divided on the Southern, Western, and Richmond Railways, that they were credited in this manner,—all sums of money received at Sydney, or between Sydney and all stations going to the south, were credited to the south; included therein would be, of course, a good portion of the traffic going to the west, that is to say, all passengers taking tickets between Sydney and the Parramatta Junction, and going on to the west, and all money paid for the carriage of goods within the same area, were credited to the south; the west received credit only for such sums of money as were paid at stations west of the Parramatta Junction; therefore, all goods coming down to Sydney from the west, and on which the freight was payable in Sydney, were credited to the south.
192. I see that, on the other hand, you mention in your evidence, that almost the total working expenses were charged against the south? Yes; of course, adopting that plan, the proper way would be to put all in one pot—railways generally. The whole of the expense of rolling stock and repairs were charged to the south, and nothing to the west. Upon that state of facts, I represented the matter to the previous Minister and Commissioner, and at his request, I put myself in communication with the various officers of the department, and initiated a new system that would thoroughly and fairly apportion the expenses and earnings to the different lines. We divided the lines. The line from Sydney to the Parramatta Junction was called the Trunk Line, as being common to all; from the Parramatta Junction to the Southern Terminus was called the Southern Line; from Parramatta Junction to Penrith was called the Western Line; from Penrith towards Bathurst was called the Mountain Line; and from Blacktown to Richmond the Richmond Line. On these divisions a system was initiated under which we were able completely to apportion the earnings to the different divisions. This is a little diagram I have had prepared by the Traffic Auditor, Mr. Vernon, who has charge of these matters, which will illustrate the plan better than anything I can say. The black lines represent the rails, the red lines the direction of the traffic and the different divisions of the railways. (*Diagram handed in. Vide Separate Appendix B 1.*) I have also a return showing the division of the traffic (coaching and goods) on the different lines, with the amounts for each and the totals. (*Handed in. Vide Appendix B 2.*) By continuing this plan we are able now exactly to appropriate the earnings on each of the different lines. Having seen that this can be accomplished, it is plainly desirable that the expenditure for the working of the lines should be divided in a similar way, and that was done during the first six months of last year.
193. I see you did not give us the returns for these six months last Session? No. I said that if I were furnished with the information I had asked for, I should be able to do so. I know these returns were continued at the time I applied for the mileage for the six months, but the information has not been furnished to me. I applied for it on the 1st October. I should like to put in, as part of my evidence,
- copies

copies of the minutes that have passed on the subject, as containing an explanation of the whole matter, and to show why I have been unable to comply with the request of the Committee. (*Papers referred to handed in. Vide Appendix B 3.*) Here is a document I can put in also, showing the expenditure during the six months to the end of June. (*Handed in. Vide Appendix B 4.*)

A. Ashdown,
Esq.

10 Feb., 1870.

194. Have you ever calculated the cost per mile of working the railways, not including the maintenance of the permanent way? No, I have not, but there would be no difficulty in doing it, if we had proper details; but unless the mileage be given it is impossible to give the information.

195. *Mr. Suttor.*] You think it is necessary that these accounts should be kept separate? I do; we ought to know exactly what is being done; I think any private firm conducting such a business would like to have their accounts kept intelligibly.

196. Do you think it desirable there should be so many passenger trains run on the Southern and Western Lines? I do not; I think one through train each way per day would be amply sufficient.

197. The only difficulty would be with the Post Office? I believe that difficulty could be easily overcome also. There are goods trains running at night; and if it be desirable that the mails should travel at night, they might be sent by those trains.

198. Trains often come down now almost empty? Yes; in fact it seems a monstrosity that a big train should be coming down with a few passengers twice a day for the extreme distances. I think for all practical purposes a daily train each way would satisfy all the requirements of the public.

199. Are you aware whether the people of Goulburn, or Bowenfels, or Bathurst, have ever asked for more than one train? No, I am not aware of it. I should be very glad to lease the railways. I believe I should be able to give more accommodation to the public, and make a great fortune for myself. That is my impression.

200. *Chairman.*] By increasing the rates? Only to a very trifling amount. I think the rates for passengers are lower than they need be. There has been a reduction made lately in the rates for the through traffic, but the suburban rates remain as they were. The rates were 2d. and 3d. per mile from Parramatta Junction to Campbelltown on the south and Penrith on the west, beyond that 2½d. and 3½d.; but they have been reduced to 2d. and 3d. all through. It makes a sensible reduction in the receipts, and I think a very unfair one, because the rates were extremely low before.

201. You have said that if you had the management of the railways you think you could make a profit? I am quite satisfied of it.

202. Have you included in your calculation the £750 per mile for interest on the first cost of construction? I feel satisfied the railways could be worked so as to yield a profit on the cost of construction.

203. The traffic would have to be increased very much? I think the traffic may be increased at judicious rates, not very much higher than the present ones.

204. *Commander Onslow.*] You say the system of keeping the expenditure accounts which you introduced was set aside on Mr. Whitton's recommendation? It was, and by order of the Minister.

205. Have you any idea why it was set aside—can you conjecture? I cannot understand it, excepting that Mr. Whitton disapproved of the abrogation of the system that prevailed when he had charge of it before; and I think, from a discussion that took place in the presence of the Minister, that he did not desire to show the Mountain expenditure as distinct from that on the other portions of the lines.

206. Do you think there is any wish on the part of the railway authorities, or the Minister, to hinder inquiry—to prevent any full knowledge of the working expenses of the different lines? Not on the part of the Minister.

207. But there is on the part of the railway authorities? I believe Mr. Whitton has thrown every possible difficulty in the way. I know I have received from him the greatest discourtesy and insult, as these papers will show. (*Vide Appendix B 3.*)

208. You cannot conceive of any other reason for objecting to the plan you have recommended, except a wish to prevent inquiry? I cannot tell about the inquiry; but it is a most extraordinary thing that he has alleged that in doing these things I was complicating the accounts and bringing them into the greatest confusion. These are charges I resent with the greatest indignation. Mr. Whitton may be a very clever engineer, but I believe I have a better knowledge of accounts than he has; and if what I have urged were carried out, these accounts, so far from being complicated and confused, would be clear and explicit, which they are not now.

209. Who was the engineer who laid out the Western Line? Mr. Barton, I believe.

210. Had Mr. Whitton anything to do with it? I have heard that Mr. Whitton was never on that line until it was constructed.

211. Have you been thwarted by any one besides Mr. Whitton in your endeavour to arrive at these conclusions—by any other official? No, excepting of course that Mr. Whitton has influenced the Commissioner, from whom I take my orders.

212. You cannot attribute any reason for such opposition? The only reason that I can see is a desire that the information should not be furnished as it was required, or a want of knowledge or understanding of the principles of accounts.

213. Have you submitted your scheme to the Commissioner? I did to the previous Commissioner, and to the present one, and with his full assent the thing was carried into operation for six months without any difficulty whatever.

214. Did Mr. Whitton assign any reason for his opposition? These papers will show what reason he gave—they contain the whole history of the grounds on which the opposition was based. (*Vide Appendix B 3.*)

215. You have stated that you think there are too many trains to the extreme termini—Do you think also that too many suburban trains are run? No, I think more suburban trains might be profitably run. My theory is, that where there is a large population, the more frequently the trains are run the more the traffic will be developed and the larger will be the revenue. These accounts, if carried out, would show the operation of the suburban traffic, whether profitable or otherwise.

216. You know nothing of the working of the railways practically? No, except that I have resided on the line for some time, and have therefore had a good opportunity of observation.

217. Have you formed any opinion as to extending the line into the interior—If the lines are to be continued, have you thought whether it would be advisable to have lines of the same gauge, and the same engines and carriages? I have long thought that a more economical system would answer all the requirements of this country for many years to come.

- A. Ashdown, Esq. 218. Will profits depend most on passengers or on goods? On goods.
219. Do you think that by any system of reduction of fares a larger proportion of the population could be induced to travel than at present? Not for long distances.
- 10 Feb., 1870. 220. Do you think increasing the fares would hinder people who at present travel from travelling? No; the railway rates are not more than one fourth what they used to be by coach; but I would at times run excursion trains at lower rates.
221. Do you think if the fares for long distances were materially increased there would be a great increase in the revenue—I am speaking of the rates to Goulburn and Bathurst? No, not a very great increase.
222. Business men must travel? Yes, but the number of persons who travel the long distances is so small that it would not materially increase the revenue. I may mention that it was at my instance the special rates were introduced. I contended that every facility should be afforded for bringing the products of the country to market, and that by doing so we should develop traffic of another kind as a necessary consequence.
223. Had you anything to do with arranging the tariff for goods? I had with the one that was in force previous to June last; but at that time an alteration was made, and a most complicated scale was prepared, which it was found impracticable to carry out.
224. Who draws up the tariff? I do not know who drew up the last tariff. The previous one was drawn up by myself and the Traffic Manager, with the Commissioner.
225. Have the people who have drawn up these applications been dunned with applications from different classes of men to favour their own particular products? I do not think so. Various recommendations have been made; but I would say that the principle adopted in these special rates was that the products of the country should be brought to market at low rates, with the view of stimulating the settlement of the country, and so creating traffic.
226. Do you think the present tariff is a good one, or that it could be amended? Some amendments might be made, but it is a very good tariff and is producing an increasing revenue.
227. Is the rolling stock sufficient for the traffic? It is not.
228. Do you think the goods traffic could be materially increased if there were more engines and trucks available for carrying it on? Undoubtedly, if there were more facilities more work could be done.
229. Even if the tariff charge were much higher, do you think people would still use the railway in preference to sending their goods by dray? I do not know. My idea is that we ought to get as much traffic as we can upon the railway, consistently with paying rates; and I think that, with moderate rates, we can get an increased revenue.
230. *Mr. Alexander.*] Have you ever taken any evidence as to the rates charged in England? I have examined several rates tables in England.
231. How do they agree with our charges here? We compare favourably with them; they are lower in some instances than ours; our rates are better than those prevailing in England. Even our special rates, which are said to be too low, will pay more than working expenses. If you take a 4-ton truck, and calculate it, you will find that the value of the carriage is much greater than the cost of running.
232. Of course these low rates provide traffic for the return trucks, which would otherwise come back empty? Yes; and if we stimulate the productions of the country, we are creating traffic for the railway.
233. Do you think the traffic has increased since the passenger rates were lowered? Yes, I think it has; but I do not think it has increased for the long distances. I have prepared a return which shows that, when the rates were increased, the suburban traffic fell off nearly a half in the number of people, and we received a very much less sum of money on the increased rates, although there were more trains running.
234. Are you aware that you lose most of the commercial passengers, who would go on the rail, whatever the passenger rate, if it were not for the high rates charged for the conveyance of horses and carriages? I do not think we lose them now; the rate has been modified. Formerly the rate was excessive, being more than it would have cost a man with a horse and buggy to travel by the road.

Richard Moody, Esq., called in and examined:—

- R. Moody, Esq. 235. *Chairman.*] You are Traffic Manager still? I am.
236. You furnished the Committee last Session with some returns relative to the amount of tonnage upon the different lines of railway? Yes.
- 10 Feb., 1870. 237. The Committee would like to get some further information from you on the subject. Have you similar returns to the end of last month? They are being prepared, but are not yet ready. I can give the Committee some information as to the wool traffic for the past two or three months. In November, 1869, there were 10,407 bales of wool altogether; for 1868, in the same month, 8,698 bales; the Western Line bringing for 1869, 5,343 bales, and the Southern Line 4,369 bales; the shorter lengths the difference. In December there were 14,090 bales of wool in 1869, and in the same month in 1868 12,344 bales. Of the 14,090 bales, 6,165 came from Mount Victoria, and 6,951 from Goulburn; the balance from intermediate places. In January, 1870, the total was 8,982 bales; the like period in 1869, 6,441; and last month from Mount Victoria 5,151 bales, from Goulburn 2,888; the difference from intermediate places. These bales run, on an average, about four bales to the ton; we have had very few bales indeed under 400 cwt.; the majority exceed that weight.
238. What is the total number of bales during these three months? 23,479; very much in excess of the previous year.
239. *Commander Onslow.*] Is the wool coming down at the same rate now? No, at about the rate of 150 bales a day.
240. *Mr. Suttor.*] What is the comparison of totals between the west and south? From the west, 16,659 bales; from the south, 14,208. The Committee will perhaps permit me to correct a misstatement—I hope they will believe an unintentional one—in my previous evidence, to which my attention was called by an article in a newspaper. I stated that the amount received for the mail trains amounted to the cost of one special train per quarter; I should have said one week; instead of 7s. 6d., it comes to about £11 10s. per mile per annum.
241. *Commander Onslow.*] Are you in the habit of making use of goods trucks to carry passengers by excursion trains? Occasionally cattle trucks have been used for passengers. 242.

242. Does that throw out of gear the traffic arrangements? Yes, for three or four days at least. On one occasion the cattle trucks were withdrawn from the general business for five days. Of course the trucks have to be cleaned and fitted up for the excursion passengers.
243. These excursion trains can hardly pay under such circumstances? No, they are sometimes a source of great loss to us.
244. *Mr. Suttor.*] Do not very few sheep come by train from the west? Very few.
245. Have you heard any complaints about the way sheep are treated in the trains? I have received none.

R. Moody,
Esq.

10 Feb., 1870.

Richard Lloyd, Esq., C.E., called in and examined:—

246. *Chairman.*] You are an engineer? Yes.
247. You have had great experience, I believe, amongst locomotives? Yes, I have been for thirty-three years more or less engaged upon them.
248. Where? In Manchester. I commenced with the firm of Sharp, Roberts & Co. in 1836, and since the dissolution of that firm in 1844 I have been occupied in France as director and engineer of the firm of Ernest, Gorim & Co.
249. Of late years you have given your attention to the question of locomotives, have you not? Yes.
250. Have you not been called upon lately by the Government for some report as to the character of the locomotives in use here? Yes, I was desired by Mr. Sutherland, the Minister for Public Works, to report to him upon the adaptability of tank engines to the working of the Western Line over the mountains.
251. I should like to know in what way you were called upon for that report—had you made any representations to the Government in the first instance? No. Mr. Sutherland met Mr. Sentis, and asked Mr. Sentis for some information with regard to me, and Mr. Sentis afterwards wrote to Mr. Sutherland and told him I should be able to give him the information he wanted.
252. Has your report been published or laid before the Assembly? I am not aware.
253. I understand that in your report you have objected to the very heavy locomotives at present in use on the lines here? I did not object to the weight of the engine in itself, but it is the too great weight on one pair of wheels or upon one axle—that is very injurious to the railway. Upon what are called first-class railways the weight is generally limited now to 11 or 11½ tons. It has been found very injurious to the permanent way to put more than 11½ tons on each pair of wheels. Therefore the tractive power of the engine is limited by this weight. You can have as many pair of wheels as your please, and by that means augment the tractive force, but not by putting excessive weight upon one pair of wheels.
254. What weight have we been in the habit of putting on one pair of wheels in engines here? The engines actually in service are well proportioned, and can be regulated to 11½ tons. Some are running now a little more, perhaps 12 tons, but with a little alteration by regulating the springs they can be brought down to 11½ tons.
255. What engine did you object to? It was an engine proposed to be made by Mr. Thomas. It was an engine in full service of 45 tons weight, bearing upon three pair of wheels—that is, 15 tons on each pair of wheels.
256. You considered that dangerous? It is, I believe, highly dangerous; and generally very destructive to the rails and permanent way.
257. Is the matter fully explained in your report? Yes.
258. Do you approve of tank engines? No, I would not approve of the proposed tank engines for working the Mountain Line—not tank engines carried upon three pair of wheels. Tank engines may be useful for working mountain railways when carried upon four or six axles.
259. Have you been over most of our railways since you came to New South Wales? I have not been down the Southern Line, but I have been a good deal on the Northern and Western Lines.
260. The Western Line is what you would call a first-class line? Yes, excepting that it has not a double way. Continental engineers would not call it a first-class line on that account; it would be in fact what they would call a second-class line. They generally have first-class, second-class, and third-class.
261. But as regards solidity and excellence of permanent way it is equal to a first-class line? Yes.
262. Have you heard anything about the quality of the rails used upon the lines here? No, I have not.
263. You do not know anything about it? No, I have never paid any attention to the quality of the rails used here.
264. Have you ever considered the question of the possibility of having a cheaper class of railways for the interior of this country? Yes.
265. Do you know of any description of railways that would suit? That is a question I have paid considerable attention to. I think the main trunk lines should always be considered as first-class railway; that is second-class only as regards the one way, but the permanent way being quite as well made as that of a first-class double line. The branch lines or extensions might be third-class railways, made considerably lighter but with the same gauge. I know many instances where they have been trying to make very cheap light railways with a narrower gauge.
266. Will you state first, as regards the third-class railways, what is the difference in cost of formation, character of the rolling stock, and everything else, between them and first-class railways? Of course the cost is a local question affected by local circumstances. I could give you particulars of some third-class lines. I am more particularly acquainted with them on the Continent; in fact I do not think that any system of that kind has been thoroughly studied in England. Some of the Continental second and third class railways have been made for £6,000 a mile.
267. *Commander Onslow.*] Through level country? No, tolerably steep gradients and average country. Those railways that I could particularly point to are in rather mountainous countries—the Vosges and Ardennes countries, where a great deal of agricultural and manufacturing industry is carried on. In these districts third-class railways have been established by the local interests. The Government has come to their assistance in great measure, but they have taken the management of these railways under different circumstances of concession to general first-class railways; that is, independent of buying the land. It is very probable that such classes of railways could be constructed in a country like this for much less money.

R. Lloyd,
Esq., C.E.

10 Feb., 1870.

R. Lloyd,
Esq., C.E.
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268. *Chairman.*] The price of land forms a considerable item in the cost? Yes.

269. If the gradients are steep, the locomotives must be just as heavy on these railways as on others? As for the locomotive, it does not matter much about the weight, provided it be properly distributed over the line.

270. How many wheels would you put upon these engines for the purpose of distributing the weight? The number of wheels would depend upon the tractive force you require. Supposing you have a given amount of transport over any line of railway, as a matter of course you are able to estimate the amount of tractive power you require for each train; then that tractive power will be approximatively the sixth part of the weight upon the driving wheel, so that you can form an equation which will give you the number of driving wheels required. Therefore you will see practically whether you can have the number of driving wheels adapted to the conditions of the construction of the permanent way. I have here plans of an engine with a great number of driving wheels; although it is a very heavy engine, weighing 66 tons, it is what may be called a comparatively light weight on the rails, on account of the number of wheels. (*Plan exhibited.*)

271. The wheels seem to be very near together? If you get the pressure of one pair of wheels between two chairs it is all you require; the load is much better distributed if the weight on one pair of wheels only happens to fall between two chairs.

272. You have planned this yourself? Yes.

273. Has it ever been in use? Yes; these are engines very much in use in the north of France. I have given the calculations of these engines in my report.

274. *Mr. Hoskins.*] Could such an engine be worked on a curve line? Yes, that engine would do the mountain work; that engine would do a service of 200 tons on the Blue Mountains.

275. Do you run the wheels in a bogie frame? No; the front and hind axles, that is the two extreme pair of wheels, require a considerable amount of lateral play.

276. *Commander Onslow.*] Would that engine be very much more expensive than those in use? No; of course it is proportional to the weight and power. A large engine is comparatively (to its power and weight) cheaper than a small one.

277. *Chairman.*] On what railways did you say that engine was used? Principally in the north of France; in fact on all the northern lines, over a very large extent of territory between Paris and the German, Belgian, and English frontiers. The requirements of those railways are something enormous; they bring down from Belgium all the coal and all the Paris supplies from the north; but at the same time the line is obliged to do the high speed service between London and Paris, Brussels and Paris, and the North German high speed traffic. Trains of six or seven hundred tons are obliged to be got through in a night to clear the way for the quick trains.

278. We were speaking about third-class lines. What kind of engines are used upon those lines? Of course it depends upon the traffic. You must have very light weights upon the tires of the wheels. Here is another plan (*exhibited*) which will show you the vast difference there is between these two engines. That is an engine weighing 15 tons, and doing service on that same railway; but that is for the branch lines of the Northern Railway.

279. Even to work an engine like that at a slower pace, you would require a good permanent way and an expensive line of railway? This type of engine would not.

280. Seven and a half tons on a pair of wheels would be a great weight to put on a cheap railway? It would bear that. This is one also of less weight (*another Plan exhibited*).

281. What weight of rails would be required to work that on? These engines are working on railways very frequently 35 lbs. to the yard, but I would not recommend this weight.

282. What is the speed? Say twelve miles an hour.

283. *Mr. Hoskins.*] Passenger or goods trains? These are generally used for goods, but of course they can be used for passengers.

284. *Chairman.*] You say that upon a different gauge you know of still lighter railways being drawn by locomotives? Yes.

285. Can you mention any instance? Yes, I am acquainted with several railways of that kind—in fact have made material for them. The Government Engineers have been making smaller railways still, about 3-ft. 7½-in. gauge, and with rails of 33 lbs. to the yard, running engines of about 12 tons weight in full service.

286. On six wheels? You might put the twelve tons on four wheels.

287. What are railways of that kind laid down for? For purchase of land and everything else, I know that railway cost about £2,350 a mile.

288. Including the purchase of land? Yes.

289. And rolling stock? Rolling stock and everything; with a vignolle rail and telegraph. The land in that place was worth £250 a mile. If I am not mistaken, the railway from Antwerp to Ghent is one of these narrow railways; it is an old railway.

290. The speed is never great on these lines? No; it is about ten or twelve miles an hour. There is no necessity for great speed.

291. Have you seen any horse railways in use on the Continent? Yes; the one I referred to was made for a horse railway to begin, but it has been transformed into a locomotive line.

292. Do you know the reason of its being transformed? The locomotives do the work very much cheaper, and the service is infinitely better done. I think the working of the horse line cost nearly double. An experience of about 22,000 tons carried gave the cost upon the horse railway at 1½d. per ton per mile, and by the locomotive 1¼d. per ton per mile.

293. Horse traction, where the traffic is small, must be the cheapest—where the quantity of goods carried is inconsiderable? I do not know; I have never known it to be so.

294. Have you ever made a calculation as to the point at which the one becomes more profitable than the other? In the case I refer to the traffic is very small—they only work three hours a day. The 22,000 tons is six months' work. It is a calculation made upon the transport of 22,000 tons. The traffic is very small, and requires only about 2½ hours actual running work a day.

295. I presume a horse railway for light traffic would not cost so much for laying down as one of those light railways? A horse railway would, I think, cost as much as the other, perhaps more.

296. The roadway would not require to bear such a weight? No, but there would be some other difficulties, as you could not put two horses abreast unless you have a considerable width of railway; you could not put two horses abreast on a railway of 3-ft. 6-in. gauge.

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297. I fancy the proper way would be to have a single horse to each light wagon? That might be. I have seen some very few instances of that. There are several objections to the horse railway. The traction is greater with a horse; a horse throws up a great deal of dirt on the rail from between the rails; and you must go to considerable extra expense in keeping the road in order for the travelling of the horse.

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298. There would be only 3 feet instead of 30 feet on a macadamized road. I was only asking with a view to ascertain whether you had seen anything of the kind, and whether it could not be laid down cheaper than a locomotive line? In the case I refer to the permanent way was laid down with a view of making it a horse railway, but then the keeping in order of the road between the rails was a much greater expense than for locomotive lines, and the keeping in order of this railway for horse traction was a considerably greater expense. Then another objection found was that the horses going along the middle of the road threw a considerable quantity of dirt on the rails and augmented the tractive power considerably; and in fact the work was done very much cheaper with engines.

299. Was the railway laid down for horse traffic the same railway that was subsequently used for locomotives? The same railway.

300. And on that railway the traffic for six months was 22,000 tons? Yes, approximatively.

301. Where, as would be the case on almost all extensions in this Colony, the traffic does not exceed 5,000 tons annually, surely horse traction must be the cheapest? I have never gone into that calculation in this country, because the elements of the calculation are difficult to arrive at—the cost of horses and the expense of keeping them, and so on. The calculation I have mentioned was based upon the transport of 22,000 tons, but I am not quite sure of the time in which it was done. The relative cost of the tractive power in the two cases would be as 59 to 22.

302. Where the traffic does not exceed 10 tons a day, as would be the case in some places in this country, would there not be an enormous loss of steam power in sending such a small quantity by a train with steam power sufficient to draw 100 tons? Certainly there would be very great loss.

303. But you have never considered the question whether, in cases of that kind, horse traction would not be the cheapest? I have always been under the impression that steam power must be the cheapest and best.

304. For a small quantity? Yes. It is difficult to speak generally, because these things depend so much on local circumstances. On the Continent there are a great many horse railways laid down on the Imperial roads, but the cost of traction is considerable. There is a horse-railway about 30 miles long, near to Paris, doing a very great deal of work, but I believe the traction is very expensive.

305. *Commander Onslow.*] Have any of the horse-railways been converted into locomotive lines? Yes, but the particular ones referred to could not be converted, because they are on the main roads.

306. Where others have been made as horse-railways, do you know any that have been converted? Yes, it is always the tendency. I know a considerable number of railways have been transformed from horse traction railways to light locomotive.

307. *Mr. Suttor.*] With horse-railways could we not have steeper gradients? No, I do not think you could make any very great difference; I think a judicious formation of the road is equally requisite in both cases. The objection to very steep inclines is the same on horse-railways as on locomotive lines.

308. *Mr. Hoskins.*] Have they not discovered on the Continent a system by which, while not increasing the steam power, they increase the tractive power of the engine? Yes, Mr. Fell's system.

309. *Chairman.*] In saying that the cost of traction by locomotive is less than by horse power, do you not mean simply taking the cost of traction without considering other circumstances, such as the prime cost of the railway and interest to be paid per mile? No, I take all into consideration.

310. That is a line of the lowest description of railway? Yes, the class I refer to is the lowest description; it is a railway hardly to be recommended for this country.

311. In a matter of this kind—instituting a comparison between the usual steam railways and horse railways—do you not think the much greater cost of the roadway in one case than the other is a consideration which should be taken into account? Yes, but I doubt whether there is any very great deal of difference in cost of the permanent way.

312. We know here for a fact that our railways cost us £15,000 a mile, and we know we can get a horse railway for £1,500, laid down on the existing roads? Then the existing roads cost you a great deal; you do not take into consideration the cost of the existing road. I can only tell you I have not paid attention to the subject in this country; but the main road, the *Route Imperiale*, in France, costs £4,000 a mile to make the first class paved road; the other second class unpaved road costs about £2,800 a mile. Upon these roads they have laid down some horse railways.

313. *Mr. Suttor.*] You have been in the interior of the country—the flat country? Yes.

314. Do you not think a cheap railway for horse traction could be laid down across these plains for some hundreds of miles with wooden rails shod with iron? Yes, but I should not recommend it.

315. That could be done very cheaply? Yes.

316. Four horses would draw a great load on such a line? Yes, horse railways could be laid down very cheaply on some of those plains.

317. *Mr. Hoskins.*] Are there not some railways on the Continent where they only employ one man on an engine? Yes, but it is much more prudent to have two.

318. *Chairman.*] Have you the details of the railway you spoke of, that is to say, cost of rails, sleepers, and general formation? This small railway was made in the South of France. The curves are 197 feet, a vignolle rail of 33 lbs., and a 3-ft. 7½-in. gauge; and it has cost them £2,344 per mile.

319. What are the gradients? The gradients are 12 in 1,000, 1 in 80.

320. It must be almost a level country? Yes.

321. As I understand you, you believe that we might make our railways at a much less cost by giving up high speed, and that the most suitable locomotive for the purpose would be these tank engines with a weight not exceeding six tons on each pair of wheels? Yes.

322. And the probable cost of a railway of that kind would be about £5,000 per mile? Yes, a light third-class railway. I could give you the details of three railways costing in Europe about £6,000 a mile including land, rolling stock, telegraph, and everything.

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323. In the event of such railways being made, in extension of our present lines, would the present rolling stock, the wagons in use on our present lines, be too heavy to run upon them? No.
324. Then there would be no necessity for changing the goods from one set of trucks to another? No.
325. *Mr. Hoskins.*] That is, provided they run at a moderate pace? Yes.
326. *Commander Onslow.*] What would be the weight of the rails? Upon those railways they use rails of nearly 70 lbs. to the yard, but the traverses are wider apart than you generally use them in this country.
327. *Mr. Hoskins.*] Do you think there is any necessity in a new country like this for fencing in our railways? That is a question I am not able to answer.
328. Are these cheap railways in France fenced in? Yes.
329. Probably because they intersect private land in a thickly populated country? Yes, the railway itself is private property.
330. Do you not think that here we might dispense with fencing, excepting in townships? Yes, but you might fence a railway for £100 a mile.
331. If our railways are extended beyond Bathurst, Murrurundi, and Goulburn, do you not think we could dispense with fencing, except in the townships? I should think it would be always necessary to fence. The American railways are generally not fenced.
332. And very few accidents arise from persons getting in the way? Yes. Cattle sometimes come on the lines. In Spain they do not generally fence their railways.
333. *Mr. Suttor.*] You are aware that on the Western Lines you can scarcely see 100 yards ahead, the curves are so sharp? Yes.
334. *Mr. Hoskins.*] In the cheaper railways you have suggested—cheaper than what we have—would you consider that timber bridges and culverts would be sufficient? Yes, I should advocate the employment of timber for bridges.
335. Not elaborate stone structures? Certainly not.
336. I suppose on these cheap railways you have spoken of in France they have cheap stations? Yes. I can give you the detail of railways of this sort. The land would cost about £560 a mile, ballasting and cutting about £700, stations and everything connected with the architecture of the railway, £240. These railways all have telegraphs. I should say the expense of the telegraphs is always counted. Laying down the line costs £1,600 a mile, including the expense of engineering and interest of money while the railway was making. The interest amounted to £125 a mile.
337. *Mr. Alexander.*] I suppose labour is very considerably cheaper there than here? Yes.
338. *Mr. Hoskins.*] I infer from what you said just now, that you think it would not be a very dangerous practice to adopt if we did not fence in our railways beyond Bathurst, Goulburn, and Murrurundi? Certainly not.
339. Could you give me an idea what a railway of this description would cost—on the existing formation, gauge 4 ft. 8½ in., timber bridges roughly dressed, timber culverts, cheap stations, an unfenced railway, rails about 45 lbs. to the yard, with rolling stock to work such a line, and land belonging to the Government? About £5,000 a mile.
340. *Chairman.*] That is, if there were no cuttings? Taking it as a general condition of light railway.
341. *Mr. Hoskins.*] Gradients not to exceed (say) 1 in 50? Yes. You could make another class of railway—a small railway—for about £2,500 a mile, with a narrow gauge. On the great plains of the interior you could lay down a very good, small, narrow line for £2,500 a mile.
342. What rate of speed could be adopted on such lines? From twelve to fifteen miles an hour for goods or passengers.
343. Supposing the traffic in particular localities was very small, could you not so reduce the size of the locomotive engines as to make it more advantageous to work with steam power than horse power—more economical? I think that is a question that requires to be studied, particularly with regard to locality; but my impression is strongly in favour of steam power under all circumstances. I think if you study the question exclusively with regard to economy in the two cases, you will find the steam power more advantageous than the horse power. I should prefer steam power in all cases. The dead weight of the horse is a very great weight compared with steam power, and of course he does very little besides carrying himself. The quantity of useful effect is very small compared with his weight. The basis of calculation for horse power is an effort of 150 lbs. travelling 220 feet per minute, or 2½ miles an hour.
344. Have you seen Mr. Fell's system of locomotive traction? Yes; I was with Mr. Fell in Savoy and Italy, and am well acquainted with him.
345. While in ordinary cases the weight of the locomotive is the important element in the traction, in Mr. Fell's system the tractive power has been increased by another arrangement? The real power of the engine is the quantity of coal that can be burnt in a given time.
346. Mr. Fell's railway is laid down on the side of a mountain, is it not—over Mont Cenis? It is laid down on the Imperial Road.
347. What is the steepest gradient? I think it is 1 in 13.
348. Do you think such a system of traction would be adapted for our requirements here, beyond Goulburn, Bathurst, and Murrurundi? No.
349. Why so—is it too expensive? Too expensive. The material is expensive, and of course the laying down of such a road is expensive.
350. Has Mr. Whitton seen the plans of the large engine you have shown us? Yes; I gave it in with my report.
351. Do you think it would be more economical to work such an engine as that on the Mountain Line than the six-wheeled coupled engines we are working now? Yes. I have given the calculation of that in my report; that was the special question of the report.
352. In working round the sharp curves, would not the number of wheels cause great abrasion, and ultimately lead to serious cost? No, we have not found it so. I have superintended the working of these engines 20,000 miles a year, on sharper curves than you have here.
353. It has been said these six-wheeled coupled engines are not adapted to working the Mountain Line, in consequence of the sharp curves? I do not think that there is an objection of great importance.

FRIDAY, 11 FEBRUARY, 1870.

Present:—

MR. W. H. SUTTON, | MR. HOSKINS,
COMMANDER ONSLOW.

WILLIAM MACLEAY, ESQ., IN THE CHAIR.

George Forsyth, Esq., called in and examined:—

354. *Chairman.*] You have been for a long time a resident of Wagga Wagga and the Murrumbidgee district? I have resided in the Murrumbidgee district for the last twenty-five years, and for the last sixteen years in Wagga Wagga.

G. Forsyth,
Esq.

355. And you have been extensively engaged in business there? Yes, as a storekeeper and squatter.

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356. Have you not found that of late years the tendency has been for the whole of the trade of that district to go to Melbourne? The trade has during the last ten years gradually gone to Melbourne; and I may say that Wagga Wagga does its chief business with Melbourne now.

357. At one time that was not the case? It was not the case prior to ten years ago; the whole of the trade was with Sydney.

358. How do you account for the change? By reason of the improved means of communication between Melbourne and Wagga Wagga, compared with that of Sydney. For instance, we get goods from Melbourne by rail to Echuca in twenty-four hours, and they come from there to Wagga Wagga in about nine days.

359. What is the distance from Echuca to Wagga Wagga? About 230 miles.

360. What is the distance from Sydney to Wagga Wagga? About 300 miles.

361. What is the distance from Wagga Wagga to Melbourne by the shortest route? I think we are about equidistant from Melbourne and Sydney.

362. But the roundabout route by Echuca is found more convenient for bringing up supplies than the comparatively short distance to Sydney? Yes.

363. What is the distance by Echuca? I suppose nearly 400 miles.

364. Is it not over 400? No, I think not; I do not know exactly the distance to Echuca.

365. Can you give us any idea of the quantity of goods imported into Wagga Wagga, in the course of the year, from Sydney and Melbourne? From a summary of the loading taken during last year, in the months of November and December, I think I made out that about 2,000 tons of goods have come there to the storekeepers alone, in twelve months, about 1,650 tons of which came from Melbourne, and only 350 tons from Sydney. That no doubt arises in a great measure from the facility afforded by the railway to Echuca, and the easy character of the road from there to Wagga Wagga. We have Melbourne wagons of a first-class kind plying between the two places—much better than any on the Sydney side. We have also steamers plying from Echuca, by a very roundabout way, going to the junction of the Murrumbidgee and Murray and the course of the Murrumbidgee to Wagga Wagga. That makes the freight cheap from Melbourne—about £7 or £8 a ton.

366. I presume many of the stations, particularly the larger stations, within fifty or eighty miles of Wagga Wagga, get their supplies direct from Sydney or Melbourne, and not from the townships? Yes, the townships only replenish the supplies of the stations if they should fall short; the chief supplies for the stations are brought either from Melbourne or Sydney.

367. So that the 2,000 tons of goods you speak of does not by any means represent the total quantity imported into the district? No, these are goods for sale—not for use on stations. When the teams go down during the wool season they generally bring back the supplies.

368. It has been said by a number of people that the extension of the railway to a navigable part of the river, such as Wagga Wagga, would have the effect of facilitating the intercourse of that part of the country with Melbourne, and thereby would increase the injury already done to the trade of Sydney—Is there any foundation for such a statement as that? I really do not know; opinions vary on the subject.

369. Do you believe it is possible it could have that effect? No.

370. What do you think would be the effect, as regards the direction the traffic would take, of carrying the railway to Wagga Wagga? I think a large portion of the trade would be brought to Sydney. I arrive at that conclusion from the fact that considerably more wool has come to Sydney from that district this season than in any previous year, in consequence of the extension of the railway to Goulburn. At least a dozen stations have sent their wool to Sydney this year, that in previous years sent it to Melbourne. I believe, when the statistics are made up, it will be found that the increase in wool from the Southern Districts is considerable this year.

371. What do you think would be the effect of a railway from Goulburn to Wagga Wagga, as regards the trade in the direction of Hay—down the Murrumbidgee River—the navigable portion? I think it would embrace the country lying towards Narrandera, which is about sixty miles below Wagga Wagga. I do not think it would touch the trade of Hay. Hay is about 200 miles from Wagga Wagga, lower down; and it is only about 80 miles from Deniliquin—130 miles from the rail at Echuca.

372. Do you think people would prefer the land carriage from Echuca to Hay, a distance of 130 miles, to the 200 miles of river carriage from Wagga Wagga? I have no doubt the steamers would induce people to bring their products to the railway terminus, if such a terminus were there, in preference to going over the plains.

373. My impression has always been that it would have a great effect? I think it would.

374. The extension of the railway to Wagga Wagga, from Goulburn, would have the effect then of regaining from Melbourne a considerable amount of traffic which at present goes there from portions of New South Wales? I think a large portion of the trade done with Melbourne now would be induced to Sydney if we had better communication. At present we only have bullock-wagons—very few horse-teams.

375. You are aware that the Victorian Government have sanctioned a railway, and actually called for tenders for the building of one, between Melbourne and the Murray, opposite Albury? Yes, I believe they have called for tenders for a line by way of Wangaratta to the Murray.

376. What would be the effect of that railway on those portions of New South Wales, if New South Wales at the same time makes no extension in the direction of the Murrumbidgee? If our railway is not

G. Forsyth, Esq. not carried further than Goulburn, I think the effect would be to take nearly all the trade of Riverina to Melbourne.

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377. Will you mention the districts—what parts of the country would it effectually take the traffic of? It would affect the Billibong Plains, Urana, Narrandera, Hay, and Wagga Wagga; and it would also affect the agricultural districts, such as Tumberumba, Adelong, Tumut, and Gundagai. I think nearly the whole trade would be done with Melbourne by these places if a railway went from there to Albury. I think a great deal of the agricultural produce would be sent there, and that the quantity raised would be increased. At present the farmers only grow for local consumption and for the use of stations—we never grow anything in our district for exportation, whereas I see that about Corowa and other townships along the banks of the Murray they farm on a much larger scale, and with all modern appliances, and send their grain, wheat, flour, oats, and so forth, to the Melbourne markets; they have the water carriage to Echuca, and the rail from there, which induces them to do so.

378. You remember some years ago a proposal made by the Government of the day to carry the Southern Railway to a point on the Murrumbidgee at Darlington, about 100 miles below Wagga Wagga, but that proposal did not meet the views of any of the people in that part of the country? The line ran from near Murrumburrah into the back country, through a number of scrubby runs, and they proposed to strike the Murrumbidgee somewhere near Darlington, for the purpose of inducing the trade further westward to come to the line; but my individual opinion is that it would not have done so.

379. But the object, I believe, was to endeavour to prevent the Echuca railway from taking so much of our traffic as it did at that time. Was it with a view of meeting the advance of the Victorian people in the direction of Echuca? Yes, but I do not think such a line would have had that effect. I think the stations to the westward—the Darling stations, and those in the Albert and Darling Districts, would have still used the Echuca railway in preference, inasmuch as they could go there by water, coming up the Murray or going down the Lower Murrumbidgee, as it is called, below Hay.

380. This new Melbourne railway of itself would necessitate our carrying our railway in another direction? Yes; it is some two hundred miles further south of the present Echuca railway, and would embrace the trade of the whole of the Upper Murray and Upper Murrumbidgee Districts. There can be no doubt that such a line to Albury, if completed, would take the whole trade from Gundagai southward to the Murray.

381. Do they not anticipate being able to complete that line in two years? It is said so. There will be some heavy cuttings, and there are three or four rivers to cross,—the Goulburn, the Broken River, the Ovens River, and one or two prominent creeks,—which they will have to bridge. Tenders for sixty miles are called for now, I think.

382. Do you know the quantity of sheep and cattle in the Murrumbidgee and Lachlan Districts? The statistics show that there are over five millions in the two districts; but I know we have lessened the number very considerably during the last nine months. The number of fat sheep that have gone to Melbourne has increased from 18,000 to 35,000 a week. The meat-preserving there has been a great advantage to us in that respect.

383. That quantity goes out of Riverina? Out of Riverina and the Lachlan—the two districts. They send sheep also from the borders of the Wellington District. Twelve months ago, before the boiling operations came into play, we only sent 18,000 sheep a week. They have no less than three meat-preserving Companies at Melbourne now; two have been in full play for some months, and another is forming.

384. I suppose, if there was a railway to the Murrumbidgee, that would be the proper position for a meat-preserving Company? Yes, I think on the Upper Murrumbidgee they could form Companies and send their meat down, if they had a rail.

385. In that case the preserved meat would go to Sydney instead of to Melbourne? Yes; at present they drive the sheep to Melbourne.

386. If there was an establishment of the same kind at Wagga Wagga—we will say, the preserved meat from there would go to Sydney for shipment, as a matter of course, if there was a railway? Yes, no doubt the improved means of bringing their produce to market would induce them to come this way.

387. *Mr. Hoskins.*] I suppose you are aware they are about to start a meat-preserving establishment at Goulburn? Yes. I think they would be obliged to send out and buy their stock for an establishment like that. The sellers like to have as much competition as they can, so that I think it will necessitate their going to stations and buying on the stations and bringing them to their establishment. I do not think people will take large numbers there to sell.

388. *Chairman.*] You are well acquainted, I believe, with the Tumut and Gundagai Districts? Yes, I know them both well. They are both districts in which a very large amount of agriculture could be carried on, if the farmers had the means of getting their produce away. But, as I remarked just now, they only grow enough for local purposes and to sell to stations.

389. I believe there is a good deal of farming carried on there? Yes, there has been a large increase in the number of farmers during the last twelve months.

390. The extent of good land is very considerable? Yes, I dare say they could grow enough in those districts to supply the Colony, if they were to adopt improved means of agriculture.

391. On the Tumut, particularly the upper portion, I believe they have never been known to suffer from drought? They have never any drought there to damage their crops. I have known the wheat crops average as high as thirty-five to forty bushels to the acre on the Tumut. On the Lower Murrumbidgee the average is about eighteen to twenty bushels. The two places are about eighty miles apart. The whole of the available points of the rivers Murrumbidgee and Tumut are occupied by farmers now. These farmers would increase their crops very considerably if they had the means of getting them away; but at present they only get a nominal price for their wheat.

392. *Commander Onslow.*] Does maize grow there? Very little maize; maize is grown chiefly on the Tumut; the Tumut is a very good maize country.

393. *Chairman.*] What, as a rule, could the farmers afford to give for carriage, to be enabled to sell their wheat with some chance of profit in Sydney? The year before last, when wheat was selling in Sydney at 8s., they were giving about 4s. a hundredweight to take it from Gundagai to Sydney; that would be at the rate of about 2s. a bushel.

394. *Commander Onslow.*] That was the whole carriage to Sydney? That was the whole carriage to Sydney by horse-teams.

395. Did that include carriage to Sydney, or only to the railway? The railway was not formed so far as Goulburn then.

396. Was it the carriage to Marulan or the nearest railway point? No, the rate to Sydney was £4 a ton.
397. *Chairman.*] What loads did they put on their waggons? Five to six tons; they were waggons with six horses. I should say the farmers could easily afford to pay from 1s. 6d. to 2s. a bushel to bring their wheat from the neighbourhood of Gundagai to Sydney.
398. I suppose you are aware that by rail it could not be done under the rate you mentioned just now—2s. a bushel, for such a distance? No, I do not think it could; still it would be giving a certain market to the farmer. If he paid 2s. and got 6s. for his wheat it would pay him better than selling it at 2s. 6d. as he does now. The farmers on the Murray, especially the Melbourne side, have a marked advantage over our men in that respect; they grow in much larger quantities and send their produce down by water, and so have it taken by rail from Echuca to Melbourne at about £2 10s. per ton.
399. You are aware that by arrangement with the Victorian Government this Government is paid £60,000 a year for the passage of all goods duty free across the water? Yes.
400. Do you believe they have the best of the bargain? I think Victoria must reap the benefit of double that amount from the duties.
401. When the Victorian railway is open to Albury it will add very much more to the amount of advantage received by that Government? Yes, of course they will monopolise more of our trade than they do at present.
402. I suppose you can make no very accurate calculation of the difference it will make in the revenue? No, it would be a mere matter of guess; but there can be no doubt of the fact that the duties would be considerably increased. In Wagga Wagga alone I see that the monthly duties average about £400 on articles taken out of bond there.
403. That is only one house of business? Yes; the bond there, which was built by myself, is used solely by our firm.
404. All the others get their goods from Albury? All the others get their goods at present from the Albury bond, and direct from Melbourne.
405. Of course the advantage of that goes to Melbourne? Yes. The duty paid at Wagga Wagga is on goods from Sydney only. I have no doubt the bonded store would do a very great deal more if there was a railway anywhere near.
406. Or if people were induced to trade with Sydney instead of Melbourne? Yes.
407. They would then use the bond which they cannot do now? It is rather an anomaly that they should deal so largely with Melbourne; the duties there are higher on many articles than ours, and yet from the fact of being able to get their goods more quickly they prefer dealing with Melbourne. They get goods in eight or ten days from Melbourne, whereas it takes three weeks or a month to get them from Sydney, and there is a degree of uncertainty about goods reaching them from there that causes traders to go to the former market.
408. Do you know of any cases in which, as has been asserted, the three months' bills given for the goods have become due before the goods reached their destination? That used to be the case before the railway went to Goulburn, when the carriers lost their bullocks or horses. It is not so now; but they are frequently four or five weeks.
409. *Mr. Suttor.*] Do you think it would pay to carry expensive railways, such as we have here now, into any purely pastoral district—a district not suitable for agricultural purposes? Such a railway as is contemplated to the Murrumbidgee, would not only go through a pastoral district but through the agricultural districts of Gundagai, Tumut, and Tumberumba. Railways increase trade as they progress inland.
410. Of course in all agricultural districts, where farming is carried on extensively, the produce of one small farm would be much more in tonnage than that of the largest station; for instance, a farm growing 10,000 bushels of wheat? Yes, of course, unless they carry out the meat establishments along the river and send their meat, hides, and tallow by the rail. Then there would be a very considerable amount of carriage. But as a rule it would not pay to take railways into squatting districts, unless there was some such prospect as that of sending other produce to market besides sheep and cattle.
411. You said just now, that if a railway were carried from Melbourne to Albury it would very much increase the trade of Melbourne—where would that be from? From the whole of those districts I have mentioned, ranging from the Murrumbidgee at Gundagai down to the junction of the Murrumbidgee with the Murray.
412. Have they not already got the whole of that trade, with the exception of the districts round Gundagai? No, I do not think they have. The duties we pay, £400 a month, show that there must be some business done with Sydney.
413. *Mr. Hoskins.*] You have no doubt about the accuracy of your statement, as to the increased quantity of wool that has come here? None whatever. I know the stations personally, and am interested a great deal in wool myself.
414. *Mr. Suttor.*] There is a great extent of agricultural land about Albury? Yes.
415. Is the climate favourable to agriculture? It is rather a cooler climate than with us—very similar to the Tumut; it is nearer to the main range—the Kiandra Range. There is a great deal of wheat grown about Albury.
416. *Mr. Hoskins.*] Supposing a railway were constructed from Sydney to Wagga Wagga, how can you demonstrate to me that by that means the Sydney people would retain the trade of Adelong, Tumut, Tumberumba. If the Melbourne people had a railway to Albury, which would be nearest of approach, the Sydney line to Wagga Wagga, or the Melbourne line to Albury? It would be nearer to the Sydney line at Wagga Wagga than to a Melbourne line to Albury, for Tumut, Gundagai, and part of Tumberumba; but the upper part of Tumberumba, reaching out towards the Murray, would be nearer to Albury. The larger proportion would be nearer to Wagga Wagga.
417. How far would it be to Tumut from the nearest point of the Wagga Wagga line? Tumut is distant about 60 miles from Wagga Wagga, and Gundagai and part of Tumberumba about 50 miles.
418. How far are they from Albury? From Tumut it is about 130 miles to Albury, and rather more from Gundagai.
419. Then no doubt the trade would be retained for Sydney? Yes.
420. I have forgotten how many miles you said it was from Echuca to Wagga Wagga? I think it is about 180 miles to Deniliquin, and 50 from there to Echuca—say 230 miles from Wagga Wagga to Echuca.

G. Forsyth,
Esq.

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Esq.

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421. Do they, as an average, convey loading from Echuca to Wagga Wagga, 230 miles, in seven days? From eight to ten days. The carrier has a good horse-team, sits on his box, and drives pretty rapidly. It is a very level country, and these men travel at a great rate, perhaps 30 miles a day.

422. That would not apply to wet weather? We have not a great deal of wet weather there—not much to do the roads harm.

423. What should you say is the average time it takes to get goods from Melbourne to Wagga Wagga? Eight or ten days. If you order goods by telegram this morning you have them at Echuca by night, and can load them to Wagga Wagga, and have them there in ten days.

424. How far is it from Goulburn to Wagga Wagga? About 130 miles.

425. Then how is it the transit of goods is so much slower? We have not the same kind of conveyances as they have on the Melbourne side. It is notorious that the Melbourne waggons are almost as good as railways. The horses are well-fed and fat, and do their work with ease.

426. Are our teams much inferior? Yes, much inferior. I have seen nothing like the Melbourne horses here in teams going up the country.

427. Then the reason why the residents of Wagga Wagga get their loading so much quicker from Melbourne is owing to their having better horse-teams? Yes, it is principally on that account.

428. Do you not think, seeing that the distance is much less from Sydney to Wagga Wagga than from Melbourne by Echuca to Wagga Wagga, that if our merchants and people showed as much enterprise as the Victorian people we ought to beat them in time? Our 180 miles from Goulburn to Wagga Wagga are worse than the 230 miles from Echuca to Wagga Wagga, in consequence of the road being so hilly; it is a very rugged country from Goulburn to Wagga Wagga.

429. Over the Levels? No, the Levels road is a misnomer, because there are as many hills as on the main line, but the railway line proposed was to go outside these hills altogether. The main road does not go that way. Either by the Levels or by Gundagai the road is very hilly—very mountainous.

430. Since our Southern Railway has been open to Goulburn has the trade and business connection between Wagga Wagga and Sydney increased? It has with respect to my own firm. I cannot speak much for others; but I am inclined to think it has. I know it has with regard to stations; a largely increased quantity of wool has come here, and I think more fat stock than came here before.

431. Do you see more Sydney teams in Wagga Wagga? No, not more than before, except they have gone up for wool.

432. Do they go up empty for wool? In many cases they have. The carriers are men who live on the road between Goulburn and Wagga Wagga, and a great many of them about Wagga Wagga.

433. Then while the produce of the stations has been more generally sent down to Sydney this year than before, the commercial relations between Wagga Wagga and Sydney have not been strengthened or increased in consequence of the extension of the Southern Railway? Yes, I think there has been an increase of trade with Sydney in consequence of the extension to Goulburn.

434. How far is it from Wagga Wagga to Albury? About 90 miles; in a direct line about 80 miles.

435. *Chairman.*] What is the distance between Goulburn and Wagga Wagga, because I think you made it over the real distance—170 miles is what it is called, by the Levels? I measure it in this way: 58 or 60 miles to Yass, 65 to Gundagai, and 50 from Gundagai to Wagga Wagga; that would be 175 miles. I suppose the railway line would be considerably less.

436. *Mr. Hoskins.*] Assuming such a thing may happen as that they may not be able to make the North-eastern Railway from Melbourne to Albury or Wangaratta, and that the distance from Goulburn to Wagga Wagga is very much less than from Echuca to Wagga Wagga—can you suggest any means by which we might secure the trade of Wagga Wagga for Sydney? Only by carrying the railway there or making a good road. If we had a better class of teams the trade might be induced to come here.

437. Have they not a Carriers' Act in force in Victoria? Yes.

438. Do you think that if we had a Carriers' Act in force in this Colony it would have a tendency to cause an acceleration in the transit of goods—say to Wagga Wagga. Would it not prevent any unnecessary delay on the part of the teamsters? It would prevent delay, but I do not know that it would increase the number of teamsters. You must have the trade to increase the number of teamsters. But a Carriers' Act is very necessary, I consider, and would no doubt induce these men to make their journeys quicker and with greater regularity. For instance, many of the men carrying between Goulburn and the interior have little farms, and on their way up they stop and do some little work of their own. They have been known to do it for weeks.

439. In addition to their having better horse-teams on the Melbourne side, do not residents in Wagga Wagga and other places consider that one of the reasons why more expedition is used in transmitting goods is the stringent provisions of the Carriers' Act? I do not think that affects them much. They are a better class of carriers; some of them are owners of five or six teams, each worth £200 perhaps; so that they are men of some mark and standing in society. Such a man is not so much bound to do his duty by the provisions of the Carriers' Act as by his desire to get plenty to do, because the quickest carriers are employed the most. There is one man named Hugh Arnold, who trades direct to Wagga Wagga; he makes about ten trips a year, and brings up four or five teams each time, with from sixteen to twenty tons of loading. It pays him to be quick and to feed his horses well. They feed their horses very much better on the Melbourne side than they do here.

440. I infer then it is your opinion that, unless we extend the railway to Wagga Wagga, when the North-eastern Railway is made in Victoria, the trade of Wagga Wagga will be gone from us? As a matter of course a person will go to the nearest and best market he can get, and a railway coming within eighty miles of Wagga Wagga would draw its trade away, if we have no railway, or better road than at present, to Goulburn. The road, as I have said, is very mountainous, and I do not see that much could be done in improving it, except by making a railway.

441. How far is it from Tumut to Albury? About 130 miles.

442. You think it inevitable that if the Victorian North-eastern Railway is made the trade will gravitate to Melbourne? Yes, it is sure to go to the nearest market. Farmers are increasing so rapidly that they will take advantage of the nearest and best mode of transit they can get for taking their grain to market. There is now no consumption for the quantity of grain that can be grown in the interior.

443. Are you of opinion that if our railway were extended to Wagga Wagga the Sydney people would recover all the trade of that district again? I think they would recover as much of the trade as ever they had.

had with those districts. They used to have the whole of it, but it must be borne in mind that the trade has very considerably increased since Sydney had all of it. G. Forsyth, Esq.

444. Might it not be fairly presumed that we should participate largely in the trade of the increased population? Of course the increased population would give us more trade with Sydney; and the majority of the sheep owners would send their wool to Sydney. As a rule they prefer sending it to this market; I know they do. 11 Feb., 1870.

445. If we supplied them with the means of conveying their merchandise to Sydney in a day and a half or two days, do you not think they would prefer sending to Sydney? Yes.

446. Then you think the Sydney people would inevitably get all the trade? Yes.

447. Do you think it possible the Melbourne people would send their trade by sea to Sydney and then to Wagga Wagga by our railway—I have been told that they would do that and keep the trade in spite of us? If we induce the larger portion of the wool to come to Sydney we shall by that means induce a larger commercial trade, because so many people are concerned in the sale of wool. I have no doubt the wool going to Melbourne during the last few years caused a good many to deal there who would not otherwise have done so; they would not send their wool to Sydney and for their supplies to Melbourne.

448. I have been told that the Melbourne wholesale houses sell cheaper than the Sydney houses and are more liberal in their terms—is that statement correct? Dutiable articles are not cheaper in Melbourne because the duties are higher than ours. With regard to terms I do not see any difference; I think you can get quite as much accommodation in Sydney as in Melbourne.

449. If the Legislature thought it desirable to abolish the *ad valorem* duties and extend our railway, you think we must inevitably get all the trade for Sydney? I think such inducements as those would command the trade. With regard to the remark that they would send their goods from Melbourne to Sydney and up by rail, I do not think they would do that—it would not pay.

450. *Chairman.*] If they did it would be giving us exactly what we want? The railway would benefit by it, but the merchants would not.

451. *Mr. Onslow.*] You stated that there is a great deal of agricultural country on the Tumut—is there much of it not taken up? Most of it is taken up, but it is not cultivated; it would be if the farmers had the means of getting to market with their produce.

452. Do you think a railway going through there would cause the country to be much more thickly inhabited? Yes, there would be a much larger population and a better class of farmers; we have a few farmers from Camden and other places who have done exceedingly well.

453. What is the general extent of the holdings? From 80 to 320 acres or more; there are very few small holders of 40 acres.

454. You think the land is so good that it is capable of yielding almost any kind of produce? I think so. The crops have always been so successful that I have every reason to believe they could grow almost any quantity of wheat for the Colony; but to do that they want steam ploughs, reaping machines, and so on.

455. *Chairman.*] Mr. Suttor asked you whether you thought railways should be extended into merely pastoral country—would you call the part of the Murrumbidgee we have been speaking of merely pastoral country? No, I think the agricultural interest is quite as important to the district.

456. What would you say was the limit of the really good agricultural country westward? I should say Wagga Wagga, excepting in the bends of the rivers, and they are all subject to flood.

457. You would place Wagga Wagga as about the boundary between the pastoral and agricultural country? Yes.

458. About the navigation of the Murrumbidgee—what would you look upon as the proper head of the navigation of the river. We know the river has been navigated to Gundagai, but the rapids are so great up there that there are comparatively few seasons of the year in which steamers of any size could get up—where would you look upon as the best point to strike the river at a navigable point with a railway? The head of the navigation may be said to be Wagga Wagga; steamers seldom go beyond that. Captain Cadell took one steamer to Gundagai, but that was the only one. The J. H. P. has been a few miles beyond Wagga Wagga, but the others do not think of going beyond that.

459. In fact it is the furthest west point of the river where there is any large population? Yes; but the difficulties are in the navigation higher up, from the rapids and shoals.

460. The population in the valley of the Murrumbidgee, between Gundagai and Wagga Wagga, has been increasing very much of late years? Yes, and is increasing almost every quarter.

461. And the whole of that country, though perhaps not equal to the Tumut, is very fine agricultural land? Yes, the whole valley of the Murrumbidgee upwards.

462. And the country about Gundagai is all good land? Yes, with the exception of the hills.

463. You have been over many parts of New South Wales—have you ever seen a district which you would consider more admirably fitted for the growth of wheat than the Tumut? I have not. It is called the garden of the Colony. The average yield of wheat there is very great.

464. In what other wheat producing parts of the Colony have you been? I have never been north, excepting by water.

465. Have you been west? No.

466. Have you ever been at Mudgee? No.

467. Or Orange? I have passed through Orange.

468. You could form no comparison between those districts and the Tumut, as wheat producing districts? No.

469. I presume if there was a railway to the Murrumbidgee, at or about Wagga Wagga, a very considerable trade would at once spring up on the river by steamers, between that and other places down the river, probably as far as Hay? The two steamers at present belonging to Wagga Wagga would be employed, I have no doubt, in taking produce to the terminus.

470. Is it not probable the number would be increased very largely? Yes.

471. These would act as feeders to the railway? Yes, as assistants to the trade of the railway.

472. Could you tell us what mineral lands the railway would pass through between Yass and Wagga Wagga? If the line went by what is termed the Levels, Binalong, Murrumburrah, and Junee, it would pass near the diggings at Young, and not a great distance from Grenfell.

473. How far? About 20 miles from Young. It would pass somewhere near Murrumburrah and then the reefs lying between Junee and the Bland country, the Sebastopol Reefs, the Junee Reefs, Coman's Reefs, and Cowabee Reefs—all within 20 miles.

474. Are there not some reefs near Gundagai? Yes. It would benefit the reefs on the Gundagai Creek; and also the Eurongilly Diggings, and the whole of the Adelong Diggings, which are rather large. You may say it would embrace the diggings at Tumberumba too, which is rather farther off than the others.
475. So that it would be a convenience to a very large number of miners? Yes, the miners are increasing very rapidly in numbers there now; the quartz reefers especially, who are the most prominent miners we have.
476. *Mr. Hoskins.*] For how many months in the year is the Murrumbidgee below Wagga Wagga, down to Echuca, open to navigation? From three to four months.
477. Not more? No.
478. *Chairman.*] That must be in dry seasons? There have been dry seasons the last two years.
479. *Mr. Hoskins.*] Say average seasons? For about six months in average seasons.
480. What is the cost of conveying merchandise from Echuca to Wagga Wagga? By water I think about £2 a ton.
481. What is charged by the land route at present? From £3 10s. to £5.
482. Take an average? About £4.
483. Do you not think this is to be apprehended—that if we extend our railway from Sydney to Wagga Wagga, for six months in the year, would it not give greater facilities for the Melbourne people to send their goods from Echuca by water, and further into the interior of our country by our railway. As carriage is an important element do you not think people nearer Sydney than Wagga Wagga is, might be induced to give their orders in Melbourne if they could get them brought cheaply by the river to Wagga Wagga, and then by the rail? I do not think so. As a rule we do not like the steamer traffic, because there is great risk; we have had a good many accidents. I know I had some 30 tons of sugar swamped the other day in the Murray in consequence of the steamer touching a very light snag. There is considerable risk in the Murrumbidgee; it is lined with snags and it is a very dangerous navigation, and I think it always will be.
484. And never very reliable? Never very reliable.
485. *Mr. Suttor.*] I gather from your remarks that supposing the Government determine upon carrying a railway to the borders of Victoria, it would be better it should go to Wagga Wagga, and then to Albury? Yes. I think it will be found that if a railway is ever to form a connecting link between the two capitals, Melbourne and Sydney, the shortest and most direct route would be by Wagga Wagga to the New South Wales terminus at Albury. I have no doubt that the engineers will see the advantage of carrying the line in that direction to Albury.
486. Independently of the character of the country there are other inducements? Yes, the route by Wagga Wagga and Albury is through a more agricultural country than the route by Echuca. Nothing can be grown on the way to Echuca; it is all salt-bush plains. The line by Wagga Wagga and Albury would be much the most likely to pay, because it is the most direct and level route to be got, and because it would embrace on the south side the whole of the country to the Kiandra Ranges. The Upper Hume, for instance, would be brought within reach of it, and the whole of the Tumberumba country.
487. If the Victorian Government were to meet us at Albury it would take our trade from us? Yes, if we do not have a counter-attraction.
488. *Mr. Hoskins.*] The abolition of the *ad valorem* duties would be greatly in our favour? It would make a great difference. I think engineers would recommend the route to Albury as being the line that would embrace the largest population—there would be twenty persons on the Albury line for one on the Echuca line. From Wagga Wagga upwards you may say it is an agricultural country essentially; below Wagga Wagga it is essentially a pastoral country.
489. I suppose you entertain no doubt that unless we extend the southern line to Wagga Wagga, or somewhere about there, we must inevitably lose the trade of the southern districts? I think the two railways from Melbourne to Echuca and Albury must inevitably command the whole trade, unless we make a railway to counteract their effect.

TUESDAY, 15 FEBRUARY, 1870.

Present:—

MR. HOSKINS,
MR. LEE,

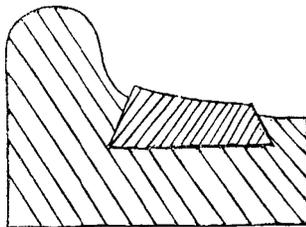
MR. ONSLOW,
MR. W. H. SUTTOR.

W. MACLEAY, ESQ., IN THE CHAIR.

James Henry Thomas, Esq., again called in and further examined:—

490. *Chairman.*] You were requested by the Committee to make some calculations about the relative cost of working railways of a cheaper and of a more expensive construction? I have not yet had sufficient time to make the calculations, but have obtained the data from the accountant, and hope to be able to furnish the result to the Committee by Thursday next. (*Vide Appendix A 5.*) I find from the memorandum, to which I have referred, that the working expenses during the last six months had risen at the rate of £46,000 per annum. That was rather a startling thing to me.
491. Has there not been a considerable additional length of line opened? No.
492. *Mr. Hoskins.*] Has not the traffic largely increased? No.
493. *Chairman.*] I think you said that the description of tank-engine you would use upon these light railways, which you estimated at £2,500 a mile, would weigh about 12 tons? Yes.
494. Where the traffic is very light, and the gradients easy upon the line, I presume a very light engine would be sufficient? Yes, if the gradients were easy.
495. Where the traffic is very light, and the gradients easy upon a line, I presume a very light engine would be sufficient? Yes.
496. What do you call a powerful engine—what horse-power? If you take the usual formula, it is considered that a 60-horse engine is a powerful one.
497. What would be about the power of the tank-engine you have spoken of weighing 12 tons? With the sized cylinder I propose it would work to about 12-horse power.

498. What is that equal to, drawing upon a tolerably level line of railway? Upon a tolerably level line J. H. Thomas, Esq.
499. On a level line that would take from 5 or 6 tons? Yes; what I call a comparatively easy line is with gradients of not more than 1 in 60. 15 Feb., 1870.
500. I suppose there are locomotive engines of still less weight? Yes, there have been some still less, but I should prefer one of 12 tons.
501. Could an engine be made so as to bear a weight of about 2 tons on each wheel? That would be too small; I do not think we could do that.
502. If your calculation of the cost of this line is with the view of having it sufficiently strong to bear a weight of 4 tons on a wheel, of course that must add considerably to the cost—I mean that a much lighter and cheaper line of railway would be sufficient if the weight were never to exceed half that? Yes, of course; but I do not think that you would get a good serviceable railway with less weight of railway and a less weight of engine.
503. *Mr. Hoskins.*] What is the weight of the rail? 40 lbs. to the yard.
504. *Chairman.*] Is that your calculation for a 3 feet gauge railway? For a 2 feet 7—it is the same weight of rail that is on the Richmond line.
505. On the Broelthel Railway, mentioned in a publication called "Engineering," of March, 1869, to which I directed your attention when you were last before the Committee, the gauge I think is 2 feet 7 inches, and the weight of rails was only 22 lbs. to the yard? That is very light; and if the rail were so light it would be necessary to increase the number of sleepers—very likely in this case the rails were laid upon longitudinal sleepers.
506. Yet the locomotive weighed 12½ tons, and the weight drawn was something like 200 tons? Yes, on a level line—that is 200 tons, including trucks.
507. But for the mere carrying of that weight—we will say, at the most, 4 tons to a pair of wheels—would not a 22 lbs. rail be sufficiently strong? If you have a lighter rail you must have longitudinal sleepers or more sleepers to support them. It is a very weak rail for even 12 tons to run upon.
508. I suppose that difference in the weight of rail would make a difference in the cost, of £200 a mile—that is between 22 lbs. and 40 lbs.? Not quite so much as that I think.
509. If it were found to be a matter of importance to retain the present gauge, so as to prevent the change of waggons in carrying goods, but at the same time the question of speed were thrown out of consideration altogether, and a much lighter rail than the present were adopted, what reduction could be made upon the present cost? I do not think you could reduce the expenditure more than £2,000 a mile.
510. You might have lighter rails? 40 lbs. rails—that is the weight of the rails on the Richmond line.
511. *Mr. Hoskins.*] That is a difference of 35 lbs. to the yard? Yes; but you must have the same width of bridges, embankments, and so forth.
512. *Chairman.*] Your estimate is I think that the first-class railway over a pretty easy country would be about £7,000 a mile? About £8,000.
513. And this proposed very inferior kind would be about £6,000? Yes.
514. Would it make much difference in the plan of this very light railway you speak of, as to the cost, if the gauge were made the same as our present gauge? Yes; you would have to increase the width of embankments, bridges, and sleepers, and this would very much add to the expense.
515. Your estimate of £2,500 a mile you consider a liberal one? Yes; that is to run the line along the common road, using the bridges.
516. Making an allowance of over £500 for cuttings? Yes, about that, and using the bridges we have at present. In many parts of the country that I have seen you might run a line for hundreds of miles without any cutting. In Riverina for instance.
517. But you think a very light engine, not weighing more than 6 tons, could not be made to carry sufficient for the requirements of the more thinly peopled parts of the country, if the tire of the wheel were made of indiarubber to cause it to take hold? I think one might be constructed by altering the tires and putting on indiarubber tires, but I should not advocate it.
518. It has not been sufficiently tested? No; it has never been tried upon railways, although I have often thought it might be applied to them.
519. At present it has never been used, except on ordinary roads? No. [*The witness drew the section of a tire with indiarubber applied as proposed by him.*]



The idea was suggested to me by the use of indiarubber tires on wheels running on common roads, and I thought something of the kind might be done here.

520. Are there any wheels of this kind in this country? I think not.

521. Any in Queensland? I am not aware. Messrs. Russell & Co. had some photographs of those used on common roads.

522. *Mr. Hoskins.*] You would still have the iron flange? Yes.

523. *Mr. Suttor.*] Seeing that the cost of the best rail is something under £200 a mile more than the 40lbs. rail, do you think it would be worth while to adopt this inferior rail for the sake of saving that amount? There would be the saving not only of the additional cost of rail, but of sleepers, chairs, &c.

524. Taking all into consideration do you not think it would be well to have the best rail, as the difference of cost would be under £200 a mile? It would be far more than that. The price of the 40lbs. rail would be proportionally a little greater than that of the 75lbs.

525. You have said the cost of cuttings and embankments would be more—why should it be greater? Because of the greater width that would be required. 526.

- J. H. Thomas, Esq.
15 Feb., 1870.
526. I am speaking merely of the rail? But if you have a heavy rail you must have chairs in proportion to the rails, and the cost of laying will be greater. There would also be additional cartage and other expenses.
527. But the rail would last longer? No doubt if you have a railway that will cost £20,000 a mile no doubt that will be the best railway, but the question is as to whether the country is in a position to pay for such a rail.
528. Can you say what has been about the cost per mile of the present rail? 75 lbs. to the yard would be about 100 tons to the mile, and the cost about £800.
529. A lighter rail would of course be less, or about £600? Much less than that.
530. That does not include the laying of the rail? No; the best guide in making the calculation would be the present permanent way, and for a yard forward, including the sleepers, chairs, and rails, the cost is about a guinea.
531. *Chairman.*] Do you mean each side? No, a yard forward.
532. Including the laying? No, only the material—the iron.
533. *Mr. Suttor.*] Are the rails taken on the line at the cost of the Government or of the contractor? The Government deliver the rails.
534. How do the contractors get the sleepers along the line? The Government have nothing to do with that. It is the business of the contractors; some get them from one place and some from another, wherever it is most convenient. If they require an engine to procure it they pay the Government for the use of the engine.
535. Where there are two contracts, say No. 1 and No. 2, and the contractors commence their work at the same time—No. 2 contractor has no means of getting sleepers along the line until No. 1 is completed? Generally the permanent way is taken as a separate contract.
536. *Mr. Hoskins.*] How long on an average have the rails used on the Richmond line lasted? We have never had occasion to take them up, except where some extraordinary circumstance has occurred.
537. How long have they been down? Seven or eight years. I found about six or eight months ago that we had no rails in stock in case of accident, and I indented for a supply from England, but it was not in consequence of seeing that the rails were bad.
538. Generally they have lasted well? Generally they have there, but the traffic is very small.
539. What is the average weight of the engines employed upon that line? I suppose these engines weigh 15 or 16 tons.
540. What is the average speed of the trains—they are passenger trains are they not? They combine passengers and goods sometimes.
541. What is their average speed? 13 miles an hour.
542. That would be about 14 miles an hour, including stoppages? Yes. That would be rather fast in some places.
543. What are the most severe gradients on the line? There are some 1 in 40.
544. I must take the liberty of asking you a question respecting the iron supplied to the railway—Can you give the date when you first assumed the duty of Engineer of Existing Lines? On the first occasion?
545. Were you twice appointed? Yes.
546. When were you first appointed? I think in 1859.
547. How long did you remain in that office? Three or four years.
548. Did you leave the service then? No; I went into the Road Department.
549. When did you return to the position of Engineer of Existing Lines? About three years, or three years and a half ago.
550. You filled the office about three years after 1859? Yes; between three and four years.
551. Did you observe this bad railway iron being delivered at the railway, for the service of the public, from 1859, and during the subsequent three years? No; at that time the railway was open only to Campbelltown.
552. Were no iron rails delivered during that time? No; not to me.
553. Extensions were being made, and lines were in course of formation? I had nothing to do with them.
554. Did you see the rails that were being delivered at that time for the extensions beyond Campbelltown? I might see a stack of rails on the ground, or going up the line, but I had nothing to do with them; I never tested them; it was no part of my duty.
555. Can you tell me on what date you assumed the duty of Engineer of Existing Lines the second time? In 1866 or 1867,—I should say three years, or three years and a half ago.
556. Can you tell me how many indents of railway iron were executed or delivered during that time? I had nothing to do with the indenting.
557. You saw the iron delivered? I saw it as it was going up to be used on the extensions; I might see it on the trucks, or anything of that kind, but I never examined it. It was not until I came to see the working of the line that I knew the rails were defective. I have, for instance, picked up a handful of shavings from the rail after a train has passed and have sent them up to the office. You might do the same thing now.
558. You mean after an engine passed? Yes.
559. How long after the road had been opened did you detect these flaws? Just after the opening of the extension to the Weatherboard.
560. Were you, as Engineer for Existing Lines, supplied with rails for replacing rails that had been worn out on the length of line you had charge of—and can you give me an idea of the weight supplied to you in one year? I am not quite certain that I ever had any.
561. You are not certain whether you were supplied with any rails at all? No.
562. You know a portion of the road over which you had charge was relaid during the time you had the office of Engineer? We had a stock of rails for renewals belonging to the permanent way when I took charge.
563. And you did not exhaust the stock? No.
564. The stock you took possession of when you took charge of the line was not exhausted? No.
565. What was the quality of those rails? They were all bad. There has never been a rail upon the line but has been bad; not a rail that I have ever seen.
566. Either those then in use, or those supplied for relaying the road, or those you examined? I did not examine them; I saw them only as they passed on the trucks; in fact I did not take notice of the quality of the iron until I came to see the wear and tear.

567. Did you subsequently, after observing the wreck that had been made of those rails which had been so recently laid down, inspect those you had in stock? I knew they were the same rails, a portion of the same lot, and therefore I had no occasion.

568. How do you account for it that the rails on the Richmond line have lasted so well in comparison with the rails on the main line? There is not the same heavy traffic on the Richmond as on the main line. There are heavy goods train coming down the mountain line, and when they start from Mount Victoria they put down all the breaks, and the whole train slides down all the way; of course, in that case, the wear and tear is enormous, and is widely different from that on the Richmond line.

569. Although there are severe gradients on the Richmond line? Not comparatively.

570. You have told us that you have had some experience on other lines—do you consider that we ever have any heavy trains on our Southern or Western Railway? Yes, for a mountain line like the Western Railway.

571. Have you observed on any other places besides those severe gradients that the rails did not last so long as they ought to do? I have never seen good rails commence to exfoliate so soon. Even upon ordinary lines—from Sydney to Newtown—I have seen the commencement of this exfoliation in plenty of places, and this certainly ought not to have been the case where the line had been so recently relaid. Mr. Mason, who has charge, will tell you the same thing; in fact, he was struck with much surprise to see that when he took charge and went over the line.

572. You account for the rails wearing away so rapidly in consequence of the inferiority of the iron? Yes. I think I have already stated that in one case a stone fell on a rail when it broke into three pieces like glass. No good rail would have done that.

573. During the period of three years, when you were last in the position of Engineer of Existing Lines, how many written reports did you send in to the Commissioner for Railways, in which you represented that the rails supplied were of an inferior description? I cannot tell. There are plenty of reports in my office from inspectors, telling the number of times they have had to turn the rails—whole heaps of them; but I certainly have some objection to writing in about these things. It was a matter that concerned Mr. Whitton and I did not like to interfere, although I have reported to him; in fact, I once took up a handful of these very shavings, laid them upon his table, and told him about the rail breaking. In fact Mr. Whitton has seen that I was correct in what I stated, for he has sent directions home to England that no more shall be purchased from the makers who have hitherto supplied the colony. Mr. Mason, who has charge of the Southern and Western Line, will tell you the same thing—that they are shameful. Orders have also been given not to use these steel-faced rails on the main line.

574. Can you say of your own knowledge, having had some lengthened knowledge of the railway, how long this system of supplying inferior rails has existed? I know it has existed six or seven years.

575. You have no doubt about that? No doubt about it.

576. You do not happen to know whether any report has been sent from any responsible person to the Minister for Works, representing the inferior character of the rails sent from England? I do not.

577. *Mr. Lee.*] In reference to this Richmond Railway, what is the average speed upon that line? I think about fifteen miles an hour, including stoppages.

578. Would the reduction of speed upon our railways generally very much reduce the working expenses? Yes.

579. Would you recommend such a course? We could hardly adopt it now, for people have become accustomed to travel at the present rate.

580. But the cost of working would be very much reduced? Yes, in England they find that by increasing the speed from five to ten miles an hour the working expenses go up enormously. If you notice a railway, when a train is passing along rapidly, you will see that the wear and tear is very great—there is a lateral motion which tears everything up.

581. With reference to the enormous wear and tear you have spoken of upon the Western line, would it not be almost absolutely necessary to reduce the speed there, if that line is to pay? It is very slow now on the mountain line when trains go with goods.

582. Notwithstanding the wear and tear is enormous? Yes; a great number of trucks are coupled together, all the breaks are put down, and they slide down nearly all the way.

583. *Mr. Suttor.*] You allude particularly to the goods trains? Yes.

584. *Mr. Lee.*] In reference to this iron, which you have already stated has been bad during the whole time of the construction of these lines of railway, whose duty was it to examine these rails before they were taken over by Government? The Inspecting Engineer. They are passed and paid for before they come here. Mr. Fowler inspects them, and they are paid for in England upon his inspection.

585. Notwithstanding the fact that it was bad, you did not consider it within your range of duty to make it known? I beg pardon; I have made it known to a number —

586. Not to the Department? Yes, to the Department; I think I can turn up the reports.

587. You have already given your reason for not sending in reports? I did not like to do it too often—not only were the rails bad, but look at our engines—engines have come out that could not be put together—that never had been put together in England. Then, again, we had eighteen carriages sent out that cost over £16,000, that when they came out were all to pieces; the panels were out, and they had to be patched up before they could run. I have made reports over and over again about these things. I advised, with reference to these eighteen carriages, that a board of private gentlemen in Sydney should be appointed to examine and report upon these carriages, and the Minister for Works appointed Mr. Russell, of Messrs. P. N. Russell & Co., and Mr. Robertson, the coach-builder; their report will speak for itself. In fact there is a mass of correspondence of mine, pointing out how badly we had been served, and begging to have these things made in the Colony; and it is through my exertions that rolling stock has been made here.

588. *Mr. Hoskins.*] Have you seen the rails supplied to the owners of coal mines on the Northern line? I never examined them.

589. Have you had no opportunity of inspecting their quality? Never.

590. *Mr. Lee.*] What is the average cost of a locomotive of the first-class? First-class, including all charges, £3,200.

591. For general use would you advocate a cheaper locomotive? For lighter lines.

592. Not for the heavier ones? No, for a 75-lb. rail.

J. H. Thomas,
Esq.
15 Feb., 1870.

- J. H. Thomas, Esq.,
15 Feb., 1870.
593. Nor for any kind of traffic at a reduced speed? I do not think it would be advisable. If it is necessary I can produce a mass of correspondence, pointing out how we have been treated by the English manufacturer; I have said it showed criminal neglect on the part of the inspecting engineer in England to allow such things to pass.
594. *Mr. Onslow.*] In your estimate of this cheap railway you do not include the rolling stock? No.
595. What do you consider would be the cost of the rolling stock? That would depend entirely upon the amount of traffic you had.
596. Could you form no idea from the existing traffic as to what would be the cost of the rolling stock that would be required, say from Albury to Goulburn? The rolling stock would be of a much cheaper description than at present; it would be a lighter rail.
597. Have we at present sufficient rolling stock upon the existing line? Not nearly; to put the Southern and Western line in a proper state we must have 300 trucks more than at present.
598. Could you form any idea how many more would be required if a railway of the same class as the present were extended to Albury? We should want three times the number, because we should have a single line and therefore be compelled to send trucks to the different sidings.
599. Would the engines prove insufficient? Yes; we now want double the present number; there are only thirty engines at present.
600. Have you any idea of the cost of sleepers per hundred? Our sleepers on the existing line of roads we have bought at various prices. I have known them to be as low as 1s. and as high as 4s.
601. Are they all of good quality? All. When I say they have been bought as low as 1s. each I should explain that in that case advantage was taken of a lot that had been left by the contractor.
602. Do you know what wood they are of chiefly? Ironbark.
603. Which wood do you think best? Ironbark, though I should not object to box.
604. Would you anticipate any difficulty in getting sleepers if the railway were extended to Albury? I think not.
605. Ironbark? I think you might obtain some, although it is thinly scattered.
606. Do you think it would be possible to obtain a sufficient quantity of timber to construct a viaduct like that at Menangle? No, you would have great difficulty, as you may cut down three or four trees and not get a good stock of 30 or 40 feet long.
607. You think if anything were to happen to the Menangle viaduct there would be a great difficulty in replacing it as it is? Yes, I think so.
608. *Chairman.*] Are the trucks in use upon the railway here made in this Colony? Yes.
609. They are made cheaper than they could be imported? Yes; in fact all the contracts taken for making the rolling stock here have been in favour of the Colony, that is—taking the cost of the English trucks as put down here, including freight and charges.
610. Can the engines be made in the Colony? Yes, they are being made now.
611. Our people could make them as well? Yes.
612. Have you seen the plan of a locomotive engine that was shown to the Committee by Mr. Lloyd; it is a long engine, with some twelve pairs of wheels—similar to one in use on the railways in the North of France? Yes.
613. Would that description of locomotive suit on the mountain line? I think not. I may say that I have seen Mr. Lloyd's, and that he inspected a drawing of a locomotive that I made; he did not approve of mine and I did not approve of his.
614. His chief objection to yours was, that too much weight was put upon the wheel? That was his objection.
615. *Mr. Hoekins.*] Will you state why such an engine as you have referred to would not answer upon our lines? My objection is, that an engine such as Mr. Lloyd proposes, in consequence of its great wheel-base necessitates a complicated arrangement—and a large number of working parts to admit of its going round the very sharp curves (especially the double or S shape curves) we have on the Western line, the outer rails of which have to be raised some five inches above the inner to enable the engines to travel round them with safety. I, on the contrary, adopted as my model a class of engine that had been found to be best suited for lines with similar gradients and curves in America, Mauritius, and other places, keeping the wheel-base as short, and working parts as simple as possible. It is not an experience gained in making engines in a workshop for ordinary railways, such as they have in Europe, that enables you to judge what is required for a mountain line. You must have seen the difficulties, and had to *work one* before you can give an opinion as to what class of engine is most suitable for such a line as we have.

Richard Moody, Esq., called in and further examined:—

- R. Moody, Esq.,
15 Feb., 1870.
616. *Chairman.*] Have you got with you the returns asked for by the Committee? I have here a return of the gross tonnage of goods for October, November, and December last. (*Handed in. Vide Appendix C 1.*) That I have got out in further detail, showing exactly the tonnage from Sydney to Marulan, Sydney to Goulburn, Sydney to Mount Victoria, and *vice versa*, for each of the months. (*Handed in. Vide Appendix C 2.*) That is independent of the intermediate traffic.
617. When you gave in a similar statement last session I recollect you stated that a very considerable portion of the goods traffic, marked down as going from Sydney to Mount Victoria, consisted of rails and other materials for extensions beyond—Has that been much the case in the last three months? Very little indeed, not worth mentioning.
618. We may look upon this, then, as legitimate traffic? Yes. I have taken out similar information with regard to the through passenger traffic. (*Handed in. Vide Appendix C 3.*) That I have got out in like manner in detail, showing the passenger traffic from Sydney to Goulburn, Sydney to Marulan, Sydney to Bowenfels, and Sydney to Mount Victoria, each month. (*Handed in. Vide Appendix C 4.*)
619. Are these all the returns you have? These are all that are as yet prepared. I am getting out a return to show the tonnage of the various classes of goods; probably in two days more I shall have it in a form sufficient to give one month's information.

620. *Mr. Hoskins.*] How long were you Chief Clerk of the Railway Department? Over twelve years. R. Moody,
Esq.
621. Did you receive reports from the Engineer of Existing Lines at any time during that period, or, if any, how many times, complaining of the quality of the iron in the rails supplied for the permanent way? I had no such reports, nor should I have the custody of them now. I have no recollection of any such report ever having come into my hands—a report of the bad quality of the rails from the Engineer for Existing Lines. 15 Feb., 1870
622. Not from Mr. Thomas? No.
623. Did you never see any such reports? Never to my knowledge.
624. Did you never hear that such reports were sent? No; this is the first I have heard of bad rails having been imported for the permanent way. There were some bad* rails imported by Mr. Whitton for the station yards, and some of these were by mistake taken out of the yard and put on the line, but they were removed as soon as it was discovered. I believe Mr. Thomas complained of the iron in some crank axles.
625. Supposing Mr. Thomas, the Engineer for Existing Lines of Railway, had sent in reports to the Commissioner of Railways, complaining of the quality of the iron in the rails, who would keep those reports? They should have come through my hands, and if such reports were ever made they did come through my hands; but I have not the remotest recollection of anything of the kind. Probably, if you can refresh my memory, I may recall it. My memory is very good.
626. * If any special reports were sent to the Commissioner for Railways, who is the Minister in fact now, respecting the rolling stock, or the management of the railway, they would have been sent to you and kept as a record of the department? Yes.
627. Are there any such records in the department? Not to my knowledge.
628. You are not aware of any records or reports from Mr. Thomas, complaining of the quality of the railway iron supplied for the service of the Government? No. Perhaps I can explain in part what you are pointing to: Mr. Thomas has reported on the bad condition of the permanent way between Sydney and the Junction, and probably that may be what you mean.
629. No, I am asking a general question? I have no knowledge of it; my recollection does not carry me.
630. *Mr. Onslow.*] Can you form any idea as to the future extension of the railway to the southward, to Albury, or Wagga Wagga? I have heard the matter talked over, and I know there is an estimate in the office for the extension to Albury; but I have had no intimation of the provision necessary for rolling stock for that length. It will probably be some five years before such rolling stock will be required, and it would be premature to order it now, as many improvements may possibly be made before then, which it will be desirable to take advantage of.
631. In the returns you have given us the average seems pretty constant. Is there any difference at different times of the year? Yes, there are very great differences. The heaviest traffic as a rule is from October to May, and then it falls off again.
632. Up or down? Both ways, very materially.
633. What do you attribute the increase up to? Chiefly to wool and general produce coming to Sydney at that time of year.
634. I mean up the country—what you would call down? That is generally merchandise going to out-stations by carriers who bring in wool and other produce. There is a very large increase on the current year since we opened to Goulburn.
635. Is there ever now a surplus of rolling stock. Is it unusual for any length of time—at any time of year? None that I am aware of; certainly not. Since I was appointed to the office of Traffic Manager we have been short of every kind of rolling stock.
636. On any days of the year have there been as many as eighteen or twenty carriages lying idle for a week? I should not say that. After the usual requirements of our day's work are supplied we may have fifteen or sixteen carriages on ordinary days that I could detach for a special train; but on Saturdays these carriages are in requisition, so much so that there is scarcely a carriage we could put our hands on on Saturday for any special purpose.
637. Are there any carriages building now in the Colony? A contract has been entered into with Messrs. Russell for various descriptions of rolling stock.
638. Have you any idea of the prices? No; but I am aware that the prices are considerably less than they could be imported for.
639. *Mr. Suttor.*] Do you think the number of trains now running daily could be very much reduced? The Commissioner has sometime had under consideration a reduction in the number of trains, or a revision of the time-table, by which a great saving in mileage could be effected. He did attempt, when the line was opened to Mount Victoria, to revise the time-table to save running, but at that time it was found that under existing arrangements a very small saving could be effected, only about 11,000 miles per annum, which is insignificant. But I believe a saving could be effected to ten times that extent.
640. Do you not think a train running once a day to Bowenfels, and once to Goulburn, each way, would be quite sufficient? Quite sufficient. I stated roughly that a saving of £10,000 per annum could be effected by a revision of the time-table; there is no doubt I am 50 per cent. under the mark. I have no doubt we could save far more than £15,000. That is, supposing the public would be satisfied with one train to Goulburn, and one train to the west, and some alteration of the running of the present trains to the suburbs. Ample accommodation could be provided, and several of the trains could be dispensed with, without interfering with the comfort of the people travelling. The Commissioner has now under consideration some suggestions for that object.
641. *Mr. Lee.*] Reducing the present speed? Reducing the present speed would necessarily enter into the consideration no doubt, because under arrangements for economy it would be necessary to carry the mails by goods trains, which could only travel at much less speed, something like two hours less speed through the journey, but to go direct from Sydney to their destination. If it were necessary provision could be made for taking mail passengers who may book through for the mail, and in like manner to bring mail

* Revised :—Common.

* NOTE (on revision) :—I could not have understood this question aright, as Mr. Thomas has sent to the Commissioner reports on the condition of the rolling stock.—R. MOODY. 19/2/70.

R. Moody, Esq.
15 Feb., 1870. mail passengers from Goulburn or from the Western terminus to Sydney, on production of their mail ticket. But to accommodate all persons who might present themselves would entail just what we are now doing. I have no doubt that by carrying the mail by goods trains, and limiting them to mail passengers through, a very large saving could be effected.

642. *Mr. Suttor.*] Is there any reason why the mails could not go up in the morning instead of the evening? That is a matter entirely for the Post Office. We can either accommodate the mails by the early train, or by the goods train at night; but as the Post Office authorities insist upon a particular hour of delivery we are obliged to work accordingly, although we do not get paid for it. No doubt, even with our present traffic, if we could debit all our earnings we should show a considerable increase upon the revenue proper; for instance, we receive but a share of the cost of the mail train. Then we have various special trains to run for which we carry nothing to our credit. We have all the Members of Parliament to carry for nothing.

643. *Mr. Hoskins.*] Special trains are engaged for parties and paid for I presume? There are governmental trains for the Governor and others run which are not paid for.

644. They are very infrequent—are they not? For the Governor they are not; for the members of the Government there are not many—one I think.

645. *Mr. Lee.*] Does the Governor travel free? He does, either by general or special train.

646. If these trains were charged for an apparent increase would be shown in your returns—but it would be taking money out of one pocket and putting it in the other? But our returns would be increased for something for which we get no credit now. I merely mention this because it is often said that the railways ought to pay better than they do; but of course when all these things are not charged for they can scarcely show what they ought to show.

647. *Chairman.*] What are the earnings per mile, taking the average? I have not worked that out for the current year.

648. For any period? I have nothing before me from which I could take it at present. I could easily ascertain.

649. *Mr. Lee.*] What is your opinion as to the probable result to the railway receipts, supposing the rates were increased? I have no doubt the receipts would be increased pretty nearly in the ratio in which the rates were raised, so long as they were not increased beyond carriers' rates. If they are kept below carriers' rates we shall have the whole traffic; no carrier can compete with us.

650. *Mr. Hoskins.*] Do you think you could increase the tariff for goods without losing any of the present traffic? Yes, I think so. There are some things that would require consideration; agricultural produce for instance we must either carry for next to nothing, or give it up.

651. *Mr. Onslow.*] People could not send it down, except at very low rates? No.

652. *Chairman.*] What were the gross earnings of last year? I have not yet been supplied with that; it has not been worked up. There is one thing, perhaps, that would give the Committee a general idea of the profits arising out of the hay traffic. The hay traffic, as at present conducted, entails the use of a truck for never less than three days, and frequently for four or five, and the entire earnings of the truck for the time thus occupied amount to seldom more than a guinea. I have it on very good authority, from the auctioneers selling hay, that in some cases the returns, after deducting expenses and commission, have left no more than 10d., or even 7d., to the owner. In some instances they have even had to pay for expenses more than their hay has been sold for; so that agricultural produce at present is neither paying us nor the growers.

653. *Mr. Onslow.*] Do you see any way of remedying or obviating that? That I think is a question for the farmers.

654. Does it pay the Government to carry hay at present? No, it does not, because a truck, to pay us, ought to earn every day not less than a guinea.

655. The only people who benefit are those who buy the produce? The persons who chiefly profit by it are the auctioneers.

656. *Mr. Lee.*] Have you at present sufficient trucks for the traffic? At the present time I dare say we could make constant use of at least fifty more day by day. The wood traffic pays well, for the reason that the expense of conducting it is very small. We bring it in in two journeys a day, and it is thrown out of the trucks without much expense; and the trucks therefore earn more money on the average than in any other way. Their trips are very short, and of course they run up and down quickly.

657. Where does the wood come from chiefly? From Fairfield, Riverston, Rooty Hill, and South Creek. On some market days, Tuesdays and Fridays, we have as many as 140 to 150 trucks occupied coming into Sydney with produce, from seventy to eighty of them with hay alone, and these, as I say, occupied for three or four days to our very great loss.

658. *Mr. Suttor.*] Is there no charge for detention? No. On one or two occasions I have enforced it, and have even had to sell the hay to pay the freight.

THURSDAY, 17 FEBRUARY, 1870.

Present:—

MR. MORRICE,
MR. HOSKINS,
MR. ONSLOW,

MR. ALEXANDER,
MR. LORD,
MR. W. SUTTOR.

MR. LEE.

WILLIAM MACLEAY, Esq., IN THE CHAIR.

William Mason, Esq., Member of the Institution of Civil Engineers, called in and examined:—

W. Mason,
Esq., C.E.

17 Feb., 1870.

659. *Chairman.*] You are Chief Assistant Engineer for Railways? Yes.

660. You have been connected with railways for some time? For the last thirty years.

661. In England? In England, before I came here.

662. In any other part of the world? No.

663. You have been making estimates I believe of the probable cost of the extensions now proposed by the Government? I have.

664.

664. Have you been enabled to make minute calculations as to their probable cost? I have made approximate estimates merely, not in minute detail; they are only made on a preliminary survey and section.

W. Mason,
Esq., C.E.

665. Will you state what the estimated cost will be on the different extensions? The total cost of the extension of the southern line from Goulburn to Yass, a distance of 52 miles and 71 chains, is estimated to be £545,255 8s., which is at the rate of £10,312 3s. 2d. per mile; to the north, from Murrurundi to Tamworth, a distance of 58½ miles, a total of £568,110 6s. 2d., or at the rate of £9,711 5s. 9d. per mile; to the west, from Bathurst to Orange, a distance of 44½ miles, total £500,369 15s. 9d., or £11,244 5s. 4d. per mile.

17 Feb., 1870.

666. That estimate is made, I presume, upon the plan of making the railways very much of the same kind as those we have at present? Yes, a continuation of the present description of railway. These are taken at the very lowest possible prices at which the work could be executed.

667. Are there any very heavy cuttings upon these lines? Yes, there are some very heavy cuttings; but as this is only trial work many of the cuttings may be much lightened, and probably some of them avoided altogether, by various modifications of the curves and gradients; and in that way a considerable saving might be made.

668. Are there any very heavy gradients? Nothing steeper than 1 in 50 on the Southern and Western, and 1 in 30 on the Northern extensions.

669. As regards the Western extension to Orange, the line must be a very circuitous one? Yes, the line is rather circuitous.

670. Is that in order to avoid the worst country? Yes; the country in a direct line between Bathurst and Orange is impracticable. It is practicable to a certain point, but beyond that point it becomes so broken as to be impracticable; besides which, a line made in that direction would be of very little use, excepting to Orange.

671. I suppose the line goes in the direction of Carcoar? Yes.

672. Could these railways not be made at a less cost than you have named? They might be made at a less cost. The permanent way might be lightened; we might do probably with a lighter rail, say of about 60 lbs. to 65 lbs. to the yard. The rail now in use is 75 lbs. to the yard. I have made an estimate of the cost of the permanent way with 60 lbs. rail; I make the cost of that to be £2,686 13s. per mile. The present permanent way, with a 75 lbs. rail, taking the price at about the average paid for permanent way materials in London, would cost £3,781 12s. per mile. That is about as low as the present description of permanent way could be done for. This does not include any cuttings, but simply the permanent way.

673. Do you think 60 lbs. rails could be substituted for the other without any risk—without increased danger? The rail of course is not so strong as the other; but by placing the sleepers nearer together, instead of three feet apart from centre to centre as at present, and so reducing the bearing, the rail would be strengthened, and a weaker rail would carry the same weight.

674. *Mr. Lord.*] That would necessitate an increased expenditure for sleepers? Of course. The estimate I have given is for 60 lbs. rails with three feet bearings—the present arrangement. Such a line might be worked with lighter engines, lighter rolling stock, and everything lighter altogether.

675. *Mr. Morrice.*] Then they would not be able to carry so much weight? No.

676. *Chairman.*] You think lighter locomotives would require to be used with a 60 lbs. rail? Yes, lighter locomotives might be used. The extra sleepers required on the permanent way would not add greatly to the expense. Possibly the cost of these might be cheapened still by using any description of timber that might be found available and adapted to the purpose; the description used now is the best class of ironbark sleepers, squared, each 9 feet long, 10 in. by 5 in., and consequently are more expensive. I should use any description of timber that I found adapted for the purpose. Another saving might be made in the fencing,—by adopting the same course, using any description of timber; the timber now used for fencing is chiefly ironbark.

677. What could the cost of a railway be brought down to by adopting these changes? I must observe that £8 19s. per ton is about the average price paid in 1866 and 1867 for 75 lbs. rails, but I take the 60 lbs. rails at the lowest price, £6 10s., for which I think it probable they might be furnished.

678. *Mr. Lord.*] What would be the saving on using the 60 lbs. rail instead of the 75 lbs. rail? The difference would be about £1,100 per mile in the permanent way.

679. What would be the saving on using other descriptions of timber? That would depend upon the locality. In some districts there might be timber suitable for the purpose; in others it might have to be brought 8, 10, or 15 miles; but generally speaking, by using any description of timber that was suitable—for instance, box, blue or red gum, or any that had not to be brought a long way, a considerable reduction in the cost of timber might be made.

680. *Chairman.*] You are acquainted, I believe, with the Queensland railways? Yes; I have made an inspection of the Queensland railways. I was called upon by the Queensland Government to examine and report upon them.

681. They have adopted a narrower gauge than ours? Yes, a gauge of 3ft. 6in.

682. Are their railways all of one description? Yes, they are all the same gauge.

683. What is the cost of their railway per mile? The cost of one portion—from Ipswich to Toowoomba, 79 or 80 miles—was upwards of £15,000 per mile; beyond Toowoomba—to Dalby and Warwick—I think it cost from £6,000 to £7,000 per mile.

684. Then they have not gained much, in cheapening their railway, by adopting the narrow gauge? No.

685. What is the speed? About 20 miles an hour, over ordinary gradients; and over the main range about 12 miles. They use curves of 5 chains radius.

686. What sort of railway is this Queensland railway—do you look upon it as a useful and good kind of line? I think it would have answered the purpose of Queensland very well for several years, had it been constructed as it might have been, at a fair and reasonable cost; but the prices there were so excessively extravagant as to be to a great extent the cause of its costing more than it ought to have done. A 3ft. 6in. gauge is unquestionably cheaper in the earthwork.

687. Is it as safe? Yes at 20 miles, or even 30 miles an hour, it is perfectly safe; not of course over 5 chains curves.

688. It is a single line? Yes.

689. Have you ever seen any of the very cheap narrow gauge lines that are in use now in some parts of the world? Do you mean tramways?

690.

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690. Tramways or railways? They are generally termed tramways with a less gauge than 4ft. 8½in. I have seen them of all descriptions of gauge, from 2ft. up to 4ft. 8½in. They are made of every description in England, according to circumstances.
691. Are they made at a very small cost? Yes. Of course they are of a very temporary nature, merely for horse traction. In some cases they use horse traction, having stationary engines! on steep inclines. The lines for horse traction are generally level or nearly so, and made circuitous to avoid any great amount of earthwork, cuttings, or bridges.
692. I suppose where horse traction is used it is generally in cases where the traffic is light? Yes. They commence with horse traction, and immediately they find the traffic is sufficient to justify putting on an engine they reconstruct the permanent way, and use a certain class of engine. Some of these lines have been taken up and relaid on the 4ft. 8½in. gauge—for instance, in some of Earl Fitzwilliams' colliery lines in South Yorkshire—so that they could run the trucks direct from the railway to the pit. They find it more economical to do that where the traffic is large.
693. In a thinly-peopled country, where the amount of goods to be carried would not exceed (say) 5,000 tons a year, what kind of road would you, as an engineer, recommend? It would depend entirely on circumstances—where this line was. If it was to be an independent line a certain description of line might suffice for the traffic; but if it were a continuation of the present lines it ought not materially to differ from them, for if a different description of line were made, or there were a difference in gauge, all goods would have to be transhipped at the present termini, which would be a consideration of great importance. I think possibly a line might be constructed for £8,000 a mile, from Goulburn in any direction to the south, as far as I have been, of a similar description to the present line, by modifying the permanent way, fences, bridges—in fact everything about it.
694. Supposing that it is absolutely necessary to change the gauge—that we cannot get a cheap enough line without changing the gauge—what would you recommend? I should not recommend anything less than 3ft. 6in. gauge; but certainly, as a main line, I would not recommend that. I would recommend that the present gauge should be continued, even if of a lighter description. To break the gauge would cause the transhipment of all goods, and that would be a very serious matter. That was the cause of the mixed gauge being put down in England.
695. Are you aware that even up to Goulburn and Bathurst, we will say, the traffic never can pay anything like interest on the cost of constructing the railway? I imagine not.
696. And every mile we go beyond it will pay less? Certainly.
697. Under these circumstances, if we cannot afford to have these very good railways, it still is necessary for us that we should have some sort of roads—what do you think would be the best description of road that we could afford to have? It depends upon what the Colony can afford.
698. Say that 5,000 tons annually would be the full amount of traffic on the road, that of course would not pay for a railway, but might answer for a road as cheap as a horse tramway or a macadamised road? A 3 feet 6 inch gauge would be quite sufficient for that.
699. You think that ought to be the narrowest? I think it should not be less than 3 feet 6 inches, but it should not be constructed for horses—not a main line; any branch railways might be, but anything in the shape of a main line I would construct for steam traction.
700. We must look upon them all as branch lines if we cannot afford to go on with the trunk? If we look upon these as branch lines they might be constructed of any gauge found suitable; 3 feet 6 inches for such an amount of traffic as you name would no doubt be ample.
701. What would be the cost of a railway in the districts we have been speaking of—you have an idea of the country—with a light rail, and engines not exceeding 12 tons? 12 tons would be very light. You could not have an engine, to be of any great and effective service, of less than 16 to 20 tons; that could be put upon a rail of 60lbs. The Queensland engines and tender weigh about 22½ tons, and are put upon a 40lbs. rail, but the rail is too light; it causes considerable buckling in that way, and adds to the expense of repairs.
702. Then after all, this very inferior kind of railway, with a narrow gauge and light rails, would still cost £5,000 or £6,000 a mile? It would possibly cost more than that. It is chiefly in the earthwork the saving is made in adopting a narrow gauge; a little would be saved in the bridges, but the earthwork is the principal thing. The cuttings would be from 11 to 13 feet wide instead of 18 feet, which the present railways are. That is of course a great saving in excavation, where the excavations are heavy, but where the excavation runs light the difference is not so great.
703. Then there would be very little saving upon the whole? There would not be a great saving upon a 3 feet 6 inch gauge as compared with one of 4 feet 8½ inches. I made an estimate of it in my report to the Queensland Government, if you will allow me to refer to it. I was not able to obtain the necessary information as to the quantities that had been excavated on the Queensland line, but I took them from a length of 13 miles over a heavy part of the country on the Southern line in New South Wales, and I find that for the 4 feet 8½ inch gauge, 53,084 cubic yards of excavation, at 3s. 8d. per yard, gave £9,732 1s. 4d.; for the 3 feet 6 inch gauge 45,417 cubic yards cost, at the same price, £8,326 9s., making a difference in quantity of 7,667 yards, and in cost, £1,405 12s. 4d.
704. Where the traffic is considerable I presume steam-power is cheapest? No doubt; that has been proved beyond doubt.
705. But where the traffic is very light indeed I should fancy horse power would be the cheapest? Yes, up to a certain point no doubt.
706. I suppose it is very difficult to calculate what that point is? That becomes a matter of scientific inquiry where to draw the line—that is, where one is cheaper than the other.
707. It is calculated, is it not, that a horse will draw as much on a rail, as eight horses on a macadamised road, on a level? An average description of horse will draw from six to eight times as much.
708. That power is considerably decreased proportionately on a gradient, owing to the increase of gravity? Yes.
709. What is a horse's power equal to, on a gradient of 1 in 20 on a rail? About 1½ ton.
710. Would not a light rail laid upon sleepers—a light horse tramway laid along the sides of our present roads—be a very great improvement on our present system of roads? I am afraid not. In the first place, for the tramway to be of any use you would be compelled to keep up a good road for the horses to travel on.
711. Are you not compelled to do that with a macadamised road? Yes, of course, but for a tramway you will

will have to maintain continually in the centre of the track a good macadamised road ; that in itself must be an expensive matter.

712. In the one case you will have to keep up a road of three feet wide—in the other a road of twenty feet or more ? Yes, perhaps thirty.

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713. In the one case would you not have the wear and tear of eight horses and the wheels behind them to set against the wear and tear of one horse's feet in the other case ? Undoubtedly ; but the common roads can be used by all classes of vehicles—the tramway by one only ; besides, you would require to have frequent sidings laid down by which vehicles could pass. Many of our present roads are on very steep inclines, ranging from 1 in 8 upwards, and consequently would be very difficult to travel upon.

714. I presume these heavy gradients could always be avoided by increasing the length of the line ? Yes, by making a detour you could make a level line. That is the way they are made in England ; instead of coming in a direct line from the pits to the railway they come by a very circuitous route, making a detour of one or two miles to obtain a level line.

715. What do we pay for our rails here—75 lbs. to the yard ? I am not aware what we have been paying lately, but there are some prices stated in a printed paper I hold in my hand to have been paid in 1859-60-61-62, and 63. Up to that date the prices paid varied according to the fluctuations of the market. The prices herein quoted as paid per ton in London, at the abovenamed dates, vary from £6 18s. 9d. to £9 10s., the average of the whole being £8 0s. 8d. per ton for the iron rails.

716. Is that a high price ? Yes, that appears to me to be a very high price.

717. Have you observed that the price paid for rails here was somewhat over the market price in London at the time ? I observe that lower prices are quoted from the Economist, at the various dates, varying from £5 to £7 per ton, the average of the whole being £6 6s. 8d. per ton.

718. Then we have been paying as a rule remarkably high prices ? The rails that have been obtained from England are supposed to be of a different class from those quoted in the Economist ; whether it is so or not I am not able to say.

719. Are the rails sent out here of a very superior character ? Some of the rails are not of a very superior character.

720. Have you found any of them bad ? Yes, there are some of the rails that are not of first class quality.

721. Could you call them positively bad ? Yes.

722. Unfit for use ? They are such rails as I should not recommend to be used.

723. How long has this been the case ? I speak more particularly of the length that has been laid down recently from Marulan to Goulburn ; the rails on that are particularly bad ; and on the west they appear of very indifferent quality.

724. They wear very quickly ? Yes.

725. Were there not some steel rails imported lately ? Not recently. Some steel-faced rails were imported some considerable time ago—several years ago.

726. Have any of them been used ? None of them have been used by me for running passenger trains over.

727. Is that on account of the badness of their quality ? They are not suitable for the main line ; they were, I understand, obtained only for sidings.

728. You think we could really get a better description of rail at a cheaper rate, and thereby considerably reduce the cost of the railway ? Yes, it would make a considerable difference in the cost ; the cost of materials in London is an important item in the expense of the permanent way.

729. What difference would it make, taking it at £2 a ton ? That would make about £235 per mile.

730. How do you account for the circumstance of our being so ill supplied with rails from London ? I cannot account for it. They are inspected by Mr. Fowler. I am not able to say what is the reason of it.

731. Upon his inspection they are at once taken ? Yes, they are inspected by him and shipped after they have been passed by him.

732. In what way is it possible to avoid this sort of thing for the future ? That might be very easily avoided by having no one whatever to inspect the rails in England, but make the manufacturers responsible. If a person is there to inspect the rails, and the manufacturer can by any chance put in a bad rail, it is his interest to do so, and it is quite possible he may do it. If the rails are once passed by the inspector, he (the manufacturer) considers himself no longer responsible ; but if the manufacturer is held responsible for the rails landed here he will take care that none but good rails are sent out.

733. Is the inspector paid ? He is paid 1 per cent. on rails, and 2½ on rolling stock.

734. Then by not having an inspector at all in England we should save money and get a better article ? Yes, I think so.

735. *Mr. Hoskins.*] You would suggest that the manufacturer should be held responsible till the Government took delivery in the colony ? Yes, until the Government took delivery and tested the rails in the colony.

736. *Chairman.*] Have you ever had any rails made here, at the Fitzroy Iron Mines ? No. I think there was an attempt made to roll rails, but it failed.

737. *Mr. Suttor.*] Do you not think most of the iron manufacturers in England could get agents here, and have the rails imported at a certain price, subject to approval ? Yes. If the manufacturer is held responsible he will take care to send out a good article, especially if so much is kept in hand on account of them.

738. *Mr. Alexander.*] Are there not factories in England that are famous for the superiority of their iron ? The whole of the iron manufacturers could roll good rails ; there is no difficulty about it.

739. Are there none specially famous ? None particularly. There are several companies noted for doing an extensive business in that way ; but they are all equally competent to do the work. If tenders were invited from each party to state what description of rail they would roll, and to state what this rail was capable of as a test, I have no doubt the best description of rail would be got. The manufacturer would be certain to take every care and not send out any bad rails, as it would be a dead loss to him to do so.

740. What is the highest price quoted from the Economist, in the paper you have just referred to ? The highest is £7—the lowest £5.

741. What iron is that ? The usual description I take it to be—such as is used in the manufacture of good commercial rails.

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742. Is it Welsh or English? This is the description of iron from which rails are generally rolled for use in England. I take this to be the quotation of prices ruling in England, at the time, of the rails that are used in England, and therefore they must be of good average quality, otherwise they would never be used, and therefore never be quoted.

743. Have you any experience in the value of general bar iron? I have no particular experience in the value of bar iron.

744. Which iron do you consider should be cheapest—bar iron of different sizes, or this sort suited for railways? The iron from which rails are rolled is compounded of various qualities of iron. Each manufacturer has his own specification for using. Some use one description, some another. The object is to obtain stiffness in the rails, at the same time with strength and hardness. Solid steel rails are very expensive; but if you obtain such they will last considerably longer than the ordinary iron rails, under the ordinary wear and tear of traffic.

745. BBH iron is considered the best iron that comes here—that is invoiced, general sizes, at from £7 to £7 10s. per ton—would that not be more expensive iron than the iron from which rails are made? The manufacturers would not use that alone, but in conjunction with other iron. They mix certain descriptions of ore for making this railway iron. I have no doubt that rails might be obtained for about the prices stated in the Economist.

746. *Mr. Morrice.*] How do you account for the iron which is now used being much worse than the iron formerly used? Because it is being composed of an inferior material. I give you an instance: From Parramatta Junction to Liverpool the rails are of the same form, "double headed," as those from Marulan to Goulburn; they have been down about fourteen years, and all the traffic has gone over them for that period, yet hardly any of them are touched; whereas the rails on the extension from Marulan to Goulburn, which have only been down about eight months, show strong signs of wear. Some of them have had to be turned already, and others show very great signs of wear.

747. What I mean is this: How do you account for one wearing so much more than the other? One must be an inferior description of material to the other.

748. Is it through a difference in the prices? I am not aware what prices are now paid, but I have always understood that. They are all supposed to be a first class rail, and paid for as such; a good price is given for a first class material.

749. Both the later ones and the former ones? Yes, both. I am not aware what price was paid for those on the Liverpool line, but they are undoubtedly first class material.

750. Sometime ago there was some Parliamentary inquiry? Yes, I remember some question about them once before.

751. About the rails that were used formerly? It referred to the rails that were being shipped for the extensions beyond Liverpool towards Goulburn, and beyond Parramatta towards Bathurst. They came out in various shipments, just as they were required.

752. The inferiority was not on account of their being a cheaper rail? No, I am not aware of their being had cheaper. I have always understood that the best price was paid for the best quality of rail.

753. Do you not think the Fitz Roy iron would wear longer than the rails used now? I could not say; I have had no experience of that iron.

754. Do you not think that if we were to go on with one line at once, instead of going on simultaneously with the three—concentrate all the labour upon one—we should get our line done much cheaper? I do not think that would make any difference.

755. You think there is labour enough in the Colony to go on with all? Yes, I think labour would be found for all.

756. Speaking about the fencing of the railway lines—do you not think that if good saplings were put in, instead of split timber, it would answer the purpose, and be much cheaper? Yes, quite as well; and the posts might be pointed and driven with a small hand "ringing" engine. A fence could be made of a good strong rough character, sufficient to answer the purpose of the present fence, probably at about half the cost.

757. Do you not think that—without confining ourselves to ironbark—box, blue-gum, grey-gum, red-gum, water-gum, and stringybark, would all answer for sleepers? They would do, but none of them are so suitable for sleepers as ironbark.

758. Still these are all durable timbers? Yes. We find they are more durable in some districts than in others. Stringybark in some districts can hardly be called stringybark; it is a different timber altogether—a very inferior kind. It is the same with ironbark, the quality varies according to the district in which it is grown.

759. Do you not think that if all these timbers were used you would get sleepers much cheaper and more readily? Yes, no doubt. You would then be able to use the timber of the district, if there was any that was suitable for the purpose, and, not having a great lead upon it, it would be much cheaper.

760. *Mr. Hoskins.*] Are there many rails in stock now? Not many. There are some steel-faced rails in stock. Speaking generally, I think there are no more rails in stock than what are sufficient for the extensions from Bowenfels to Bathurst, and from Muswellbrook to Murrurundi; in fact some of these have not yet arrived in the Colony.

761. Have you inspected the rails that are in stock? No, I have nothing to do with inspecting the rails in stock. My remarks only apply to those that have been laid down.

762. You cannot say whether the rails in stock are of the same description as those of which you complain, between Marulan and Goulburn? They are all of the same form; the steel-faced rails appear to me not to be of first-class material.

763. You have no reason to believe that the rails in stock, intended for the extensions, are superior to those recently laid down? I am not aware of their quality.

764. When did you first observe that the rails laid down were inferior? I took charge of the maintenance of these lines on the 3rd June last. I went through the whole of the lines, west and south, and made a thorough inspection of the whole of the works, permanent way, and everything else, and it was then I observed the bad quality of the rails I have spoken of.

765. Have you inspected the rails on the Northern line? No, I have nothing to do with the Northern line.

766. Where did you observe that the inferior description of rails laid down on the Southern and Western lines commenced—on what part were they commenced to be laid down? On the line from Liverpool to Campbelltown the rails are not of very first-class quality, but are tolerably good; they get gradually worse all the way to Goulburn.

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767. *Mr. Onslow.*] I have always understood that the rails about Menangle and Picton are as good as any in the country? They appear to be of a better class than those on the Goulburn extension.

768. They have never been replaced—have they? Some of them have been turned. With the traffic over that line it should not be necessary to turn a first-class rail for several years.

769. *Mr. Hoskins.*] However, from Campbelltown South you remark that the rails are inferior to those laid down from Sydney to Liverpool? I think from Liverpool to Campbelltown they are inferior to those from Parramatta to Liverpool; and, taking the latter as a standard of comparison, the rails from Liverpool to Campbelltown are not so good; from Campbelltown to Picton they are of about similar quality, but not so good as those on the Liverpool line; and as you get nearer to Goulburn they get worse. Rails laid down so short a time as six or eight months ought not to show the signs of wear these rails show. That is what I judge from; I have not tested any of these rails. From that alone it is plain to be seen that they are not first-class rails.

770. Do you not think that is the best test—wear and tear? Yes.

771. How far on the Western line have these inferior rails commenced? I could hardly say. From Penrith over the mountains the wear and tear is greater, on account of the steeper gradients and smaller curves. Some are better than others, according to the manufacturers they have come from. I have made a report on these rails, with the manufacturers' names attached, and the particulars of them, which is in the office.

772. Having regard to the necessarily increased wear and tear upon the Mountain road, do you consider the rails supplied generally from Penrith to Bowenfels are equal in quality to those from Penrith to Sydney? I should not think so. From Parramatta to Sydney I may mention the rails have been recently relaid, the double-headed rail having been substituted for the Barlow rail.

773. Say from Penrith to Parramatta—do you think the rails on recent extensions over the Mountain road are equal? From Penrith to Parramatta they appear to be of better quality than over the mountains; but there is a difficulty in coming to any decided comparison, because an allowance must be made for extra wear and tear on the mountains beyond Penrith; I should, however, take them to be of a better class from Parramatta to Penrith, allowing for increased wear.

774. Having regard to the price paid for the rails—do you consider the Colony has been generally well served in the description of rails supplied? That is a question I should hardly be justified in replying to. As I understand the inspection of these rails has been entrusted to a first-class engineer it would not be professional etiquette to give an opinion without being specially requested to do so.

775. I apprehend you have seen some of the coal pit lines in England worked by locomotive power? There were not many worked by locomotive power when I was in England, thirteen years ago.

776. There are some? Yes; for instance, Earl Fitzwilliams' are worked by the Railway Company's engines on the branch lines just the same as on the ordinary lines.

777. Could you give us a rough approximation to the difference in cost per mile between the main lines on which these trucks are worked and these branch coal pit lines? They are very various in cost—some are only 2-feet gauge; some are laid down with strips of iron, some merely with wooden rails in place of iron—longitudinal sleepers; other have a piece of iron along the edge of the wooden longitudinal sleepers.

778. Are these worked with locomotive power? No; horse-power.

779. Have you ever seen tramways, worked by locomotive power, with simply a flat bar of iron for a rail? No.

780. You know the Newcastle Coal and Copper Company's line from the pits to the staiths—you remember that used to be worked by horse traction, but is now worked by locomotive power? Yes.

781. Can you say whether any improvement has been made in the condition of the permanent way? I am not aware.

782. Then the Australian Agricultural Company's line? I do not know the present state of any of these lines.

783. In all cases where locomotive traction has been substituted for horse traction, have you observed that the character of the permanent way has always been improved? They have generally found that they have been obliged to keep up a certain description of permanent way suitable for the traffic. Owners of collieries generally contrive to be at no more expense than is necessary for the traffic, and therefore they adopt locomotive or horse power just as the case requires.

784. Speed is an important element to be considered in the construction of railways? Yes.

785. Do you not think that, if we reduced the maximum speed for passengers to 12 miles an hour, and for goods to 6 miles, we could run 12-ton engines with light carriages and goods wagons on 40lbs. rails? Yes, you might run even heavier engines; it would depend upon the bearing of the sleepers. I presume you mean with the ordinary bearing. They are using 22-ton engines, including tender, on 40lbs. rails in Queensland, but, as I before observed, it cripples the rails.

786. They run 20 miles an hour? 20 miles on some portions, and 12 on others; but that makes very little difference to the bearing of the rails—they have the same weight to carry.

787. If the weight is propelled at a high velocity is it not more injurious to the rail? Yes; it is more injurious in the wear of the rail, but makes little difference to the weight. It is only the same weight passing over more quickly. I have tried that in testing bridges, and found no difference whatever at a high velocity or a dead weight on the bridge; both give the same amount of deflection; and the same must hold good with the bearing of a rail.

788. I infer that 12-ton engines, at a speed of 12 miles an hour for passengers and 6 miles for goods, with a 40lbs. rail, could be used with no more sleepers than at present? Yes; with a bearing of about 2ft. 10in.

789. What is the average cost of fencing our railways? I could not say what the average cost is—possibly from £160 to £165 per mile.

790. Are not these coal-pit lines in England, where locomotives are used, unenclosed, although in densely-populated neighbourhoods? Yes.

791. Do you not think that from our various terminal points, to which reference has been made, we might dispense with fencing? I think not, where passengers are concerned; it is much safer, in fact necessary to have fencing.

792.

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792. Even if the trains travel no faster than 12 miles an hour? There is not great danger in that, but there would be in travelling by night at any speed; cattle might stray on to the line, and throw a train off. In the day-time it might do.
793. I presume you are aware that there are about 30,000 miles of railway in America? Yes, I have heard so.
794. And that nearly all their lines are unenclosed? Yes; they ring a bell on the engine, I believe.
795. Our difficulty is, that we want to penetrate certain parts of the country with a better means of communication than our existing roads, which are generally only mud roads—can you devise any better system? There is nothing better than the railway system for penetrating the country at a fair and reasonable cost.
796. *Mr. Lee.*] At the present cost would you recommend that? No.
797. *Mr. Hoskins.*] Do you not think we might have a much cheaper description of bridge or viaduct than we have on our present lines—elaborate stone viaducts? Yes, I think so.
798. What would you suggest—iron or wood? I would use as little wood as possible; I would have brick or stone wherever possible; and then there is little or no expense for repairs—no white ant to look for and no painting required.
799. Would not iron be cheaper than brick or stone? In some cases it would, but it requires painting every two or three years.
800. Our borrowing power is limited; we want to reach certain parts of the country with better means of communication than the existing roads—would you, having regard to these obstacles, recommend the construction of a cheap locomotive line? I would recommend the construction of a cheaper locomotive line than the present lines. Everything might be cheapened upon the present lines.
801. Do you think you could give us a locomotive railway for £5,000 a mile? No, I am afraid not—not a main line—not in any direction from Goulburn, south.
802. Not with a 40 lbs. rail? Not for £5,000 a mile.
803. In reply to the Chairman you said that branch lines of railway might be constructed cheaply—will you describe what you mean by branch lines? Tramways might be laid down of a similar kind to those laid down from coal works in England.
804. Supposing we thought that they would answer for even what are termed main lines, what kind of lines would they be? You could have them of a description sufficient to meet the requirements of the traffic. You might make them with a 3ft. 6in. gauge, or a 3ft. gauge, or even less than that, if necessary.
805. And what weight of rail? You might use a very light rail—about 25 to 30 lbs. to the yard.
806. And use a light locomotive? No, I mean for horse traction.
807. *Mr. Lord.*] The estimates you have given us for extensions I suppose are official? Yes.
808. Have you been over the extension from Bathurst to Orange? No.
809. You do not know anything of it? Only from the surveys.
810. Do you know the distance by the road? I do not.
811. Who prepared the estimate per mile for these extensions? I have made out the estimates for these extensions.
812. And yet you do not know the line from Bathurst to Orange? I have not been over it; I have had surveyors there who have furnished me with all the information I required for making estimates.
813. What is the reason of the cost of the line from Bathurst to Orange being so much greater than the extension from Goulburn to Yass? There are greater earthworks, more excavation in the Western District than in the South—more culverts, more level crossings, and more station buildings, but less viaducts and bridges; but the chief item of difference is in the tunnel, there being no tunnel on the proposed extension to Yass. These estimates are only an approximation. In laying out the line the quantities upon which they are based can be considerably reduced by certain modifications of the gradients and curves. There is no gradient shown on the surveys steeper than 1 in 50, and the curves are not less than 30 chains radii.
814. Is it not the fact that on one portion of this line from Bathurst to Orange there are 5 miles of dead level? I am not aware—I have not the sections with me.*
815. And yet you say you have calculated what the line will cost? Yes.
816. Is it not necessary for you to know the difficulties? There are no engineering difficulties in these extensions.
817. You said just now that a portion of that line was impracticable? In a direct line the country is impracticable, and that accounts for the extra length of the line. The object of these general surveys is to ascertain the shortest route, with the easiest works, the best gradients, and at the least cost. We survey generally several routes—take several trials, according to the country; sometimes three, four, five, six, or even a dozen trial surveys are necessary.
818. I want to arrive at the reason why the extension to Orange is to cost more than the extension from Goulburn to Yass? On account of the difference in works. The quantities of each kind of work are taken from the sections, and the same prices are applied. There is a larger amount of work on the Western line than there is on the Southern. That is how the differences arise.
819. Are you aware that Mr. Whitton said it could be done for £9,000 a mile? I am not aware of it. The earthworks on the line from Murrurundi to Tamworth amount to £4,086 per mile; on the Southern line £4,920, and on the Western line £4,961; the bridges and viaducts on the Northern line, £107 per mile; on the Southern line £865 per mile; and on the Western line £44 per mile. The difference in cost is owing to the difference in these items, as well as to the tunnel. Some of the larger creeks require a different description of bridge.
820. I want to show that the line from Bathurst to Orange is a peculiarly simple line, and yet you make it cost more? These quantities are taken from the sections which show exactly what the country is. It may be very deceptive to the eye; to level it is the only way of testing it.
821. It does not follow that the cost will be what you state? No, it may be much less.
822. *Mr. Alexander.*] Or much more? It may be a little more, but I do not think so.

823.

*NOTE (on revision) :—On referring to the sections I find there is none of the district traversed by the proposed line that can be termed a dead level; over King's Plains there is a length of 2½ miles of level line, but the country is not a dead level. From Bathurst to Orange, 16½ miles, would be on the level, and the remaining 28 miles on gradients of various inclinations.

823. *Mr. Lee.*] Are you aware how long the Barlow rails were in use on the line between Sydney and Parramatta? Since the opening of the line on September 26th, 1855. We are just taking up the last of them.
824. They have shown signs of wear for some years? Yes, they are worn to the last thread.
825. Is that line being relaid with rails of a similar character to those you have described? Yes, of a similar kind or form.
826. Are you aware of the cost of relaying it? I am not at present; it is not quite completed.
827. Being relaid with this inferior rail, what time do you suppose these rails will wear without showing wear and tear? I am not aware that they are inferior—they may be of first class quality.
828. I thought you said they were of the same description of rails as those which showed signs of wear in six or eight months? I said they were of the same form. I have had no experience of those that are now being used to relay the Parramatta Line, and therefore cannot speak as to their quality.
829. Are you aware of the price paid for these inferior rails? I am not.
830. You do not know what they have cost the country? No.
831. If the price of a superior rail has been paid, would you consider that the Colony has received value for its money? I could not say.
832. You say you have made an examination of the Southern Line, and you have found it laid with an inferior rail, getting worse from Liverpool to Goulburn, and you have told us that the same quality of rail has been used for relaying the line from Sydney to Parramatta? I say the same form of rail, double-headed—not the same quality—I am not aware what the quality is. These rails were ordered for the extensions, and not being immediately required for them, they are being used for relaying the Parramatta Line.
833. If the full price of a superior rail has been paid for this inferior rail, getting worse from Liverpool to Goulburn, has the Colony received value? I cannot call it a first class rail. As to the Colony receiving full value, I could not say. I know nothing of the price that has been paid, beyond what I have already stated. I merely know that the rails of which I have spoken are not, in my opinion, of first class material.
834. Does that apply to those imported recently? I am not aware what is the quality of those imported recently; I have only spoken of those recently laid on the extension to Goulburn, that have come under my notice.
835. What is the lightest rail for locomotive use you would recommend for extensions? Not less than 60 lbs. to the yard.
836. What would be the cost of a line with a 60-lb. rail and corresponding lightness of locomotive, reducing the expense of fencing by adopting another kind of fence? I should think about £8,000 a mile.
837. What rate of speed would you estimate we should obtain on such a line? From 18 to 20 miles an hour.
838. Are you of opinion that that is sufficient for all purposes beyond the present termini? I think so.
839. *Commander Onslow.*] Do you think the price of ironbark for sleepers is increasing considerably? Yes.
840. Do you know if the Government have made any special reservations on Crown Lands, for timber? I do not.
841. Do you think it ought to be done? I think it would be advisable.
842. You have taken the average cost of excavation at 3s. 8d. per cubic yard? That was the comparative cost on the Queensland railways and on the Southern Line here for a certain length. I do not know what the average cost would be on the whole of these lines.
843. Do you know what it is in England? It generally ranges about one-third what it is here. A navy gets 2s. 3d. or 2s. 6d. a day there, and 7s. here. I have had work done in England as low as 8½d. per cubic yard.
844. Do you know if contractors here have ever tendered below the estimated cost of the lines? Yes, in some instances, but I do not know of many contracts that have been executed under the estimates.
845. In the approaches, both to the Menangle and Penrith Bridges, there is a great quantity of wood? Yes.
846. Would not earthwork be cheaper? Yes, in this instance; but it would not do, on account of the floods. At Penrith it was at first proposed to carry the line on a lower level, and part of the embankment was formed at the Sydney end for 5 or 6 chains, but a heavy flood came and showed that the bridge was not high enough, and it was altered in consequence.
847. Are there any rivers or creeks subject to flood on the extensions for which you have made estimates? Not high floods—nothing like Menangle and Penrith.
848. Will it be necessary to have wooden approaches to any of them? Wooden viaducts will have to be used in some cases, and brick piers or iron cylinders in others, as may be best adapted to the place to be crossed. There might be places where we could not drive piles, and therefore we should have to put down piers of masonry or brickwork.
849. Can you give any idea of the difference in cost between woodwork and embankment? Embankment will be more costly if you get into a large bank, but where the cutting is close by and you have a short lead, earthwork is cheaper than a viaduct up to a certain height of embankment.
850. *Chairman.*] In the event of Parliament voting the money for these extensions, how long would it take to complete the working surveys ready for calling for tenders? That would depend upon whether we put a large force on each of the extensions. They might be got ready in six or eight months; but a portion might be got ready in less time; for instance, tenders might be called for, for the first 20 miles, in three months.
851. Do you know anything of the road steamer—Mr. Thomson, I believe, is the inventor of it—The wheels have an India-rubber tire? I have read some account of it, but I have not seen it.
852. Are there none in this country? No.
853. Are there any in Queensland? Not that I am aware of.
854. All you know about it is just what you have read? Yes, just paragraphs in the paper.
855. Do you think if an India-rubber tire were put on the wheels of our locomotives here we should be able to make use of a much lighter engine? No. You require a certain amount of power in the engine. The only effect of the India-rubber is to prevent it from slipping. You would gain a small amount of adhesive power, but you would require a corresponding amount of tractive power.
856. Could not the same power be got with much less weight if the wheel could get what is called "bite"? "Bite" and adhesive power are in this instance synonymous terms—you would require the same power to overcome friction from India-rubber tires that would be required to overcome the same friction from weight. The power required in these engines is to work the steep gradients, and for that you get larger cylinders, larger boilers, and the whole thing larger altogether. The consequence is you get a certain weight, and require that weight. The tractive power is required to exceed the adhesive power.

- W. Mason, Esq., C.E.
 17 Feb., 1870.
857. If you had an India-rubber tire you surely would not require the same weight? It would make no difference in that respect—it would merely prevent the wheel from slipping.
858. Surely what you require is "bite"? Yes.
859. The India-rubber tire would give that? Yes, in a greater degree than the two surfaces of iron together; but then you would want extra traction.
860. *Mr. Alexander.*] You have said something about the difference in price of labour at home and here—What comparison do you draw between the work done by a navvy at home and the work done by a navvy here? There is comparatively less work done here. I could hardly say what would be the amount of difference—it would be only slight. Perhaps an English navvy might remove ten yards a day, and a navvy here half a yard less. In most cases possibly the amount of work done would be the same, where you get first-class men used to the description of work. That again makes a difference; a man used to the class of work will do nearly double what another will who is not used to it.
861. *Mr. Lord.*] Does the extension to the westward include Kelso? No, it is from Bathurst, over the river—not from Kelso.
862. *Mr. Morrice.*] Do you not think the railway carriages might be made much lighter, both in iron and woodwork? Yes, we might have a lighter description of rolling stock altogether.
863. *Mr. Suttor.*] I gather, from what you have stated before, that in the event of the Colony determining on carrying out cheaper railways for locomotives, you would in all cases recommend the existing gauge, to save transhipment? Yes.
864. *Mr. Alexander.*] Under any circumstances you could not save more than £2,000 a mile by making a lighter line? Not on a description of line suitable for a main line.
865. *Mr. Hoskins.*] As Parliament is to be the judge of that, do you not think you could give us a fair locomotive line for £5,000 a mile? No, I think not.

John Lievesley Beeston, Esq., called in and examined :—

- J. L. Beeston, Esq.
 17 Feb., 1870.
866. *Chairman.*] You are Traffic Manager on the Great Northern Railway? Yes.
867. When you were examined last Session, you gave us some account of the traffic upon the Northern Line, up (I think) to the end of October? Yes.
868. We would like to have the traffic for the last three months—November, December, and January? I have not got it separately; I can give you the traffic for the year.
869. You have put the whole year's traffic together? Yes.
870. *Mr. Hoskins.*] Can you not distinguish the months? No, it is simply summarized.
871. *Chairman.*] Will you state what was the through traffic to Muswellbrook during the year, from Newcastle—the quantity arriving at Muswellbrook? The quantity of goods arrived at Muswellbrook since the opening, from June to the end of January—8 months—has been 13,668 tons; of that quantity 4,149 tons were railway materials going up to the extensions.
872. What was the tonnage from Muswellbrook downwards? 574 tons 9 cwt. in the eight months, exclusive of wool, which we have carried by the bale, to the amount of 12,901 bales, or nearly 3,000 tons, most of it having been greasy wool.
873. I suppose by the end of January almost all the wool is down? The wool months are principally October, November, December, January, February, and March; the quantity during the other six months is comparatively nominal.
874. What is the total tonnage carried on the Northern Railway altogether? I can give you the year's tonnage for 1869, but I should explain that the figures are not audited, and may be slightly incorrect, though sufficiently accurate for practical purposes. The gross weight of goods carried on the whole line last year was 44,170 tons, exclusive of wool, coal, and hay. The quantity of coal was 542,039 tons, principally within a radius of nine miles of Newcastle; the bales of wool numbered 23,967; and the bales of hay, 9,956.
875. Do you keep any account of the earnings? The receipts for coaching—that is, for passengers, parcels, horses and carriages, and dogs, amounted to £25,096 14s. 1d.; for merchandise, including coal and all other descriptions of goods, £53,389 17s. 5d.
876. What is the length of line opened? 83 miles at present, including the Morpeth branch; 80 miles direct, and 3 to Morpeth.
877. Have you ever made an estimate of the cost of maintenance and working expenses? No, that information is not with me.
878. What is the amount of passenger traffic for the year on the whole line? 143,123; that is the number of tickets issued, not distinguishing the return tickets; some of these passengers travel two journeys.
879. A very large number of these only use the railway for very short distances? The greater portion of the traffic is between Maitland and Newcastle—the first 20 miles.
880. What is the passenger traffic through to Muswellbrook? I have not had time, since getting notice to come here, to prepare the return of passengers that travel to Muswellbrook. I can give the number that have left there, and from the information I have they are very nearly equal. The number of tickets issued at Muswellbrook, including some short time in May, before the formal opening, during which we ran through with mails and carried a few passengers, amounted to 5,330; it may be called eight months; there were only a few days in May.
881. What were the receipts for passengers at Muswellbrook? £1,974.
882. What do the 500 and odd tons of goods leaving Muswellbrook chiefly consist of? Hides and tallow are the principal things.
883. Is there much grain? No, I do not think we have had any grain from Muswellbrook; if we have it is very little.
884. Any maize? No; we have been rather carrying maize to Muswellbrook, and hay also.
885. *Mr. Suttor.*] Have you had many sheep from Muswellbrook? No; the trade in sheep is rather light, but the yards are only just got up. I do not think there is much trade in sheep that way.
886. *Mr. Hoskins.*] Sheep are generally sent down by Denman and Jerry's Plains? Yes.
887. If the railway were extended to Murrurundi, a large number of the sheep now sent by the Jerry's Plains Road would be sent by railroad? Yes, I think so.

WEDNESDAY,

WEDNESDAY, 2 MARCH, 1870.

Present:—

MR. HOSKINS,
MR. LEE,MR. LORD,
MR. MORRICE, †

COMMANDER ONSLOW.

WILLIAM MACLEAY, Esq., IN THE CHAIR.

Philip Francis Adams, Esq., was examined:—

888. *Chairman.*] You are the Surveyor General? I am.
889. You are pretty well acquainted with all parts of this country, I believe? I am pretty well acquainted with the country, but there are parts of the Colony to which I have not yet been.
890. But you have a general knowledge of the country? A very general knowledge of the western, the northern, and the southern country.
891. You of course must have seen the necessity which exists of having some improved mode of communication throughout the Colony? Decidedly.
892. Has it ever occurred to you that we could adopt some system of communication that would come more within our means than the present class of railways? It has been very apparent to me that the present class of railways is too expensive for the position of the Colony at present; but I have not been able to form an opinion as to a better system. I am not an engineer, and the subject is one which would require a vast amount of thought—far more thought and labour than I could possibly devote to it—so that any opinions which I have formed of it must be taken as merely general opinions.
893. That is, you cannot give any opinion as to what kind of road we should have, but you believe that to properly open up the country we must have roads, and we cannot afford to make them of an expensive character? I am afraid we cannot. I should certainly favour roads by which horse-traction could be used; but I must say that I never saw a tramway yet that at all answered our requirements, and I have not had time to give my attention to the subject, to endeavour to get out a better idea. It is a very serious question, and one that requires an immense deal of time and judgment.
894. What tramways have you seen? The tramways at Newcastle chiefly, and those in this Colony. I have never seen a tramway in America, nor in England or Ireland, where I have had some experience in these things. I have not seen tramways in actual operation by horse-power, excepting in this Colony, so that I have very little means of judging.
895. And you say that they have not answered the expectations formed of them? Yes; they have not at all answered expectations.
896. I presume the tramways you speak of at Newcastle are for the purpose of drawing coal? Yes.
897. And the amount of traffic on them is very large? Yes.
898. Under these circumstances, I suppose that the tendency is to substitute steam-power for horse-power, is that so? Yes, it is.
899. That is where the traffic is large? Yes.
900. But is it not evident that, where the traffic is very small, horse-power must be the cheapest? There is no doubt about that. I am perfectly in favour of horse-power if a tramway could be designed that would carry out all the requirements of the case—that would not in itself contain all the bad elements of a railway and a road. I would rather say, not all the bad, but some of the bad points. Those tramways which I have seen have combined a great many of the bad qualities of each. If a good design could be obtained free from these defects, I think that it would be a wonderful step in the progress of the Colony—it is just what we do want.
901. *Mr. Hoskins.*] Would you have any objection to state what you consider the defects in the tramways of which you have spoken? It is almost impossible that tramways as now made with rails and sleepers can be kept in good order for horse traffic. The vibration of the rails shakes the sleepers, and the sleepers shake the ballast. The roadway soon becomes in a worse state than a macadamized road would be in, because on a macadamized road the wheels to a certain extent do away with the injury done by the horses' feet, which, on a tramway, beat a channel in the same track. In the case of tramways you have the disadvantage of the vibration of the sleeper and the horses' track being always confined to one particular position between the rails. These, I take it, are the greatest drawbacks to tramways; but if some design can be hit upon which will do away with these objections the object will be attained. If the vibration can be kept away from the track of the horses' path, it will be a great step in the right direction.
902. *Chairman.*] When the traffic is light—when there is no great weight on any one pair of wheels, and when the speed is not great—the vibration, I should fancy, must be very small? Yes, it is considerably less. Where the traffic is small, the vibration will be proportionately reduced; but still there is vibration, and the vibration will cause the water to get in between the stringers, or whatever may be laid down for the rails to go upon, and the water will soak in there. Without some rather expensive connection between the two rails, I don't see how the breaking up of the roadway in consequence of that vibration, could be avoided.
903. What extent of road do you consider necessary to thoroughly open up the country—to give a sufficiently easy means of communication between the capital and the different parts of the country, and to what parts of the country would you point as being those to which railways of any kind should be extended? The question will require a little consideration. I think I had better add that on revision.*
904. There are no great difficulties, I believe, as regards the character of the country beyond the present termini. Take the extension of the Southern Line beyond Goulburn for instance,—the country is all tolerably easy, is it not? It is, with the exception of the approach to Gundagai, which also involves the approach to the Tumut. Some very great difficulties will be found in getting at those places. Probably the nature of the country would not be a very great drawback to a tramway, although it certainly would be to a railway. When I say to a tramway, I mean a tramway free from the defects to which I have referred, if that is possible.

P. F. Adams,
Esq.

2 Mar., 1870.

905.

* ADDED (on revision):—Dubbo to Great Western Railway—probably at Orange—Murrurundi to Armidale—Tumut to the Southern Railway—Wagga Wagga to Southern Railway—a line along the valley of the Murrumbidgee joining the Southern Railway—Goulburn to Cooma—and perhaps a line from Bega to the coast would also soon be required.

P. F. Adams, 905. Is the road from Yass to Wagga Wagga, by the Levels, of a better description than that to Gundagai?
 Esq. Yes, very much better. The physical features of the country from some point within four or five miles of Yass to Wagga Wagga present less difficulties—the country presents more than ordinary facilities for the making of a railway.

2 Mar., 1870.

906. I suppose there would be no difficulty, if it were found necessary to extend the Southern Railway, to take it in that direction, and that it would be very easy to have a branch from some point on that line running to the Tumut or Gundagai? Yes, I think a branch line could be carried down the valley of the Mutta Mutta Creek, by which Gundagai and the Tumut could be approached, but I am very doubtful whether a railway could be taken across the river, and go on either to Wagga Wagga, or, leaving Wagga Wagga on the right, and getting a nearer approach to the Tumut. I am afraid that we should meet there the same physical difficulties that would have to be contended with in going *viâ* Gundagai; but I think that there would be no difficulty in making a branch or tram to connect the railway with the Tumut, as I said before. The Tumut is a district of which I have the very highest opinion as a country capable of producing all the necessaries of life, and one which ought to be, if possible, connected with the capital. Crops may fail in the Bathurst or Orange district, although they are scarcely known to do so. While there might be a partial failure elsewhere, the Tumut may always be expected to produce abundantly. Failure of crops through a dry season is unknown in the upper part of the Tumut, that is, a season so dry as to prejudice the growing crops. I have never heard of any loss of crops there through drought.

907. As regards the West, that country is of a very level description beyond Orange to Dubbo? If you can get off the table-land at Orange, there is no difficulty in getting west as far as the boundary of the Colony.

908. I suppose you would not suggest the making of railways of an expensive description into a merely pastoral country—that you would not suggest going beyond what may be termed the agricultural country westward, in the direction of the interior? I may here be permitted to say that I should not. I think that the traffic would be sufficient to warrant the projection of even a cheap railway to Dubbo at present. I look upon Dubbo as being the furthest western point in which the country is of an agricultural character—the wool traffic converges at Dubbo—and that to go beyond Dubbo would be to leave a large portion of it out.

909. Consequently there would be very little traffic in that direction? I think that to Dubbo would be about the extent of it.

910. Are there any difficulties in getting on to the table-land in the north, from Tamworth, in the direction of Armidale? I am scarcely able to give an opinion upon that, but I am afraid that the difficulties are considerable. I am not sufficiently acquainted with the country away from the main road in that locality to be able to give an opinion, as I feel able to do in the other cases. I did not give the Committee my opinion about the table-land at Orange. There appears to me to be very great difficulty there, but that is an engineering question upon which I can only give a general opinion.

911. But the table-land at Orange is an isolated mountain, is it not? The country is all high, extending from the main dividing range of the Colony, ending in the Canobolas—the country is all high in going from Bathurst to Orange, and the line must keep upon this spur, and to get off that down upon the flat country I am afraid will prove a very serious difficulty.

912. You spoke of the main dividing range of the Colony? I mean the elevated land in the neighbourhood of Bathurst.

913. The term “main dividing range” is generally used to apply to the watershed between the eastern and western waters, but surely that cannot be said of the Canobolas? It is a spur of the main range.

914. *Mr. Lord.*] What of the coast range? It is connected with it, although across the Macquarie.

915. *Chairman.*] But the fall must be entirely to the Lachlan or to the Macquarie—it cannot have anything to do with the dividing range between the eastern and western waters, surely? There is a spur or elevated tract of land all the way from the Canobolas to the main range.

916. *Mr. Lord.*] How do the waters run from the Canobolas? The Canobolas divide the waters into several streams, all tributaries of the Lachlan or the Macquarie.

917. But they don't run eastward? No, they run to the west, because of the spur from the dividing range of which I speak.

918. *Chairman.*] You mean that the Canobolas is on a spur of the main range, running westward? Yes.

919. The fall from this very elevated piece of country about the Canobolas is, I suppose, very sudden on to the level country westward? The fall, wherever I have seen it, is very sudden. Of course an exhaustive survey would perhaps find a way of getting down without the difficulty which I fear exists.

920. But in the event of the adoption of a very cheap and what may be called a temporary line of railway, of course there would be no necessity for carrying the line westward—there might be a branch to Orange and a branch to Dubbo striking off from some point nearer Bathurst, so as to avoid the high country? I think that the difficulties to which I refer would hardly apply to a horse tramway, if such a thing is possible. I do not think that the difficulty I refer to in the height of Orange above the level country would be an insuperable objection to that kind of road, but quite the contrary, whatever it might be to a railway.

921. I think you said that you had been all over the north? No, I have not been much in the north.

922. Have you been north along New England as far as Tenterfield? I have been some distance to the north of Armidale, but only once.

923. The Queensland people now take a good deal of the trade of the northern part of New England? I believe they do; and I wonder that they don't take more than they do.

924. How near do their railways go to the northern boundary? About twenty-five miles at the nearest point.

925. By taking advantage of the Queensland Railway towards the northern boundary of this Colony, what distance would you say that Tenterfield is from Brisbane? By road and rail together 238 miles; of this 85 miles are by road from Warrick to Tenterfield.

926. I wish to ascertain from you whether it would be at all likely that by extending the railway far north towards Tenterfield, we should be enabled to prevent the trade of that part of the country from being carried to the neighbouring Colony? I am afraid that the expenditure would be greater than the return would warrant.

927. I mean if we can find out some means of making cheap railways? A horse railway, as I should desire

desire to see if it can be carried out, would probably draw a great deal more of the traffic this way, and P. F. Adams, instead of going to Queensland it would come here.

928. *Commander Onslow.*] Are there any gradients as steep as 1 in 12 on the roads on which these horse tramways are supposed to be constructed? I should think that a tramway would never work satisfactorily on a gradient of more than 1 in 20. P. F. Adams, Esq.
2 Mar., 1870.

929. *Mr. Morrice.*] Supposing a railway or a tramway to be constructed to Wagga Wagga, and it were thought desirable to continue it, do you think it would be advisable to take it on to Deniliquin or to Albury? The Victorian Government has, I believe, determined to carry its railway direct from Melbourne to Albury. If so, it would be better to join our line to theirs at Albury, as being the shortest distance to Melbourne. The distance to Melbourne would be shorter *via* Albury than by way of Deniliquin, and the line would moreover go through a country suitable for the production of the necessaries of life; but a railway from Wagga Wagga to Deniliquin would not do that.

930. Do you know all the country between Wagga Wagga and Albury? Yes, pretty well.

931. Is it an easy country for the construction of railways? It is not so easy as the line from Yass to Wagga Wagga, but I do not by any means consider that it would be a difficult line. I cannot see any great difficulty that would be likely to occur. I think the line would be one of average capabilities.

932. Do you think that a line to Albury would increase the passenger traffic much between Sydney and Melbourne? Nothing but a permanent railway would affect the passenger traffic. A tramway would not draw the passenger traffic at all.

933. But a railway you think would? A great many passengers would go by rail, but I very much question whether a railway would take all the passenger traffic—I don't think it would.

934. Do you think that a good many would still go by the steamers? I think so.

935. *Mr. Lee.*] The cost of going to Melbourne by sea would be much less than by rail? It would probably be less.

936. *Mr. Hoskins.*] Have you inspected the tramways that you spoke of about Newcastle? Yes, frequently, and have formed a general opinion of them.

937. The line you spoke of was the Newcastle Coal and Copper Company's line? I referred chiefly to the lines which have existed in that district for the last twelve or fifteen years, taking them generally. I did not refer to any particular line; but taking the horse railways in use during the last fifteen years in that district, I do not consider that they would be suitable to the requirements of the Colony. I think that tramways constructed on that principle would be a failure.

938. How long is it since you were last at Newcastle? About two years since I saw any tramway there.

939. Do you remember that there are two tramways on which large quantities of coal are brought to the wharfs at Newcastle,—one belonging to the A. A. Company, and the other to the Coal and Copper Company? I believe that they are abandoned.

940. But do you remember those trams? I remember trams in that direction some ten or eleven years ago—I travelled on them. There were also trams to Burwood. It was at that time that I considered the subject very much more than I have done since. Then I considered that it was a subject capable of being carried out with advantage to the country, but I came to the conclusion that it was not. I have not paid any attention to the subject since.

941. At the time that you saw those trams, was the coal hauled by locomotives or by horses? By horses.

942. Are you aware that the Companies have subsequently substituted locomotives? Yes.

943. Do you know whether they have made any considerable alterations in the consolidation or improvement of the permanent way? No, I am not aware that they have. The lines show a vast difference since the horse-power was taken off them—they look in a much better state of preservation. Probably they may have been strengthened, but I am not aware of it.

944. Do you remember how those tramways were laid—were they simply thick bars of iron spiked on to transverse sleepers? They were constructed in the ordinary way, with rail, chair, and sleeper, only that they were light.

945. What description of rail was used? I think that they were double-headed rails, as far as I can recollect.

946. That would be an expensive tramway, would it not? I don't think that you could construct a tramway much cheaper.

947. *Chairman.*] Do you mention any cost? No, I do not.

948. *Mr. Hoskins.*] Can you give the Committee any idea of a horse-tramway such as you could approve? No, I cannot. I have thought over the matter very often; but I have never been able to discover any tramway that would overcome the difficulties which I have pointed out.

949. The principal difficulty you consider is the disturbance of the roadway between the rails by the horses' feet? Yes; chiefly by the vibration, and also by the breaking up of the roadway by the horses' feet.

950. Which do you consider is the greatest cause of the injury to the roadway—the vibration from the wagons, or the injury caused by the horses' feet? The breaking up of the roadway by the horses' feet results very much from the vibration. The two causes of injury can scarcely be separated.

951. Don't you think that speed is an important element in calculating the vibration of the rails? I don't think that the speed was great on any of the horse railways that I have seen. I should think that there was not a higher rate of speed than five miles an hour.

952. You now refer to the tramways in the Hunter district? Yes.

953. Have you any idea whether the wear and tear was very great? It was so great that fast traffic by horses would have been almost impossible. With fast traffic you could scarcely have kept a horse on his legs. The roadway required constant repair, and these repairs would make such a line nearly as expensive as a railway. I believe that the ordinary principle of tramways is entirely unsuited to cheap and light horse traffic—some other design must be got out before they will succeed.

954. Have you any knowledge of any kind of railway adapted for locomotive traction which would be less costly than the style of railway in use here? No, I don't feel competent to say that I do know of any—I don't think there is.

955. I don't ask you for a professional opinion—Have you seen any yourself? I have seen cheap railways in America, but I should be very sorry to see their construction introduced here; and again, timber and material are not so plentiful, and such railways would not therefore be so cheap if constructed in this Colony on the same plan.

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956. Because the timber is dearer here? Because timber is dearer.
957. What would militate against their being cheap, excepting timber? Perhaps labour.
958. Is the price of labour here higher than it is in America? It is.
959. Would you have the kindness to describe what you observed in these cheap railways? You have a good illustration of them in the Windsor and Richmond Line, although that is rather a better style of railway than a great many of the cheap railways which I have seen.
960. *Mr. Lord.*] Is the speed about the same? Yes, the speed is about the same.
961. *Mr. Hoskins.*] Is it not the fact that they answer the purpose of opening up new country? Yes.
962. When the circumstances of the country, from increased production, or from the increase of population, justify a better kind of railway, they improve them, do they not? They are generally superseded by lines of a better construction.
963. With reference to a question which the Chairman asked you, don't you think that if a horse tramway or a good road were made from the Clarence River to Tenterfield, that it would prevent the diversion of the trade of the northern part of the Colony to Queensland? That has always been my opinion, and I have therefore always advocated the making of the Newton Boyd Road.
964. But are you aware that the Newton Boyd Road intersects the central part of New England, but not the northern part,—that from where it reaches the table-land at Glen Innes it is about sixty miles from Tenterfield at the north, and that therefore the Queensland Railway is as near to Tenterfield as the Newton Boyd Road is? You must consider that the line, to go direct from the Clarence River to Tenterfield would be nearly as long as by Glen Innes.
965. It would be the same distance, no doubt, but then would it not have the advantage of tapping the table-land of New England on its northern borders? The Newton Boyd Road has the advantage of tapping the table-land at its centre; and I think it better to do that than to push further north with a view to abstract the Queensland traffic, and leaving part of our own territory without a road.
966. The Newton Boyd Road is open for traffic at the present time? If it is open, it has only been opened recently.
967. But for all that, there is a large quantity of produce diverted to Queensland, to Allora, and thence by rail to Ipswich and Brisbane. Do you think that if a good road had been opened from the Clarence River to Tenterfield, which is only one hundred and twenty miles, it would have secured all that traffic to our own shipping port? In that case you would have left other portions of our own territory unprovided for.
968. *Mr. Lee.*] I suppose that you are aware that our lines up to the termini they have reached are not paying anything like a return on the money laid out? Yes.
969. Would you consider it advisable to continue the extension of these lines beyond the three termini—Goulburn, Bathurst, and Murrurrundi—which will complete the extensions already sanctioned? I think that the Western Line ought to go to Orange, but I am very doubtful about the others.
970. Even at the present cost of carrying them on? The question of a railway paying, in itself, should not be considered so much as the indirect benefit derived in other ways from its construction.
971. But I ask you whether past experience has shown that the large benefits expected to be derived from the completion of these railways to the points which they have already reached have been realized? I never for a moment expected that the line to Goulburn or that the Northern Line would pay; and I am agreeably surprised to find that the Western Line is beginning to pay something more than the working expenses.
972. *Commander Onslow.*] Is the Western Line beginning to pay? I am told so. I do not think that the benefit of the Western Line will ever be thoroughly understood until it reaches Orange, where the wheat grown can be brought to Sydney. If we could only save the enormous amount that goes out of the country for foreign wheat, we should have a practical benefit unmistakeable in its character. A railway to the south would have the same effect to a certain extent; but it would not be nearly so evident, because the wheat-growing country to the west is much nearer the capital.
973. *Mr. Morrice.*] But the wear and tear on the Western Line is something extraordinary? I believe it is considerable.
974. *Mr. Lord.*] You say that you are aware that the Western Railway is beginning to pay? I believe so.
975. And that the Northern is not paying? I think that the Northern Line is paying better than the South.
976. You have not seen any returns as to the traffic? No.
977. If the Western Line were extended to Orange—which you in your answer to me recommended—would it not be brought to a point at which it would be very costly to bring it down to a lower level, if practicable at all? It would be a difficult matter. The very same thing may be said of taking the railway to Murrurrundi: you carry it as far as you can, and there leave it.
978. I gather from your answers that you are decidedly against the construction of cheap railways, such as you have seen constructed in America, and as are evidenced in the short line to Windsor and Richmond? If the Windsor and Richmond Line is a failure I should not like to copy it. I don't think it is a failure.
979. But you would not recommend the adoption of cheap lines, such as you have seen in America? Not when there is a possibility or a probability of the country requiring a better line soon after. I would much rather incur the first expense.
980. And from your observations in reference to tramways, you think that it would not be at all desirable to increase or to alter the mode of traffic from the present drays or carriages to that of tramways? Not unless we can get a design for a tramway which has none of the objections to which I have referred. As soon as ever a design can be arrived at which has not those objections, then the sooner we can make tramways the better for the country.
981. Would not a good macadamized road, say to the width of an ordinary tramway, be in the end cheaper than a tramway subject to the immense wear and tear of horse traffic? At present I think that the construction of the macadamized road is the best course we can pursue.
982. Are you aware how much a macadamized road costs per mile? I could not say exactly. It would greatly depend on the circumstances of the country in which it was to be made.
983. I am speaking of the average cost of the roads in the Colony? I don't know the average cost.
984. You have travelled the road from Bathurst to Orange? Yes.
985. And from Orange to Molong? Yes.
986. You said that there would be very great difficulty in getting the railway down from the table-land at Orange to the lower land about Molong? I fear there will be. 987.

987. You had no difficulty in travelling over the road? No; the road is a capital road.

988. There is a gradual descent the whole way down? Yes.

989. Do you know the distance the Canobolas is from Orange? Not exactly, but I think it is about five miles to the summit.

990. *Chairman.*] You object to horse railways constructed on the system usually adopted, of laying the rails upon sleepers, because you say that the vibration of the traffic disturbs the roadway, which is still further injured by the horses' feet? Yes.

991. Do you think that it is absolutely necessary that the road should be hard and firm for horses to travel along it, or would not a gravel path be better than a hard macadamized road for horses drawing a light description of traffic? A horse cannot pull well if his foot-hold is not firm, and a gravel path or the nearer you approach to sand would be open to that objection. A horse going at any speed, also, would kick the gravel away from the rails.

992. I am speaking of slow traffic. Would not a horse be really able to draw better if he had a good gravel path than if he were pulling on a hard roadway? I should be afraid that the cost of keeping a path of that description in repair would be greater than with a hard roadway—greater than on a road with good macadamized metal.

993. You are aware, I suppose, that one horse will draw on a rail about as much as eight horses on a level macadamized road? I have heard that estimate.

994. Do you not think that the wear and tear of eight horses and four wheels on a macadamized road would be infinitely greater than the wear and tear of one horse on a tramway—the wheels in the latter case being on an iron rail? I think that the wear and tear would be greater on the macadamized road.

995. So that if a horse railway could be made alongside of the ordinary roads of the country, and at the same cost as a macadamized road, it would be an enormous saving to the country, and in many respects? Yes. I fully concur with the principle of making tramways in continuation of our railways, if it were not for the difficulties that I have already explained, and which I find exist in every scheme that I have seen as yet.

996. But do you still think that the loosening of the material of which the roadway is formed would be a very great objection? I do.

997. You think that the horses' track ought to be a hard roadway? I think so, decidedly.

998. Can it make much difference to a horse drawing on a level? The difficulty would be in the drainage. The mud and holes that the tramway would be liable to be worn into would be an insuperable difficulty under the present system, or to any track that was not sound and hard.

999. But notwithstanding that difficulty, you admit that the wear and tear would not be so great as would be the wear and tear of eight horses and four wheels on a macadamized road, these being substituted for one horse on the tramway? I do not think that it would be so much.

1000. About this Newton Boyd Road—Do you think that that is the direction which the traffic from the northern part of New England should be induced to go to the coast? It was with that object in view that I concurred in the recommendation of the Newton Boyd Road. I thought that it would be many years before the railway would go there.

1001. Do you think that it is possible to make a good road from the table-land of New England to the coast? I think so.

1002. Is there not a fall of 3,500 feet in a very few miles? I do not think that it is so much as that. I think that the total fall from Armidale to the coast is less than that, and therefore I do not think that any individual fall from the table-land down to the river can be anything like that.

1003. What is the distance from the eastern edge of the table-land to the coast in a straight line? I cannot say.

1004. You could make a calculation by looking at the map? I do not know exactly where the fall commences on the road.

1005. *Commander Onslow.*] Have the Government reserved any land upon the line of the present extensions with a view to the construction of railways? No.

1006. Do you know whether any persons have bought or selected land where the railways, if extended, are likely to pass, on any of the three lines? I don't think that anything of that sort has occurred in this Colony yet. If I thought that there was any prospect of it, I should immediately recommend the reservation of the land which would probably be required; but then it is a very difficult thing to make these reserves in anticipation, because without an exhaustive engineering survey, we cannot tell within miles where the railway ought to go.

1007. Would the expense of a rough preliminary survey be greater than the amount received from the land if sold? No, it would not; but I should not advise a rough survey.

1008. Not sufficiently rough so as to reserve a wide tract of land? I should recommend the surveys to be pushed on until the course of the projected railway can be determined within a mile all along the line. I think that it would be economical to push the surveys on to that extent on all the probable extensions.

1009. You are aware that three extensions are projected? Yes.

1010. Is there much land belonging to private individuals along those projected extensions? There is a good deal in the south.

1011. Would it not be advisable at once to reserve whatever Government land remains? I think that it would be advisable; but then the cost of the survey would be very great. A survey sufficiently accurate to determine the course of a railway within a mile would be very great.

1012. As a rule, have not the Government paid compensation greatly in excess of the value of the land which they have taken for railway purposes? I think so—very much in excess.

1013. Do you think that the quantity of good timber is decreasing very fast—is it being destroyed throughout the Colony? Yes.

1014. Have the Government made any reserves of timber that you are aware of? No.

1015. Not in the neighbourhood of towns? No, there are no timber reserves.

1016. Would you think it advisable to make reserves with a view to providing timber for sleepers? I am doubtful whether it would pay for the supervision.

1017. *Mr. Morrice.*] Do I understand that you think that the present macadamized road from Bathurst to Orange would answer present purposes? No, I think that the railway ought to be extended.

1018. Do you think it advisable that two trains should be run daily on the present extension, or that one only

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- only should be run? That is a matter which I have not sufficiently considered to warrant me expressing an opinion upon it.
1019. If one train only were run, the saving would go a long way towards paying the interest? It would appear so on the face of it.
1020. Don't you think that such a reduction would give an amount sufficient to pay the interest on the expenditure to be incurred in further extensions? I should not like to give an opinion, because it involves a matter which I have never considered.

John Whitton, Esq., Engineer-in-Chief for Railways, called in and examined:—

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1021. *Chairman.*] You are Engineer-in-Chief? Yes; Engineer-in-Chief for Railways.
1022. When you were examined before the Select Committee of last Session, you gave it as your opinion that the cost of the proposed extensions might be reduced to £8,000 a mile, without making a description of railroad at all inferior? The cost might be reduced to that amount, but the railway would of course be inferior. What I should propose would be, to dispense altogether with the use of chairs and the double-headed rail, to have a steel rail (contractor's pattern), and put on less ballast. Some alterations would no doubt also have to be made in the bridges, making an average saving of about £2,000 a mile.
1023. Would you be able to use the same locomotives and rolling stock on a line so constructed as you do on the present lines? Yes.
1024. With equal safety? Yes. Perhaps I ought to explain to the Committee that, if I found that the works were not excessive on these extensions, and if I found that I could do it, I should lay down the same permanent way we have now.
1025. Which is more lasting? No doubt. It would last double the time the single-headed rail would.
1026. I think you stated that you were averse to having railways at all if they were not of a good description? I am—for main lines, decidedly.
1027. In the event of its being found that the Country cannot afford to carry out these main lines to the extent which is desirable, what would you propose to substitute as a temporary road? I certainly prefer a locomotive line.
1028. In preference to horse traction? Yes, in preference to horse traction.
1029. In preference to a macadamized road? Yes, I prefer a locomotive line to a macadamized road, undoubtedly.
1030. What do you think a cheap locomotive line could be constructed for? It is almost impossible to say, unless you know what the works would cost. The permanent way might be reduced by using 40-lb. rails.
1031. Would you use the same gauge? I would certainly not advocate a narrower gauge.
1032. Would you employ the same trucks to carry goods on both lines, without having to change? You might do so by running at a very reduced speed.
1033. Can you give the Committee an idea of what would be your cheapest estimate for a line of that kind in an easy country? I could not tell unless I knew what works would be required.
1034. In an easy country? Probably you might make a line through an easy country for five or six thousand pounds per mile. My own impression is that if you spent £4,000 a mile you would be throwing the money away. I would rather have macadamized roads, or roads not macadamized, than construct a line of that sort.
1035. You told us before what was the average cost of the different lines per mile, so far as they have been completed? I think I did.
1036. Do you know what amount of money has been borrowed for railway purposes—the total amount? No, I do not.
1037. I believe too that you mentioned before that you thought by increasing the rates charged, which you now consider to be too low, it would be possible to make the railways pay? I am quite sure that you can make them pay if you increase the charges and reduce the mileage run of the engines.
1038. Do you mean that in addition to the working expenses they would pay interest on the cost of construction? I have not a doubt about it.
1039. Interest at the rate of 5 per cent.? I have not a doubt about it. We might reduce the mileage of our trains. The 5 o'clock train is not of the slightest use except for carrying the mails; scarcely any passengers travel by it, and the further we go the worse we are in reference to it. We are now running to the Mudgee Road, but we shall have no mails there. Of course when I say increase the rates I do not mean that they should be increased to an enormous extent—I should be sorry to propose anything of the kind; but we ought, I think, to increase all the rates excepting those for agricultural produce, which in my opinion should be brought down as cheaply as possible.
1040. *Mr. Hoskins.*] And wool? I think that wool ought to pay a fair rate.
1041. But if you fix the rate too high, will not the wool be brought down by the road? Wool will never be brought down by road from Mount Victoria to Sydney.
1042. They bring the wool down by the Northern Road? If you do not continue to repair the roads running parallel with the lines, in a few years they would be compelled to send all their wool by rail.
1043. *Chairman.*] I see that the total receipts from the railways only exceed the working expenses by seventy or eighty thousand pounds? I do not know what the gross receipts are. I have seen no accounts of the railway since 1866, I think it was.
1044. The interest on the cost of the construction of these railways must be something like £300,000, must it not? I think not; but I really do not know what is the total amount which has been expended upon them.
1045. If these figures be correct, then even doubling the rates would not make the railways pay? But by increasing the rates and reducing the mileage the railways might be made to pay. By reducing the mileage you might reduce the working expenses nearly one half. It is impossible to estimate what the traffic may be when the lines are completed.
1046. Would not increasing the rates stop the increase of the traffic? I think not.
1047. Do you not think that one of the chief advantages to be derived from extending the railways into the

the country is very cheap carriage? That of course is not a commercial consideration; but it rather belongs to the policy of any Government for the time being to say whether the railways shall be made self-supporting or not.

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1048. You say that a great saving might be effected by reducing the mileage—that is to say, by running fewer trains? By running fewer trains.

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1049. Has that question been considered at all? It has been considered for a long time. The mail train which leaves at 5 o'clock at night is run almost entirely for the mails.

1050. *Commander Onslow.*] The 5 o'clock evening train did you say? Yes. A train might leave Sydney at that hour and run as far as Picton and Penrith, where there is some population, but I consider that it is perfectly useless to run that train beyond those places.

1051. *Chairman.*] You think that if we cannot afford to make railways at six or eight thousand pounds a mile, we must do without roads altogether? I think without railways. That is my impression upon the subject.

1052. You made an application to the Committee with reference to some statements which have been made here respecting your department? Yes.

1053. You have seen the statements, whatever they are? Yes.

1054. Will you make what observations you wish to make upon the subject? I have had very little time to read the evidence. I only got it on Friday night, and I have been away from town until last evening—I have only gone through a portion of the evidence.

1055. Of course it is only respecting statements which have been made to this Committee respecting your department that you wish to explain—your application has no reference to anything which may have taken place previously? No, I do not wish to offer any opinions on the evidence generally, but it is simply with reference to matters affecting my own department that I wish to explain. The first thing that I wish to refer to is contained in the evidence of Mr. Thomas. At question No. 78 Mr. Thomas is asked respecting the wear and tear of the permanent way, and he informs the Committee that “we have steel rails now that cannot be used on the main lines, they are so bad.” In reference to this statement, I wish to say that there has never been a steel rail imported into the Colony—there are some rails made of common Welsh iron, and hardened on the surface by Dodd's process, but we have no steel rails. These rails were ordered by Captain Martindale, on my recommendation, in 1859.

1056. *Mr. Lee.*] What quantity of them? 150 tons were ordered by Captain Martindale, but I think that 300 tons were sent out. I may say, with reference to these rails, that about eight years ago some of them were laid down in sidings in the station-yard at Sydney. They are in the yard, where some of the heaviest traffic passes over them. They are there yet, and there is not the slightest appearance of wear upon them. None of them have been taken up or changed in any shape, and there is no fracture of the iron.

1057. *Mr. Lord.*] Then in fact no steel rails of any kind have been imported? No.

1058. *Mr. Lee.*] Do you remember the cost of those 300 tons? I think they cost about £9 a ton.

Witness continued:—At question No. 80 I find that Mr. Thomas says—“I have not the slightest hesitation in saying that there is not a line in England supplied with rails of so inferior a character” as those supplied to us. Now, Mr. Thomas can have no knowledge whatever of the rails used in England in any shape or way. I do not think that he has been in England for the last sixteen years, and he therefore can have no knowledge as to rails supplied to private Companies. At question No. 56 Mr. Thomas states that he has been connected with railways for some years “in England, Belgium, and Spain.” I am prepared to say that Mr. Thomas was never employed as an engineer upon a railway until he came to this country; or, if he has been, let him produce the papers to show that he was on these railways, and in what capacity. At question No. 83 Mr. Thomas is asked—“Can you say whether of late years, since you have had the management of railways here, the price paid in England by the Government for our rails has been equal to that paid generally by English Companies?” Mr. Thomas answers—“It has been greatly in excess. They have paid a great deal more than would have been paid by any merchant. If a merchant had brought out the rails—I am within the mark in saying that they would at least have cost him £2 a ton less.” With reference to this, I may state that we have always been in the habit of advertising for tenders for rails in the Colony, and some years ago we got in tenders. They were considerably higher than what we had previously imported the rails for. I advised the Government at the time not to accept these tenders but to send home for the rails, and in that one order we saved £13,337 2s. 9d. The papers have been all printed, and they were laid before the Legislative Assembly some time ago. At question No. 85, Mr. Thomas says that he has made reports as to rails of an inferior quality. I say that no report of the kind has ever been made to me, nor can I find that any report of the kind has been made by Mr. Thomas to any one with reference to the rails. In his answer to question No. 86, Mr. Thomas says—“The falling of a stone upon them [the rails] has caused them to break like a piece of glass.” I spoke to the Inspector the other day who had charge of this length, and he told me that the rail referred to was in one of the cuttings in Bargo Brush—that the stone was two tons in weight, and that it fell from a height of 45 feet. In Mr. Thomas's answer to question No. 88, which has reference to the importation of the rails said to be of an inferior quality, I find this statement—“I never indented any but once, twelve or eighteen months ago, and I don't think that they have arrived.” If Mr. Thomas knew that the rails which we were using were so inferior, why did he indent for them under precisely the same specification? The rails indented for by Mr. Thomas were under precisely the same specification as the other rails.

1059. *Commander Onslow.*] Were you in England at the time that Mr. Thomas indented? No; here. He indented for rails for renewing the Parramatta Line. Witness continued:—At question No. 92 reference is again made to steel rails. The rails referred to are, I repeat, the best wearing rails we have ever had. I see there are a number of other questions which refer to the same thing; but it is perhaps not worth while noticing the matter further. The next question I wish to draw the attention of the Committee to is No. 98, and it has reference to inspection. I do not think that anything can be more clear or carefully drawn than the instructions given by Mr. Fowler for the inspection of these rails. I have here the list of experiments which have been made; but I may tell the Committee that no inspection of any kind can ensure a good rail with a dishonest manufacturer. At question No. 101 Mr. Thomas is asked—“If rails of the inferior description you have spoken of have been used on the Western Line, do you not think that the public will be serious losers by having such inferior metal laid down?” Mr. Thomas replies—“I believe the public will be great losers. The working expenses on that line will be great, owing to the necessity of constantly changing the rails—taking them up and laying them down. Besides, I consider them dangerous.” There has not been a single renewal of the rails on the Western Line yet, nor do I believe

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that there has been a single renewal on any of the lines excepting Sydney and Parramatta. The rails have been turned, no doubt; but, so far as I can make out, there has not been a single renewal.

1060. *Commander Onslow.*] A rail is never turned twice, I suppose? No, never. Witness continued:—At question No. 102 Mr. Thomas is asked—“Have you observed on the Western Railway, where they have such sharp curves, whether the rails wear away by abrasion more than is usual on other railways,” and he answered, “Yes.” I believe that I am correct in saying that Mr. Thomas was never over the Western Line excepting on an engine or in a carriage, and he therefore can never have seen the condition which any of those rails may be in. He therefore cannot have arrived at his opinion as to the rapid wear and tear of those rails from his own observation, and can only have done so from reports made by Inspectors. At question No. 104, speaking of the rails between the first Zigzag and Blackheath, Mr. Thomas says—“Rails have been already taken up and condemned.” I am told by the person in charge of that line that he has never renewed a single rail upon it.

1061. *Mr. Lord.*] That is on the Western Line? That is on the Western Line. Witness continued:—In his answer to question No. 106 Mr. Thomas says—“I do not think that there is a gradient of 1 in 30 in England.” There are several gradients of 1 in 30 in England, and some even less than that. At question No. 108 Mr. Thomas gives his opinion in reference to the manner in which the railway has been constructed over the Mountains. He says—“A different course was taken at Mont Cenis; there they had a mountain to go over; they threw over all English notions of railway engineering, and have succeeded; but to attempt to carry a railway suited to a level country over the Mountains is absurd.” I have nothing to do with Mr. Thomas’s opinion; but I may remark that the English people did not make Mont Cenis on purpose to take the railway over it; but it was there, and an expedient was resorted to by English engineers to carry the railway over the mountain as a temporary work until the completion of the tunnel. If we had adopted the inclines on the railway there, we should have had to make a country to fit the railway, and not a railway to fit the country. At question No. 110 Mr. Thomas is asked whether narrowing the width of the formation from the existing formation would not relatively very much reduce the cost of formation; and to that he replies that, “If you make a sketch of an embankment for the two different systems, it will be readily seen that there is a very great difference.” The only difference that there can possibly be must be the difference in the gauge, and that can only apply to the width of the centre. The two slopes are precisely the same. The difference between the gauges (3 feet 6 inches and 4 feet 8½ inches) is simply 14½ inches. With a cutting 18 feet in depth, with our eighteen formation, the slopes are equal to the centre piece. At question No. 112 reference is made to the break of gauge, and I only notice it because Mr. Thomas thinks that it is the population which it is difficult to move. The difficulty would arise with goods, and not with passengers. Question No. 131 is—“Could we not run these trucks with safety at a greater rate of speed over 60 lb. rails?” Mr. Thomas’s answer to that question is—“Yes. The deflection is caused by the speed rather than by the weight. If you pass over a bridge at the rate of twenty miles an hour the deflection will be half an inch, while at forty miles it will be an inch and a half.” Why should the deflection be half an inch at twenty miles an hour, and why an inch and a half at forty miles? If Mr. Thomas had profited by his experience in this country, he might have known that the difference in speed makes not the slightest difference in deflection. Why a bridge should deflect at all to that extent I cannot make out. It would depend entirely upon the strength of the bridge, and the material used in its construction.

1062. *Mr. Lord.*] I suppose that you would condemn a bridge if there was such a deflection in it? Yes, instantly. In large spans, of course you expect the deflection to be considerably more than in smaller spans. Witness continued:—I see that there are a number of matters here about the steel rails to which I might reply; but I think I have said enough to show that the rails referred to are in use, and are useful. At question No. 152 Mr. Thomas says that “we have made one or two iron rails in the Colony—passed them through the rollers.” I never heard of such a thing. I don’t think that any rail has been rolled here. In 1862 the Government gave the Fitzroy Iron Company an order for 10,000 tons of rails at £12 a ton, but I never saw any rails that they made.

1063. *Commander Onslow.*] Not one? I never heard of one.

1064. *Mr. Morrice.*] Don’t you think that good rails could be made at the Fitzroy Iron Mine? I don’t think that you could make them without a mixture of ore in them—it is too strong. In answer to question No. 169 Mr. Thomas says—“We have not sufficient steam power; we now have thirty locomotives on the Southern and Western Lines, and out of these twenty-four are daily in steam, consequently there is no time for repairing them, and if anything gives way the engine goes into the shed and is patched up and sent out again.” That is quite true. But in 1866, when I gave up charge of the Locomotive Department, there were fifteen perfectly new engines in the yard. They gradually became absorbed in the traffic, and no application was made to supply their place. The engines that had been in use were left unrepaired for the purpose of reducing the working expenses. One engine was for two years and five months unrepaired, apparently for the same purpose.

1065. *Commander Onslow.*] During what time was that? From the year 1866 to 1869.

1066. *Mr. Lord.*] Were you in charge of the Locomotive Department prior to that? Yes, I had charge of it from 1857 to 1859 I think it was; and I had charge of it again from 1861 (I think) to 1866, and then Mr. Thomas took charge. Witness continued:—At question No. 171 there is another matter which Mr. Thomas never fails to refer to. He is asked—“Are you short of passengers’ carriages?” and he replies, “No, I think we have plenty of passenger carriages. There is another instance in which I think the Colony has been badly served. There were eighteen imported at a cost of £15,000, and when these came out we found that the panels went to pieces, and that it was dangerous to run them upon the line, and it was not until they were repaired and patched up that they were fit to run.” The fact is that these carriages began to run from the time they came out. I cannot conceive how a carriage can be dangerous because it has got a cracked panel. If all the panels were cracked, it would not make any difference to the safety of the carriage. These carriages have been running, I believe, ever since they arrived.

1067. *Mr. Morrice.*] Without any repairs? Many of the panels were cracked, but they were repaired. I think that the only claim made by the Government against the manufacturers was for £230. That was for the eighteen carriages, so that the damage could not have been very serious.

1068. *Commander Onslow.*] Was that claim paid, do you know? I am not aware. Witness continued:—At question No. 175 Mr. Thomas is asked—“If we had to commence the Western Railway do you think that we should adopt the same system as has been carried out there?” and his answer is—“I think not; we should be very foolish if we did.” Why should we be very foolish? It is an important question to know why

why we should not adopt the same system under similar circumstances. Could a better system be devised? J. Whitton, Esq. We might have had in some instances better gradients, and fewer curves, if we had gone to more expense, but a more expensive line was not considered advisable at the time, and therefore it has not been constructed. Mr. Thomas' answer to question No. 106 has reference to the keeping of accounts; but that is a matter 2 Mar., 1870. that I will refer to when I come to Mr. Ashdown's evidence. I find that the next matter to which I wish to draw the attention of the Committee is with reference to the accounts. Mr. Ashdown says that I have obstructed him in every possible way in keeping the accounts; and he says that he has adopted a system by which, if carried out, there would be no difficulty in furnishing the information required by the House. We have the Southern Railway, the Western Railway, and the Windsor and Richmond Railway, but to call these the trunk lines is simply to take off a portion of the Southern Railway, which has been called a trunk railway, I believe, because they say that the lines which branch from it resemble a tree. If that be the trunk line, why should we not take the first branch of that tree, say to Liverpool, or Campbelltown, or Picton, or Marulan, and keep headings in the accounts for each of them? The system adopted by Mr. Ashdown in keeping his accounts when Mr. Thomas had charge of the Existing Lines, comprised headings for Trunk Line, Southern Line, Western Line, Mountain Line, Windsor and Richmond Line; and when he had enumerated all the lines he has yet a heading for General Lines. Why should there be a heading for General Lines, when the accounts of all the different portions of the lines are kept under their separate headings? I wish to point out to the Committee that it is utterly impossible to keep the accounts in the way which Mr. Ashdown suggests. Here are some of the time-sheets. The large sheets are called the "time-sheets," and show every half-day or quarter of a day a man is employed on any particular work. Mr. Ashdown has nothing to do with these sheets. When these accounts come into my office every man's time is taken out and put into a sheet under the heading of each engine, so that the total amounts chargeable to each of the engines are kept together in the appropriation sheet. This item refers to an engine running (say) from Sydney to Goulburn, and this heading will apply to No. 25 or any other engine. The whole of these amounts are put down in one column and added up, showing the total of each engine. These again are put into a summary and forwarded to the Accountant. It is impossible that the expenses can be charged from Sydney to the Junction, because the same engine which runs between those two points goes beyond (say) to Goulburn. Precisely the same thing applies to carriages and wagons. An engine which runs on the Southern Line one day may be running on the Western Line the next. When an engine comes into the shed for repairs, it is impossible to say what proportion of those repairs shall be charged to any particular portion of a line, for it has been running on all the lines. It is utterly impossible to do anything of the kind; and I was at the trouble of showing the Accountant that it was impossible. The Accountant has only had about three years' experience of railway accounts, but the moment he went into the office he commenced to make injudicious alterations. Mr. Ashdown informed the Committee that he kept the accounts during the first six months of last year as he wanted them to be kept. Here are Mr. Ashdown's own accounts, and the Committee will see that there is nothing charged for locomotives, carriages, or wagons, to the trunk line. Here is the account for the Southern Line, and there is nothing charged for locomotives, carriages, or wagons. Here is the account for the Western Line, and there is not a farthing charged to it, and yet he says that the charges are all appropriated in the manner in which he suggested. Yet the Accountant has managed to state what he assumes to be the cost of working the Mountain Line; because there has been an attempt ever since the Mountain Line was opened to make its working most unsatisfactory by those who had charge of it. The expenses of the engine running from the Mountains to Parramatta are all charged to the Mountain Line. With reference to this portion of the line, I may say that before I resumed charge of the Locomotive Branch the engines running up the Mountains took seven or eight trucks. I pointed out to the Commissioner that they were simply playing with the Western Line. I took up twelve trucks one day, and the engines have since taken up eleven or twelve trucks when required. After the Locomotive Department was placed in my hands, I issued an order that any engine-driver who refused to take twelve trucks should be dismissed.

1069. *Commander Onslow.*] When you say that they attempted to make the line unworkable, to whom do you refer? The late Commissioner—Mr. Byrnes, the late Engineer for Existing Lines—Mr. Thomas, and the Accountant—Mr. Ashdown.

1070. *Mr. Morrice.*] Did the same engine take up twelve trucks that took up eight? Yes, precisely the same engines.

1071. Without any alteration in them whatever? Without any alteration whatever.

1072. *Mr. Hoskins.*] Have you commenced building any sheds for the housing of the engines? Yes, I have commenced one shed at Penrith. I think it is perfectly clear that, if engines will take up twelve trucks, and they have been running with only seven or eight, fair play has not been given to the Western Line.

1073. Eighteen-inch cylinder engines, are they not? Yes. Witness continued:—The next entry in this account is for the Windsor and Richmond Lines, in connection with which there is no charge to the Locomotive Department. We then come to the General Lines, and there we find all the charges for the Locomotive Department, with the exception of the Mountain Line. If the whole of the information can thus be placed under the heading of General Lines, why need there be more than one heading for the Southern, Western, and Richmond Railways?

1074. *Commander Onslow.*] You admit that there is a greater expenditure in running up the Mountain Line? Undoubtedly; but you cannot arrive at what that expenditure is, because the same engine which runs over the Mountain Line also runs over the Southern Line and the Western Line to Parramatta. Supposing an engine to have been running to Goulburn for three months, and it comes into the shed and has repairs done to it to the amount of £30 or £40, how can you ascertain what proportion of that amount is chargeable to any particular part of the line? The total cost of the repairs can be known and is known, but it is impossible to say to which part of the line the amount or any portion of it is chargeable.

1075. You do not think that an approximation can be made? No.

1076. *Mr. Hoskins.*] You do not run an engine right through to Goulburn? We generally run to Picton, and then to Goulburn; sometimes we run the engines through.

1077. *Mr. Lord.*] But nothing of this kind would prevent you from arriving at an approximation of the amount to be charged to each? It can be arrived at by taking the mileage run on each line, by dividing the whole cost of the repairs to the Locomotive Department according to the mileage run on the whole of the lines.

J. Whitton, Esq.,
2 Mar., 1870. 1078. *Chairman.*] It cannot be done unless the rolling stock is kept distinct? That is the only way in which it can possibly be done.

1079. *Mr. Hoskins.*] As a matter of fact the engines used on the Mountain Line can now take twelve loaded trucks? They can—I have pointed that out repeatedly with reference to these engines.

1080. *Mr. Morrice.*] How many would they take from Mittagong? They would take heavier loads after passing over the gradients of 1 in 30. Witness continued:—In his reply to question No. 205, Mr. Ashdown represented that I set aside his way of keeping the accounts. I could have no possible interest in having the accounts kept in any other way than that which would enable any person to understand them. All that I want is that the accounts may be kept with as few headings as possible, so that they may be easily understood. It is plainly inferred from Mr. Ashdown's answer that I was desirous of preventing a full knowledge of the working expenses of the Mountain Line. I should be glad to give the information if I could ascertain it; but I do not think that it is fair to profess to keep the charges, and then to guess at them in the accounts.

1081. *Commander Onslow.*] Do you think that under the old system of keeping the accounts we arrived at a fair valuation on the different lines? We might have done so. The accounts have been published up to 1865, and I believe they are correct—as far as I know, they are correct.

1082. There is a direct conflict between you and Mr. Ashdown? This is simply a question whether the accounts can be kept in the manner in which he suggests—I say they cannot. Mr. Ashdown has nothing to do with the appropriations of these accounts at all until they are sent from my office to him to be entered into his books.

1083. *Mr. Lord.*] Then I take it that Mr. Ashdown's duty is simply to make his books tally with the returns he receives from you? His duty is not to find the headings of accounts, but to keep the accounts as forwarded to him, and at the end of the year to give a clear explanation of the accounts which pass through his hands. There is no difficulty in keeping the accounts of the permanent way in any shape we please, because there are direct charges for men and materials for each district. These are kept on the Southern and Western Lines, and the Windsor and Richmond Line also. With reference to the receipts of the year, they can be as easily kept and divided as on any other railway. The accounts for the Southern Line would be from Sydney to Goulburn, and the Western Line from the Junction at Parramatta to Bathurst; a proportionate part of the fares of passengers going to the West from Sydney, as represented by the distance from Sydney to the Junction, being credited to the Southern Line. It is precisely the same with the goods traffic.

1084. Mr. Ashdown said that you allowed him to keep the accounts, and not the expenses? He could hardly say that I allowed him, because I had nothing to do with him.

1085. The Commissioner then? It is very likely that the Commissioner did so. I had not time to go into the matter, and do not understand what arrangements were made between the late Commissioner and the Accountant.

1086. Do you think that the way Mr. Ashdown suggests the accounts should be kept would entail additional expense and trouble, and produce no corresponding benefit? I do think that it would entail additional expense and trouble, and that it could not produce any corresponding benefit, the whole system adopted by him being impracticable. There is no advantage in keeping the accounts in the way that he suggests; but he has kept the accounts in such a shape that they are hardly intelligible. He speaks of the Trunk Line. What is that? It is simply the Southern Line. We might have as many headings as we please, but the simpler the accounts are kept the better. Witness continued:—“At question No. 209 Mr. Ashdown is asked—“Who was the Engineer for the Western Line?” And he answers—“Mr. Barton, I believe.” That must be a deliberate falsehood on his part. Mr. Barton had only charge of the trial surveys. The next question, No. 210, he is asked—“Had Mr. Whitton anything to do with it?” and he says—“I have heard that Mr. Whitton was never on that line until it was constructed.” I may inform the Committee that Mr. Barton had nothing to do with the construction of the Western Line.

1087. *Commander Onslow.*] Who laid out that line? I did. Mr. Barton was employed on trial surveys; he was under my charge, I gave him instructions, and it was his duty to carry them out. He was only employed as Engineer for Trial Surveys, and he acted on all occasions under my direction. Mr. Barton had nothing to do with the construction of the works. Witness continued:—“At question No. 212 Mr. Ashdown is asked—“You cannot attribute any reason for such opposition?” and his answer is—“The only reason that I can see is a desire that the information should not be furnished as it was required, or a want of knowledge or understanding of the principles of accounts.” As I have said before, I could have no possible interest in withholding information—I have always been ready to give it; but when I do give it I like it to be correct, and not guessed at. At question No. 216 Mr. Ashdown is asked—“You know nothing of the working of the railways practically?” and he answers—“No, except that I have resided on the line for some time, and have therefore had a good opportunity for observation.” He might just as well say, that because he lived by the sea-side he was a thorough sailor and perfectly understood navigation. As to Mr. Lloyd's evidence, I have not had an opportunity of reading it; but I have heard that he has recommended the use of an engine weighing 60 tons. I should be very sorry to see engines of that description in use on these lines.

1088. *Mr. Hoskins.*] Would it not cause increased wear and tear? The excessive weight on so short a wheel base would be highly objectionable.

1089. *Chairman.*] Did he not offer some suggestions, or find fault with too great a weight being placed on a pair of wheels? Yes.

1090. And he proposed that that weight should be distributed? Yes.

1091. *Mr. Hoskins.*] Is not danger to be apprehended to the permanent way by running an engine with twelve wheels? I do not know that it is, because the whole of the wheels would be made with movable axle-boxes. They would have play in most of the axle-boxes, enabling them to go easily round the curves; but the great objection on my part is to the immense weight. I have never heard of engines of that description being used, excepting in France.

1092. They are used on some of the northern lines of France? I believe so. Witness continued:—The evidence which has been given as to bad rails can only have reference to the rails laid between Marulan and Goulburn, for I consider that the whole of the other rails are of very fair quality. I don't think that better rails could be used than those between Liverpool and Parramatta, and the rails all the way up to Picton are a very fair sample indeed. There is no doubt that in a long line you must have some rails defective; but there

there was certainly a greater proportion defective between Marulan and Goulburn than on any other portion of the line. Immediately I heard of it, I had a return made, and reported to the Commissioner, with a view to prevent any more rails being sent out by the parties who had supplied the rails referred to. It seems to me to be perfectly clear that if we have competition, and always accept the lowest tender, we must get an inferior article.

J. Whitton,
Esq.

2 Mar., 1870.

1093. *Commander Onslow.*] Do you think that monopoly would be better than competition? I think that it would be better to pay a few pounds a ton more for rails of a really good description, than to have an inferior article at a lower price.

1094. *Mr. Hoskins.*] Mr. Mason has given in evidence that the rails sent out are positively bad? Mr. Mason can have no knowledge of the rails, excepting from the wear of a few between Marulan and Goulburn.

1095. He speaks of the rails from Campbelltown? If he does, I can only say that he did not understand the question.

1096. *Commander Onslow.*] Do you think that on the whole we have been well served? I do.

1097. And that we have not paid an excessive price? Yes. The rails are made under a specification. You cannot tell from the prices quoted in the newspapers what such rails will cost. The number of rails that have been turned must show clearly, with the traffic they have had over them, that they must be of a very good sort. Mr. Higgins, the contractor, told me that on one of the suburban lines he laid rails which had been imported through a merchant in Melbourne, and that in twelve months after they were laid down every rail had to be taken up.

1098. *Commander Onslow.*] Would you recommend that more of Dodd's steel-hardened rails should be imported? No; I would import steel rails.

1099. Do you think that the higher price would counterbalance competition? I think that you could get steel rails for £10 a ton in England now. Our rails are costing from £7 to £8 a ton.

1100. Steel rails would last thirty years, while the others would only last twelve? No doubt of it. They would last forty years. I find that the line from Campbelltown to Menangle was opened on the 1st of September, 1862, and on that length of six miles fifty chains there have been twenty-seven defective rails; from Menangle to Picton, a length of twelve miles twenty-eight chains, opened on the 1st of July, 1863, there have been sixty-one rails which have been turned or show signs of wear; from Picton to Mittagong, which extension of twenty-four miles was opened on the 1st of March, 1867, there have been 103 defective rails; from Mittagong to Bowral, a length of three miles, opened on the 2nd December, 1867, there were six defective rails; from Bowral to Marulan (opened to Sutton Forest on the 2nd of December, 1867, and to Marulan on the 6th August, 1868), a length of thirty-four miles, there were thirty-one defective rails; and from Marulan to Goulburn, opened on the 27th May, 1869, a length of twenty miles, there were 258 defective rails.

1101. *Commander Onslow.*] What do you attribute the great wear and tear of the rails to from Picton to Mittagong? In a great measure to the inclines of 1 in 30.

1102. In going down or coming up? Both. In coming down they have all their breaks on, and the wheels sliding on the rails do very serious injury. As I stated in my report to the Commissioner, the rails between Marulan and Goulburn are the worst rails we have ever had. The rails appear to have deteriorated from Campbelltown to Picton, but they are not what I should call bad rails.

1103. *Mr. Hoskins.*] There must have been a number of orders? Yes.

1104. *Commander Onslow.*] Have you any means of knowing what rails come from each manufacturer? Yes; these inferior rails mostly came from Bolckow & Vaughan.

1105. Each rail is stamped, I suppose? Yes. I wrote to the Commissioner and recommended him to write to the Agent at home, directing him to have no more rails from Bolckow & Vaughan. At the same time I urged the Commissioner to have no competition.

1106. The bad rails are owing to no fault of the Inspector? I think not. I don't think that any amount of inspection will guarantee a good rail.

1107. *Mr. Hoskins.*] Why were the rails from Parramatta to Liverpool of a much superior quality? I am not sure whether those rails were ordered direct from the manufacturer, or whether they were tendered for. If they were tendered for, the tenders were limited most probably to very few houses.

1108. *Commander Onslow.*] And that, you think, is better than tendering for them in the general market? Far better.

1109. You think it would be better to limit the tenderers to only a few houses? Decidedly. If I were ordering anything of that kind for myself, I should go to a good house, and ask them to make me a good article at a fair price. Competition has deteriorated almost all the articles coming out from England; it has had the same effect with engines and other rolling stock.

1110. *Mr. Hoskins.*] We have paid for a good article? No doubt, and we have got a very fair article. I cannot say that the rails between Marulan and Goulburn are of first-class quality, judging from the number which have proved defective, but the remainder may wear well. Witness continued:—I see that Mr. Thomas, in his second examination, in answer to question No. 490, speaks of the increased cost of the lines under the head of "working expenses." I cannot say what that increase is, because I have not got the accounts, but there is no doubt that there was a very great increase. The whole of the rolling stock was in such a defective condition that we were obliged to put on a great number of men to effect the necessary repairs. In the next question, No. 491, Mr. Thomas is asked—"Has there not been a considerable length of line opened?" and he replies "No." The extension from Marulan to Goulburn, twenty miles, was opened on the 27th of May, the extension from Singleton to Muscleebrook, a distance of thirty-one miles, was opened on the 19th of May; and the extension from Mount Victoria to Bowenfels, a distance of twenty miles, was opened on the 18th of October. These extensions give an additional length of seventy-one miles, although Mr. Thomas informed the Committee that no additional length of line had been opened. At question 510, Mr. Thomas says that the weight of the rails on the Windsor and Richmond line is 40 lbs. to the yard. The rails on that line are 55 lbs. per yard. At question No. 528 Mr. Thomas is asked—"Can you say what has been about the cost per mile of the present rail?" and he answers—"75 lbs. to the yard would be about 100 tons to the mile, and the cost about £800." The 75-lb. rails weigh 118 tons to the mile. Questions No. 545 to No. 549 refer to Mr. Thomas's appointment. Mr. Thomas was appointed on the 12th January, 1859, and removed on the 25th of April, 1862. He was reappointed on the 1st of August, 1866, and he was removed on the 31st of May, 1869.

1111. *Commander Onslow.*] What is Mr. Thomas now? He is now Inspector of Rolling Stock. 1112.

J. Whitton, Esq. 1112. *Mr. Hoskins.*] Was it at your recommendation that a person receiving so high a salary as Mr. Thomas receives should be employed to inspect rolling stock? If Mr. Thomas had been at all fitted for his duties, I consider that his pay, £550 a year, was absurd.

2 Mar., 1870. 1113. But I mean as Inspector of Rolling Stock? In that capacity I don't think that he is of any use at all. The rolling stock could be examined by the foreman at the railway workshops; by Mr. Scott, who has charge of the Locomotive Department, and by Mr. Bingham, without any additional expense. I may say that it takes me a considerable portion of my time to reply to the absurd minutes of Messrs. Thomas and Ashdown, addressed by them to the Commissioner. When the papers which have been called for by Parliament are published, it will be a matter of surprise how I have ever been able to find time to do anything else. In speaking about the qualities of the rails at question No. 565, Mr. Thomas says—"There has never been a rail upon the line but what has been bad—not a rail that I have ever seen." That may be his opinion, but it is certainly not correct. At questions Nos. 608 and 609 Mr. Thomas makes some remarks in reference to the contracts which have been entered into for the making of rolling stock. I believe that those contracts were entirely under the charge of Mr. Thomas, and that when the agreements had been signed, it was discovered that there was no clause in the agreements compelling the contractors to make the articles in the Colony.

1114. *Commander Onslow.*] Have the contractors imported them? They are importing a great number of them; and they will be paid precisely the same price for the imported articles as if they were made in the Colony.

1115. What proportion are being imported? I do not know the number ordered. The papers were kept secret from me, and I never saw them during the time the late Commissioner was in office—I never heard of them excepting by accident.

1116. Has one person got the contracts? Messrs. Mort & Company and Messrs. Vale & Lacey have got the contracts for the engines.

1117. No trucks are being imported? No. The popular notion is that all these things are being made in the Colony, but even the trucks and carriages are not wholly made in the Colony—the carriage and wagon bodies are made in the Colony, but the wheels, axles, and springs are imported. In fact nothing more is now being done than has been done since I came to the Colony; for although we imported the carriages, we repaired and renewed them. Wagons have been built at the Railway-works for years past, and by contractors in the Colony.

1118. But we still save by making the wood-work in the Colony? I say not.

1119. We could import them cheaper? Yes.

1120. And get as good an article? Better. I am prepared say that I could import the whole of the engines at about £500 less for each engine.

1121. And get a better article? Yes, a better article.

1122. *Mr. Hoskins.*] Mr. Thomas said that engines had been imported that had not been put together in England? I think at that time I had charge of the department; and I wrote to Stephenson about the way in which they were put together. They were not first-class finished engines. They have however worked uncommonly well, but they were not what they ought to have been coming from such a firm.

1123. Did other manufacturers ever send out engines in good condition? Yes; Buyers & Peacock sent out the best engines we have lately imported.

1124. Then in your opinion we are making a mistake in obtaining them in the Colony? Most decidedly. The making of these engines will not benefit the workmen so much as the manufacturers, as the principal parts are imported. I believe that some *portion* of these engines are being made in the Colony, I think by Messrs. Vale & Lacey; but I know that Messrs. Mort & Company have ordered engines direct from England, but portions of other engines will probably be made by them in the Colony.

1125. *Mr. Lord.*] Do you know that it is a fact that there is nothing in the agreement to specify that the articles shall be of colonial manufacture? Mr. Mort himself, I believe, says so, and a correspondence which took place the other day showed it. Witness continued:—At question No. 615 Mr. Thomas speaks of an engine designed by him, and he says—"I adopted as my model a class of engine that had been found to be best suited for lines with similar gradients and curves in the Mauritius, America, and other places." The Mauritius engines are all of eight wheels, instead of six, as in that proposed by Mr. Thomas. At question No. 701 of Mr. Mason's evidence, I find that Mr. Mason says "It is chiefly in the earth-work that the saving is made in adopting a narrow gauge." That is quite a mistake—it is not so.

THURSDAY, 3 MARCH, 1870.

Present:—

MR. HOSKINS,
MR. LEE,

MR. MACLEAY,
MR. MORRICE.

COMMANDER ONSLOW, R.N.

WILLIAM MACLEAY, ESQ. IN THE CHAIR.

John Whitton, Esq., Engineer-in-Chief for Railways, called in and further examined:—

J. Whitton, Esq. 1126. *Chairman.*] You were making some statement yesterday connected with matters which have been brought in evidence before the Committee—Have you any further observations to make? Very few. The next matter I have to call the attention of the Committee to is in the Appendix (page 2), signed by Mr. Thomas, with reference to the system of task-work. When I took charge of the line in July, I endeavoured to ascertain the wages the men were earning on this task-work, and I found that a man named Hill, the principal blacksmith, was earning £2 6s. 1½d. a day, and Gerrard, another blacksmith was earning £1 11s. a day, Hill's ordinary wages being 16s. a day, and Gerrard's 3s.; and as I did not see the economy of that I stopped it at once.

1127. *Commander Onslow.*] Do you think they did any more work? I do not think so. With reference to a statement that I made yesterday, that every obstruction had been thrown in the way of the working of the Western (Mountain) Line satisfactorily, I wish to draw the attention of the Committee to the instructions

tions I wrote for the working of the line between Picton and Mittagong, when that line was first opened. I there stated that a load for goods trains should be twelve wagons, and I believe twelve and occasionally fourteen wagons have been taken up the incline of 1 in 30 for three miles between those stations. On the opening of the Western Line I wrote to the then Commissioner to say that the same regulations would apply to the working of the Western Line as to the Southern Line, mentioning particularly the extra strength required for the centre couplings and side chains on the Western Extension. Yet the Western Line was rarely worked with more than seven or eight trucks during the time Mr. Thomas had charge of the Locomotive Department, and the engines were simply doing little more than one-half the work they could have done, whilst on the Southern Line the engines were being worked up to their full power. By reference to the Accountant's abstract of the expenditure of the Locomotive Department, it will be seen that only on the Mountain Line, as he calls it, has he endeavoured to keep the working expenses distinct; and yet the engines on this part of the line were doing only one-half the work they ought to have done and could have done. I would ask if this is fair to the Western Line, or was it not, as I have stated, done with a view of showing the enormous difference in the cost of working the Western (Mountain) Line as compared with the Southern Line? If this arrangement was not intentional it looks very much like it. It was certainly not done in ignorance of what could be done by the engines, as my letter to the Commissioner pointed out that twelve wagons would be the load. I also called the Commissioner's attention to the dangerous manner in which the line was being worked, in a memorandum dated 3rd August, 1868; but, so far as I know, no notice whatever was taken of the matter. The mountain engines from Penrith run with the mail train down to Parramatta, and all expenses of running them were charged to the Mountain Line beyond Penrith, and the Western Line was credited with the mileage.

J. Whitton,
Esq.
8 Mar., 1870.

1128. *Mr. Hoskins.*] Would you be good enough to point out in what way the line was being worked in a dangerous manner? I have pointed it out in memoranda to the Commissioner from time to time, in regard to couplings and other matters. I do think that full justice has not been done to the Western Railway—that no attempt has been made to work it satisfactorily or to take up such loads as the engines could have taken. It must be obvious that, if the engines were running with half a load, in any comparison between the cost of working and the receipts, the receipts ought to be doubled pretty nearly, to compare favourably with other lines.

1129. *Commander Onslow.*] When the Western Line was first opened, had you the general superintendence of the working of the lines? I had not.

1130. Were you in the country? I was.

1131. Were you aware that this small number of wagons were being worked? I was.

1132. Did you make any representations on the matter? I pointed it out to the Commissioner on several occasions.

1133. For what length of time has the proper load been taken? Only since I took charge—within the last few months; since July or August last year.

1134. Prior to that the engines were never doing their proper work? They were never worked to their full power.

1135. *Mr. Hoskins.*] Would you have any objection to state what representations you made as to the unsafe working of the line? I believe that I made very strong representations to the Commissioner, and I said the line had been worked ignorantly, recklessly, and dangerously. For instance, rails were sent up with passenger trains with nothing but the centre links coupled. I have a memorandum here with reference to it. This is one letter that I wrote to the Commissioner calling attention to rails having been sent up with passenger trains. (*Witness read and handed in the same. Vide Appendix D.*) That is not the memorandum I alluded to as to the reckless manner of working the line.

1136. *Commander Onslow.*] You are of opinion that there should not be mixed trains—goods and passengers? Certainly.

1137. Is it not done every night? There is scarcely a train run on the Mountain Line without some goods trucks; I do not mean perishable goods, but trucks loaded with sleepers, rails, or heavy materials generally.

1138. *Mr. Hoskins.*] In point of fact goods trucks run on four wheels only, and are not expected to travel more than about sixteen miles an hour, whereas passenger carriages are expected to run at the rate of thirty miles an hour? The great objection is to the extra weight on the goods trucks. If an axle should break on one of these trucks it might be productive of serious consequences to the passengers.

1139. *Commander Onslow.*] Which is most dangerous,—having these trucks before or behind the passenger carriages? They are generally put behind. I do not think there is much difference as to danger between the two positions. Another very extraordinary part of this arrangement is that this Mountain Line, where the engines are not half worked up to their full power, should be the only portion where the Accountant should endeavour to keep a distinct account as to cost. There is nothing in his account for the Trunk Line, either for carriages, wagons, or locomotives, and nothing to the Southern Line, nor to the Western Line terminating at Penrith; but when we get to the Mountain Line we find all the details of the working expenses filled up. Now as these carriages are, according to the Accountant's division, running on three lines on the same day, the account cannot possibly be fair to the Western Mountain Line if the costs of repairs have been charged to it.

1140. *Mr. Hoskins.*] Do the same description of goods-trucks run on both lines? Not the same description only, but the same trucks.

1141. Have they not been fixing brakes to all the trucks on the Mountain Line? Yes, I believe all wagons on the Mountain Line have brakes.

1142. Did you ever remark, on looking at the rolling stock, that it frequently happens that the guard-iron is broken, and the handle of the brake trails on the ground? I never saw it to that extent; but it is just possible that if the brakes were worn away, and were very thin, the handle would go down. I endeavoured to get from the Accountant this morning what the Committee wished with regard to the total amount voted for Railways, but I could not get it.

1143. *Chairman.*] Have you finished your observations on the evidence? I think I have.

1144. I wish to ask you one or two questions about the locomotives—I do not think you gave any evidence on the subject when you were here last Session. Do you think any improvement could be made in our present system of locomotives which would have the effect of cheapening the working of the line? We might make heavier engines, and have them with eight wheels coupled, but I question whether that would very materially alter the expense.

1145.

- J. Whitton, Esq.
3 Mar., 1870.
1145. That would be with the view of enabling them to draw heavier loads? Yes. Of course that would be on the assumption that the engines now in use are not equal to the traffic; at present they are.
1146. That is not what I meant. Could you suggest any improvement by which a saving might be effected—for instance, you know the tank-engines which carry coal and water upon them—do you think these could be used with a view to economy? I have reported upon the tank-engines proposed to be made in the Colony a short time ago, and I have the strongest possible objection to using tank-engines on a main line, for several reasons; but one very important reason is that on a tank-engine there are brakes only on the engine itself, and if anything should give way in connection with these brakes, there are no other brakes to apply. On an engine with a tender there are brakes on the six wheels of the tender, which can be used, and therefore the consequences of any accident to the brakes on the engine would not be so serious as with a tank-engine. Besides, a tank-engine loaded with eight or nine tons of water has only its full maximum power when it leaves the station; every stroke of the piston on its journey diminishes the adhesive power of the engine, and the consequence is that at the end of the journey it has no more adhesive power to work the train than an engine weighing eight or nine tons less. To start with, there is an unnecessary weight upon the wheels, and at the termination of the journey there is no more adhesive power than there would have been had a lighter engine been used from the commencement.
1147. The sole object of having the enormous and apparently unnecessary weight on the engine is to give adhesive power? No doubt.
1148. Is there no other way in which that could be obtained? No other way, except by weight.
1149. Have you ever heard anything about a plan of using India-rubber tires? I have heard of it.
1150. Do you think that might have the desired effect? I do not.
1151. Would it not give additional bite? It might give additional bite, but I think the India-rubber would be destroyed in a very short time—it could never be made strong enough to stand the wear and tear at a high speed.
1152. You have heard, of course, of the road-engine? Yes, I know all about that.
1153. You are aware that India-rubber tires have been used for these engines, which travel over rough macadamized roads for months without a scratch? I am aware they have been used, but for what length of time I do not know; but the weights of these road-engines are very small in comparison with locomotives—only some three or four tons, whereas the locomotives are thirty or forty tons.
1154. The steam power necessary to draw a certain load in an ordinary train would not of itself necessitate any great weight in the engine? I beg your pardon—it would. It is impossible to make an engine of large tractive power without weight.
1155. But if you have adhesive power in the wheels—some means of getting “bite”—the steam power itself would not necessarily require a very heavy locomotive? You must have the steam power in any case, and that steam power necessitates a heavy engine.
1156. The locomotives we use now weigh about thirty tons—Could they not be made of the same steam power and yet be much lighter? No.
1157. I understood that they were made heavy for the purpose of giving adhesive power? Their weight simply arises from the fact of their having large steam power. You must have all the working parts very strong, and therefore very heavy, to resist the strain upon them.
1158. Then, in fact, a steam-engine of a certain horse-power could not be made lighter than these are made? No. I should prefer to put additional weight upon the wheels, and make them heavier than they are even now, by making the different parts of them very much heavier, rather than attempt to diminish their weight.
1159. *Mr. Hoskins.*] What is the thickness of the foot-plate that goes over the wheels? About three-eighths of an inch.
1160. Do you not think that if that was increased to an inch or an inch and a half it would increase the adhesive power? No doubt; but if you have sufficient adhesive power without that, there is no possible object in doing so.
1161. *Chairman.*] These locomotives we use here—what would you call their horse-power? I never calculate the horse-power of locomotive engines. They have a certain amount of tractive power which is arrived at in pounds.
1162. Is not the power of a steam-engine calculated in that way—so much horse-power? Yes, for marine and stationary engines. You very often see engines of a small nominal horse-power working up to a thousand. The nominal horse-power has very little to do with the actual power of the engine. It requires the diameter of the cylinder, the length of stroke, the diameter of the wheels, and pressure of steam to determine the power of a locomotive engine.
1163. What are the lightest locomotives you have seen? I believe locomotives are made as light as eight or ten tons.
1164. I have seen very small engines used as contractors' engines, drawing ballast-trucks and so on—what would be the weight of them? About twelve tons.
1165. Is that the smallest? One or two are smaller—probably about ten tons.
1166. *Commander Onslow.*] Is that without water and coal? No, they are tank-engines—water and fuel on the same foot-plate.
1167. *Mr. Morrice.*] Do you think the railway carriages might be made lighter? That is a question which has been very much discussed at home. They are trying to make them lighter, but at present they have not succeeded. It is possible the long eight-wheeled carriages might be made a little lighter, but I do not think the ordinary passenger carriages could be made much lighter with safety.
1168. *Chairman.*] Are there no locomotives under 10 tons? I really could not say positively. Of course something depends upon the gauge; on a narrow gauge they may be lighter; but the Queensland engines, on a narrow gauge, weigh something like 20 tons.
1169. Take for instance a locomotive sufficient to draw along a narrow line a light omnibus carriage full of passengers? The engine might be attached to the carriage on the same frame if there were only traffic for one or two carriages. It would depend however upon the gradients to be worked.
1170. How light might an engine be made for that purpose? An independent engine could not be made less than 10 tons, to be of much use. However light you make the engine, it must carry a certain quantity of water and fuel. I am not clear that it could be made so light as 10 tons. The lightest engines we have here are on the Windsor and Richmond Line; they weigh about 16 tons, and they are very small.
1171. *Commander Onslow.*] Could any system of cogs be tried for inclines? No, they are extremely dangerous.
- 1172.

1172. Going very slowly? If there were any particular part of a line that you wished to work with cogs. it might be done, but it would be going back to the system abandoned thirty-five years ago. J. Whitton,
Esq.
1173. Are stationary engines quite out of date? Quite.
1174. You do not think it advisable to have stationary engines, for instance, at the Zigzag? Not at the Zigzag, certainly; but if there were a very steep incline that could not be otherwise got over one might be used. 3 Mar., 1870.
1175. Is there any part of our lines where a stationary engine could be worked with advantage? No, there is no part of our lines where the present engines cannot be worked well and with safety.
1176. What thickness of India-rubber could be put on the wheel if that plan were tried? You might make it any thickness you please, either by making the wheel so much larger or diminishing the diameter of the wheel to make room for the India-rubber.
1177. Would it weaken the wheel? No, I do not think so.
1178. Would not a wheel so made be less likely to slip off the rail than an ordinary iron wheel? I do not think it would last. I do not think it possible to make India-rubber that would be safe to run at the speeds we run at here.
1179. *Chairman.*] Suppose we adopted lower speed? It might do for ordinary roads, but I should be very sorry to recommend it for adoption in this country unless I had seen it in practical use.
1180. *Mr. Hoskins.*] During the progress of this inquiry, I think you have given answers somewhat similar to some of the other witnesses. They have always expressed the opinion that they wish to see the trunk lines of railway of a first class character. But supposing that we consider that any extensions of our railways from the various termini sanctioned by Parliament ought not to be constructed on the same expensive scale, even although some persons may call them trunk lines, would you not consider that disregarding high speed would be one important consideration in having cheap railways? The extensions of these lines would be trunk lines in any case.
1181. Nevertheless, if we consider it not desirable to have the extensions of such a superior class of railway as the present, would not the important element of speed have to be considered. If there were a diminution of the speed there would be no necessity for having such solidly constructed lines? Speed makes some little difference no doubt; but if you have steep inclines you must have the same weight of engines if the same loads be carried; unless you reduce the gradients you cannot reduce the weight of the engines.
1182. Supposing that the amount of goods that will have to be transmitted from the interior as far as Goulburn on the south, Bathurst on the west, and Murrurundi on the north, will be much less than on the present lines, could we not then dispense with heavy engines and run lighter ones? No doubt if we run lighter trains we can use lighter engines.
1183. Could we not discard the higher rate of speed? No doubt, if the public would submit to it. There is no advantage in high speed, quite the reverse, so far as the cost of working the line is concerned.
1184. Could you suggest any means by which we can have locomotives constructed which would give us increased adhesive power without having such large tractive power, and therefore necessarily such costly engines in the consumption of fuel? Of course if you have engines of less tractive steam power you do not require to have nor would you have the same weight for adhesion; but additional adhesive power is only useful when properly proportioned to the steam power.
1185. Do you not think we might find means of giving increased adhesive power, for instance, by having heavier foot-plates over the wheels, and having wheels of much less diameter, provided we run at a lower rate of speed? I hardly see any advantage in weighting the engines in the manner proposed, if properly proportioned.
1186. I have seen on coal-pit lines engines with small cylindrical power but wheels low, not more than two feet in diameter, and they drew immense loads? No doubt, on tolerably level lines.
1187. You do not propose to have on these extensions steeper inclines than at present? That would depend upon the amount of money voted for the extensions. I do not propose to have worse inclines than 1 in 50; but if it should turn out impossible to make the gradients so favourable with the money voted, of course I should make them steeper.
1188. We may fairly assume that the amount of loading to be conveyed beyond Goulburn, Bathurst, and Murrurundi, will be less than nearer the seaboard, and therefore that a lighter description of locomotive, less costly in working, will answer every purpose, provided the one quality of speed be discarded? No doubt of it. If the traffic is much smaller, of course a much lighter locomotive will answer the purpose. The engine must be proportioned to the weight required to be drawn, and if the loads are not great, the weight of the engine may be considerably reduced. For instance, I may mention that the engines on the Windsor and Richmond Line, weighing 16 tons, would answer very well with light traffic on good gradients.
1189. They work now gradients of 1 in 40? 1 in 33.
1190. What is the average load these engines take on the Windsor and Richmond Line? Five or six loaded trucks, each truck weighing about $4\frac{1}{2}$ tons, and carrying 4 tons of loading; altogether about 40 tons.
1191. The case stands thus: we are in a fix—many of us are anxious to have railways extended, and we have to ask a perhaps reluctant Parliament to assent to the proposition, and we ask you if you cannot discard all notions of having first class lines, and yet give us something better than macadamized or mud roads beyond the present railway termini? No doubt a locomotive line could be constructed at a considerably less cost than the present lines—very little more than half. I believe a thoroughly good line could be made for £8,000 a mile. In that case we should have to reduce the rail and ballast and make the bridges of different material to what we are making them of at present. A line might possibly be made for less money, but I should be very sorry to recommend it, for I think it would be extremely dangerous to work it at the speed it will be found necessary to travel upon it.
1192. We would be satisfied with much less speed than at present? When I first commenced locomotive railways here, Mr. Donaldson told me that if I could beat the bullock drays it would do; but the public grumble now because we do not go fast enough. Unless you make a good railway to Albury, depend upon it the Melbourne people will take all the traffic; they will make a good one I have no doubt.
1193. I may tell you that a Member of the Legislative Assembly of Victoria has given notice of a motion to limit the expenditure upon their North-eastern Railway running towards Albury to £6,000 a mile? They will never have a railway fit to travel over at that price.
1194. Is it not the fact that the engines on our lines were worked too much when Mr. Thomas had charge? They are worked too much now on the Western (Mountain) Line. The fires are lighted on Monday morning, and are rarely put out till Saturday night. Each engine has two or three drivers employed upon it.

- J. Whitton, Esq.
 3 Mar., 1870.
1195. How long is an engine kept out of dock, as it is called? These engines never go into dock till Sunday and they start again on Monday morning.
1196. How many more engines do you require to carry on the existing traffic? Twenty at least.
1197. Have any engines been ordered? Yes.
1198. How many? Twelve or fourteen, I think.
1199. When were the orders given? Some time last year. I advised the Commissioner to send home direct for four engines, which he did; Mr. Mort I think has ordered six more from England, and is making others; and Messrs. Vale & Lacy are making some.
1200. How do you account for it that we are so short of engine-power, and that no provision has been made to supply the extensions? Provision ought to have been made when the whole of the engines left in 1866 became absorbed by the traffic—other engines ought to have been ordered.
1201. Who is accountable for the remissness? That I cannot say.
1202. Do you not think serious loss will result in consequence of the excessive wear and working we are putting our engines to now? No doubt there will; the engines will rapidly wear out, working as at present.
1203. They do deteriorate? Unquestionably.
1204. *Commander Onslow.*] In fact they are not fairly treated? They are not fairly treated. The engines are running so constantly that it is impossible to get the repairs done.
1205. *Mr. Hoskins.*] Then we have never really had an opportunity of testing the capabilities of our locomotive engines on our Mountain Line, because they have never been in first-class order? Never since they first began to run. I reported upon this matter some time ago to the Commissioner, with reference to the defective condition of the rolling stock and the engines particularly; there was scarcely a carriage on the line fit for use, in consequence of the filthy condition in which they were kept.
1206. *Commander Onslow.*] Do you think any of the carriages are dangerous? No.
1207. *Mr. Hoskins.*] When was the period when—if a proper amount of forethought had been exercised in reporting to the Commissioner or the Minister that there was a necessity, having in view the probable opening of extensions, for ordering more rolling stock—when do you think these orders ought to have been given? They ought to have been given immediately after it was found that the other engines were being used. The moment it was found that the fifteen engines left were not sufficient, others ought to have been ordered.
1208. How long is that ago? Fifteen new engines were in the yard in 1866, and others have only recently been ordered.
1209. There have been no orders for locomotives between 1866 and quite a recent date? I think it was some time last year the orders were sent. If all the papers that have been called for had been printed and laid on the table, it would have been seen that Mr. Scott, the locomotive foreman, recommended to Mr. Thomas, two years ago, the advisability of ordering more locomotive engines for the goods traffic.
1210. I infer from your observations, that in the course of a short time Parliament will be asked to vote a large sum of money to put our engines in a thorough state of repair, in consequence of their having been unduly worked? No, I do not think that; I think the amount voted for repairs will be sufficient. The difficulty is that we cannot get the engines into the shops; they are only temporarily repaired, and sent out again; there is not time to repair them thoroughly.
1211. Do you not think that, if this system of merely temporary repairs is carried on much longer, it will culminate in a thorough break down? It is very likely, and I should not be at all surprised to find that we cannot work the traffic.
1212. Can you tell me when the indents were sent to England for the railway iron that was used in the construction of the line from Campbelltown south to Goulburn? I cannot say positively, but they commenced about 1858. The first shipment of rails for the line beyond Picton came out in 1863, and for the Western Line beyond Penrith the first shipment came out in October, 1863, and they have been coming out at intervals ever since.
1213. It is given in evidence that the rails laid down from Campbelltown South have not been equal in quality to those used between Liverpool and Campbelltown? I do not think they are, but there is a very small proportion of defective rails on that length.
1214. I should like to know when the indents were sent for these? We can tell you from the office books.
1215. Was it in 1858? I am not positive whether they were sent for in 1857 or 1858.
1216. Can you tell me whether, when railway iron was ordered, the Colonial Agent was instructed to purchase the best quality of railway iron? I do not know whether he had any instructions to that effect, but from the specifications the assumption would be that the iron was to be the best.
1217. Were specifications in all cases sent? Yes. In England a certain number of manufacturers were written to in the first instance to give in tenders for the supply of these rails, and no doubt in every instance, without regard to the character of the maker, the lowest tender was taken. Of course the assumption would be that the person who tendered was a proper person to be entrusted with the contract.
1218. If the specifications provided that rails of first-class quality should be supplied it does not matter what firm supplied them, provided that the rails were equal to the requirements set forth in the specification? Certainly not; but it is a well-known fact that some makers scarcely ever turn out a good rail if they tender for them. When tenders are called for and the lowest tenderer gets the order, if he cannot make a good rail at the price, as a matter of course he makes a bad one; and under such circumstances I defy any amount of inspection to ensure a good rail.
1219. Then specifications are valueless? I say they are to a certain extent, and inspection also. I should write to a good maker and ask him to give me his price for a good rail, and then you would get better rails than now, but you cannot get them at the same price.
1220. *Commander Onslow.*] Reserving the right of rejecting them after their arrival here, if they were not good? It is rather a long distance off to guarantee a rail, but I have no doubt they would do it.
1221. *Mr. Lee.*] Have we not always paid the highest market price? We have paid a fair market price. Our rails are a very fair sample. No doubt there are some inferior ones among them, but not a large proportion. So far as the Western Line is concerned, I see it is stated that the whole of the rails on the Western Line will have to be renewed in four years. I have no hesitation in saying that many of those rails will be there fifteen years hence.
1222. Did the Colonial Agent inspect the rails or have them inspected in England? The Colonial Agent did not inspect them, but I believe every care was taken by the gentleman who was paid to inspect them
 to

to see that we got a thoroughly good article; but I know, as a matter of fact, that it is utterly impossible to ensure a good article by any amount of inspection if the maker is inclined to make an inferior rail. I do not believe it possible to guarantee a good rail except by making it the manufacturer's interest to supply it.

J. Whitton,
Esq.

3 Mar., 1870.

1223. From the evidence you have given as to the condition of the rolling stock and engines generally, do you not think it would be advisable that there should be some special supervision over them, something like that over marine steam-engines? There is a special supervision by Mr. Scott, the foreman at the Sydney Station.

1224. I mean apart from the Government themselves—I mean under the Steam Navigation Board, which is very stringent in its examination of marine engines, through its Engineer? I do not think so. I am quite sure that no Inspecting Engineer over steam-boats can know one tithe as much of locomotive engines as the foreman whose duty it is to inspect them.

1225. Do I understand that they are in a condition that is dangerous to the travelling public? No, they are not at all dangerous. What I said was that some of them were not in the condition they ought to be, but I did not say they are at all dangerous; they would not be allowed out if they were. Goods trains run at slow speeds, consequently there is not so much danger with them even if the engine should break down. Sometimes engines will break down, even when they seem to be in the most perfect order. It is impossible to prevent it on all occasions.

1226. But unquestionably the pecuniary loss to the country is great from the mode in which they are being temporarily repaired? No doubt; and that arises from the fact of some one not having sufficient foresight to order a supply of new engines in time.

1227. Whose duty was that? I cannot give an opinion on that point. It certainly was not mine.

1228. In reference to the trucks carried upon the Western Line by one engine, you have stated that one engine can take twelve? I have. Sometimes there are not twelve to take—it all depends upon the traffic.

1229. I understand that if an engine-driver declined to take twelve trucks he would be dismissed? Yes, if that number were ready to go.

1230. Has there ever been any remonstrance from any engine-driver that he did it under compulsion? There has been no remonstrance of the kind, but quite the reverse; the engine-drivers have taken them cheerfully. Before I issued the order I took twelve up myself. I mean twelve ordinary trucks, weighing when loaded 8 tons each, and a brake-van, altogether about 105 tons.

1231. You think there is not the slightest danger of over-weighting the engine and drawing the train with that load? Not the slightest. It has been done, and eleven trucks are constantly taken up. I have had no remonstrance of any kind. I may mention that I did dismiss one man a short time ago for excessive insolence to the guard, and refusing to take the number of trucks he was ordered to take; he refused to take more than seven, and as he refused to do what he was ordered to do I dismissed him. He would be very glad to come back to the line now and take as many trucks as might be ordered.

1232. *Commander Onslow.*] Do you know that cattle-trucks are generally used with excursion trains for carrying passengers? I believe they have been.

1233. Do you consider that a proper thing to do? Not at all.

1234. Do you think these excursion trains pay? I do not know.

1235. Do you think the hay traffic pays? I have been told it does not. I know there is very great detention of the trucks in the yard. It is made into an auction yard for all the auctioneers of Sydney.

1236. You have nothing to do with that? No.

1237. Had you anything to do with the drawing up of the special rates? No.

1238. Do you think as a rule it is better to pay by day-work than by piece-work? In some instances piece-work, but as a general rule day-work is the best. You can always guarantee better work by the day; and if the men are properly superintended you ought to know whether they are doing a fair day's work or not.

1239. What do you think is the difference between the rates of wages given here and in England for fitters and labourers? I think the rate of wages here is on an average three times more than it is at home.

1240. Do you think the Government as a rule gives more than the current rate of wages? Not that I am aware of. I do not in the Locomotive Department.

1241. Do you think that there would be enough traffic to warrant a first-class through railway between Melbourne and Sydney? I do. My own idea would be to let almost the whole of the Southern Line at once, to have at the same time a judicious system of immigration, and employ the immigrants on the works, so as to complete the line to Albury as soon as possible.

TUESDAY, 8 MARCH, 1870.

Present:—

MR. ALEXANDER,

MR. HOSKINS.

WILLIAM MACLEAY, ESQ., IN THE CHAIR.

George Layton, Esq., examined:—

1242. *Chairman.*] You are the Accountant to the Treasury? I am.

1243. Can you give us an account of the amount that has been borrowed for railway purposes? Yes, I have here a "Statement showing the amounts authorized to be raised by loan for railway purposes, the nominal value of debentures issued, the proceeds of such debentures, the actual amount of expenditure to 31st December, 1869, and balances remaining unexpended to that date, so far as can be ascertained from the books of the Audit Office and Treasury." (*The witness handed in the same. Vide Appendix E.*)

G. Layton,
Esq.

8 Mar., 1870.

1244. I suppose all the money that has been sanctioned has been borrowed? Yes.

1245. Is that sufficient to complete the lines at present in process of being made? I imagine not.

1246. They will require more? I think so. There is something on the Estimates for this year.

1247.

- G. Layton, Esq. 1247. That is for extension. I mean is the money borrowed sufficient to complete the lines to Bathurst and Murrurundi? I believe not.
- 8 Mar., 1870. 1248. You have not added what would be required for that purpose? I have taken the actual amounts authorized by Parliament.
1249. I suppose the paper you have handed in states how much has actually been expended upon the railway works? Yes.
1250. As well as what has been borrowed? Yes.

THURSDAY, 10 MARCH, 1870.

Present:—

MR. ALEXANDER,
MR. HOSKINS,

MR. LORD,
MR. MORRICE,

COMMANDER ONSLOW.

WILLIAM MACLEAY, Esq., IN THE CHAIR.

Charles Mayes, Esq., C.E., called in and examined:—

- C. Mayes, Esq., C.E. 1251. *Chairman.*] Are you a civil engineer? Yes.
- 10 Mar., 1870. 1252. Have you been engaged on railway works? Yes, for about eleven years altogether; about four years in England and seven years in Victoria.
1253. And in South Australia? No.
1254. I see it mentioned in a paper before me that you made extensive surveys at Glen Osmond and Kapunda? That had nothing to do with railways. I laid out 60 miles of trial lines in Victoria to Echuca, and I also made a very extensive survey for a railway terminus at Echuca.
1255. Have you been long in New South Wales? About seven years.
1256. Have you been engaged in railway works here too? Yes, for a short time.
1257. You have expressed a wish to give evidence before this Committee on the subject of railway extension? Yes.
1258. You have written upon the subject, have you not? Yes. Here is a work I published, being the second work of the kind. (*Book produced.*) The edition is sold out now. It treats of many engineering subjects, railways among others; railway sleepers especially, and timber for bridges, and so forth. There is one thing I would like to call your attention to,—the experiments on colonial timber made here by Captain Martindale in 1858. I have his formula, and have cast out useful tables to ascertain the actual weight four kinds of timber used out here will bear. I believe these are the only tables of the kind ever published. I find that box is 82 per cent. stronger than red pine, and ironbark 70 per cent. stronger. I have gone into the subject a good deal. As you will see, I was appointed by the Commissioners for the Exhibition in Melbourne as a juror with regard to all exhibits relating to colonial timber and building materials.
1259. You are aware that the object of this Committee is to inquire into the best and most suitable mode of railway extension? Just so.
1260. And of course any inquiry of the kind you mention does not come within our province unless it has reference to the object of our appointment? The subject of sleepers seems largely connected with it. Sleepers are known to be extremely scarce. There are only two or three kinds of timber used for the purpose, and there seems to be a good deal of ignorance on the subject of our colonial timber. Captain Martindale mentions some forty different kinds of colonial timber, and many of these would be found to be good for sleepers if properly tried and tested. Ironbark and box—the only two kinds of timber used for sleepers, are at present becoming so scarce that the lines are actually kept back for the want of the permanent way being laid with these materials. If there were a premium offered for other kinds of sleepers that could be shown to be suitable, I have not a doubt that several kinds of timber would come in that we have little idea of at present. Of course this information is not easily obtained. Very few people know anything of Australian timber at all, unless it is the three or four kinds most commonly used. You will see by the experiments made by Captain Martindale that there is yet a great deal to be brought out in that way. Then, as regards the sleepers, and the use of timbers for the works, if you wish to save expense it seems to me that other colonial timbers might be much more largely used.
1261. Do you mean for bridges and station-houses? Yes, they might be used for bridges if properly seasoned. That is another thing that is not attended to, and there is a great loss in consequence to the people.
1262. Can you season the hardwood of this country? Yes, if it is kept from the sun. The timber should be grown on hills, should be felled at a certain age, and should be sound when felled; it should also be felled at a certain time, when the sap is down, from March to September. Independently of that, it should be stacked in rough sheds built on purpose. It wants the air and not the sun. Exposing it to the sun seems to be a mistake. The ends open, the wet gets in, and the sleepers do not last out half their natural lives. If they were properly seasoned in a shed, and properly stacked with a space between each one, so that the air could get to them, and not the sun, and then to be coal-tarred, they would last double the time they do now. They would answer the purpose also if they were not quite so long; they are 9 feet now—a waste of at least a foot and a half, in consequence of the ends splitting. At Melbourne they bolt the ends of the sleepers to close up the splits partially. They have had some miles done in that way—some hundreds of thousands of sleepers. I was in the department under the Engineer-in-Chief there for seven years, and I saw a good deal into these things. Then again there is another thing as regards timber. At the present time there is only a fence used, and that fence of course will soon rot, and there is nothing to take its place. I think there should be a live fence. We have plants here suitable for live fences—the prickly pear and other plants—so that when the other fence goes down the live fence might take its place. Otherwise there will be a continual expense for fresh fences, which will have to be renewed every few years.
1263. Have you thought at all upon the subject of a cheaper system of railways than we have at present—

I mean independently of these minor recommendations of yours? As regards the kind of lines I think we should have a cheap kind of railway, for the present population I believe is only about one person in the square mile. It appears to me that lines could be built a great deal cheaper than they are at present. The present lines are suitable for a population ten times greater than we have now.

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1264. Have you any plan or suggestion as to how these railways should be constructed? I have made some notes, but I could have gone much more extensively into the subject if I had had longer notice. I have been making notes for the last twenty years, and I have an immense amount of information by me published and unpublished.

1265. Will you send in a statement? If I could put in this article (*handing a printed paper*) that I published here, as evidence, I think it bears upon the point.

1266. This is too indefinite. What we want is some plan, something laid down, so that we could see whether it was a thing that could be recommended, giving the exact cost? That could not be done so as to suit all cases, because so much depends upon the physical outline of the country—the nature of the inclines; in fact *all depends upon that*. If the inclines are as a rule easy, and there is only one range to cross, you might have the permanent way light and the engines and rolling stock light; and there might be an extra engine at the foot of the range, to be joined on to the other, one to take the train over the range, perhaps for a length of seven or eight miles. By that means there would be only half the wear and tear upon the permanent way. I understand that from Goulburn going westward towards Yass and Wagga Wagga the country is pretty light and the inclines easy. It has occurred to me that beyond Goulburn the line might be lighter than the present lines, with lighter rolling stock, and that it might be worked independently.

1267. Do you mean with a different gauge? No, I would always keep to the same gauge in every instance.

1268. And the same rolling stock? No, the rolling stock should be lighter.

1269. That would do away with all the benefit of adhering to the same gauge, if you had to unload at Goulburn in consequence of using different rolling stock? I would preserve it with the passengers. Passengers pay as a rule the best I believe.

1270. No, the passenger traffic is of no great amount in this Colony? To carry on the goods traffic you might have two light engines. It is the heavy engines that wear away the line; their great weight (some forty tons) is very severe upon the permanent way.

1271. Do you know much about locomotives? No, not much in detail. I know the kind of engine suitable to a certain kind of incline. I know that light engines are suitable for light inclines, and that even for heavy inclines two engines may be used instead of one, with the advantage of less wear and tear in the permanent way. That has been adopted, I believe, and found to answer well. I could furnish plans of cheap lines that could be made at any price almost.

1272. Will you state at what prices? I think a line of about 170 miles between Goulburn and Wagga Wagga, taking it all through, might be made for £8,000 a mile, including rolling stock, stations, and everything.

1273. That would not be a light line? The line itself would not cost more than half that, say £4,000 a mile; but including stations, rolling stock, and everything from first to last, it might be done for from £6,000 to £8,000 a mile. That would be for a trunk line. Of course other lines might be made for even half that, suitable for the present population.

1274. You have not seen the South Australian Lines—they have been made since you left? They have. I have seen a good deal of the lines in Victoria; in fact I was engaged on them for several years, and I know they are very heavy, more so than these are; they have a cheaper mode of working here.

1275. What weight would a 16-ton locomotive on six wheels draw up a gradient of 1 in 50—Could you give an idea of that? I know that a gradient of 1 in 50 requires about six-horse power per ton—about three times as much as it would do on a level. That would take it up at a speed fully equal to the present speed—thirty miles an hour. Did you mention the speed?

1276. No. You know at a certain point it is impossible for an engine of a certain weight and power, even at a walk, to take more than a certain load. I want to know what weight a 16-ton engine—which is looked upon as a very light one—would take up an incline of 1 in 50, at any speed? It would all depend upon the speed.

1277. Take the lowest speed—five to ten miles an hour? I am not prepared to answer that question just now. I could give you the information.

1278. Can you make an approximation to it—would it take 30 tons? Yes.

1279. And more? Yes.

1280. If an engine of that kind were sufficient for the traffic—an engine of 16 tons weight on six wheels—surely the working of such an engine as that would not require such an expensive permanent way as that you have mentioned? No, not more than half the weight of the present permanent way. 40-lb. rails would do for that.

1281. It would not require the same amount of ballasting? No. As regards ballasting, it could be put on the line for half the price, if broken by a machine instead of by hand labour.

1282. *Mr. Hoskins.*] It is broken by machinery here now? I was not aware of that.

1283. *Chairman.*] I suppose in an ordinary level country it is very easy to construct a railway without having a gradient exceeding 1 in 50? Yes, if the country is at all easy. Of course 1 in 50 would be a steep incline. They have no incline in Victoria more than 1 in 50 on the Government Railways at least, and that is only $1\frac{1}{4}$ mile in length, at Ravenswood.

1284. Have you ever seen any horse railways or tramways in use? Yes; there was one made between Melbourne and the Yan Yean—a very cheap line—it did not cost more than £1,000 a mile. You could make a tramway here for £1,000 a mile, wholly of timber—the sleepers and also the rails of timber. If there were a great deal of traffic, there might be an iron bar, 2 in. by $\frac{1}{2}$ in., spiked on to the rails.

1285. Would not a very light rail be cheaper than that? No, I think not. These were used in America for many years, and found to answer well, not only for tramroads, but also for the kind of locomotive you were speaking of. 16-ton locomotives could be used on a well-seasoned wooden rail, 9 in. by 5 in., with an iron bar, 2 in. by $\frac{1}{2}$ in., spiked upon it.

1286. Would not a piece of angle-iron do? No, that would interfere with the flange of the wheels. The flange runs close up to the rail, and in passing round a curve it would throw it off. A flat bar of 2 in. by $\frac{1}{2}$ in. would do. If you had locomotives of 16 tons and inclines approaching 1 in 50, then it would be better perhaps to have it $\frac{3}{4}$ in., but that would be the maximum. They use it in America much less than that.

1287.

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1287. A very light rail, say 22 lbs. to the yard, placed upon light sleepers, would surely not cost more than that you speak of—a wooden rail with iron lining. Have you reason to know by calculation that it would not be as cheap? Probably it would be much about the same.

1288. The reason I ask is this, that you have stated it would be cheaper, and I think we have calculations to show that a light iron rail would be just as cheap as a wooden rail protected in the way you mention? It would be as cheap, and probably cheaper, taking it over a period of fourteen or twenty-one years, because wooden sleepers, unless you get them of first class timber and well seasoned, would have to be replaced every six or seven years.

1289. Was there much traffic on the tramway from Melbourne to the Yan Yean? No.

1290. What was it used for? Chiefly for the pipes that were taken up for the Waterworks. They had no kind of iron plate—merely the hardwood itself.

1291. It was in fact the cheapest possible kind of tramroad—inferior to the ordinary tramroad? Yes.

1292. I suppose it was made to save the heavy cost of carrying these pipes on a common road? Yes; the cost of transit on it would not be more than a third or fourth of that on common roads.

1293. Did they use more than one horse in a wagon? They used two horses to take two pipes, because there was not very good foothold for the horses. If they had kept the line in better repair one horse would have done very well—he could have taken up five tons.

1294. What were the gradients? I think the maximum was not more than 1 in 66.

1295. Was the pace superior to that on an ordinary macadamized road? Yes, the horse went as fast as he could walk—some four miles an hour. In going down inclines of course they had to put on the brake; he could trot down the inclines very well.

1296. I suppose these pipes would have taken eight horses, and double the time, to take along a common road? Yes; it was an ordinary bush road, and almost impassable in places.

1297. If it had been a good macadamized road it would have taken eight times the power exerted on the tramway? Not eight times—not more than five times; eight times where they use iron for the rail; here they used wood. In order to cheapen your lines you might adopt a system which is in use I believe in South Australia, of having a couple of ditches instead of gates at cattle-crossings. It answers the purpose, and saves the expense of gate-keepers. (*The witness explained by means of a sketch.*)

1298. *Mr. Hoskins.*] Would you have had any hesitation, if you had had charge of the tramway from Melbourne to the Yan Yean, in running a locomotive on it? I would not have done so; it was not suitable for it, unless it was a very small affair like the 8-ton engines first used in England.

1299. Would you have had any hesitation in running a locomotive weighing eight tons, at a speed of six miles an hour, on such a line as that? I would not; if the wooden rail had had a piece of bar-iron on the top, in that case it would have been perfectly safe—in fact such lines are in use. If I were to use engines on such a line I would increase the depth of the rails. These were only 7 in. by 3½ in.; I would have made them 8 in. by 4 in.

1300. *Chairman.*] What is the tractive power of an 8-ton locomotive engine? It would have something like thirty horse power.

1301. It would be of no use on a steep gradient, for want of weight? No.

1302. Upon a properly made tramroad, such as would be used for a horse railway, might not a light passenger carriage and an engine of that kind be used? It might be used; but I should think it would be advisable to have the engine and carriage in one, by which means you would obtain not only increased weight on the driving wheels, but also a considerable saving of dead or lost weight in proportion to the number of passengers conveyed.

1303. The object would be to use as light a locomotive as possible on such a line, to avoid the weight on the wheels, to suit the class of railway? Yes, engines of that kind might be used if the population was not larger than it is at present. Now it is no unusual thing for a train of 400 tons to stop at a station to put down a passenger, at perhaps a shilling fare, at a cost for wear and tear and loss to the train of about 7s. or 8s., in consequence of the stoppage and the brakes being put in force. As regards horse railways or lines for a small population, they could be made at almost any price.

1304. For £1,000 do you think? Even for £1,000, if it was a level country; £2,000 would answer the purpose better probably. I could give you more definite information if you were to show me a section of the country; I could tell you then the kind of permanent way and rolling stock suitable for it.

1305. *Mr. Hoskins.*] Could you give a rough approximation of the weight a locomotive of eight tons could take up an incline of 1 in 50? I could not give you any definite information now.

1306. It would take something more than its own weight? Certainly; perhaps three times its own weight; it might take a great deal more. I have not been engaged on railways now for the last six years, and I cannot bear all these things in mind. I could give you the information if I were to come again, in such a form as you could depend upon.

1307. Would you have any hesitation in saying that an engine such as we have been speaking of would take up an incline of 1 in 50 three times its own weight? It could if the wheels were coupled.

1308. Would it not in your opinion be cheaper to use a locomotive engine, taking that weight of goods up a line with such inclines, rather than use horse-power, seeing that, according to your calculation, it is equal to the power of thirty horses? Yes, it would be cheaper no doubt. Horse-flesh and horse-feed is cheap; still over a period of years it would be cheaper to use the locomotive.

1309. *Chairman.*] Do I understand you to mean, when you say that an engine of 8 tons is equal to 30 horse power, that it would draw up a gradient of 1 in 50 the same weight as thirty horses? Yes, I think it would.*

1310. Then the weight it would draw must be very much more than three times its own weight, because you are aware that one horse will draw a weight of over 4 tons, which is the ordinary calculation—in fact I think you mentioned a case in which one horse drew 5 tons where the gradient was 1 in 66? I said a horse could draw five times as much as on a common road.

1311.

* NOTE (on revision):—If the driving or coupled wheels could be connected with a central toothed rail by a toothed wheel secured to the axle of the coupled or driven wheels, so that it could be readily thrown in or out of gear by the engine-driver in the same way it is now done on shafts of ordinary machinery, this would give the bite or hold now obtained by horses on ordinary roads, and would dispense with the use of heavy engines altogether. With the ordinary friction or adhesive power of locomotives on iron rails, there would be a loss of about 70 per cent. of effective power on an incline of 1 in 50, reducing the actual power of the engine to nine horses.

1311. That is not the question. Mr. Hoskins, in order to show the superiority and cheapness of steam-power, put the question in this way,—that the engine would draw three times its own weight, say 24 tons, and that it would require thirty horses to draw the same weight. Now I wish to know from you whether you admit that, or whether you did not very much understate the power of an 8-ton engine, if it was equal to the power of thirty horses? I did not state that to be the power of the engine; I merely mentioned that it was *at least that*. I fully believe it would take up a great deal more, probably double as much; but I could not give any definite information unless I see a little further into it.

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1312. Would not thirty horses on the same gradient, 1 in 50, draw 120 tons on an iron rail—4 tons per horse? They could do it at a slow speed, say 4 miles an hour.

1313. *Mr. Hoskins.*] I infer from the nature of your answers that you are of opinion that where a high rate of speed is not required, and the traffic is small, horse traction is cheaper than locomotive traction? There is a point where it would be as cheap. I cannot draw the line of demarcation now. If I were to take a note of it and come again, I could give you more definite information. There is a point where horse-power is as cheap as steam-power, but at a very small speed and with a very small amount of traffic. I should say, even with the present population, between any of the principal towns, it would be cheaper to use steam; but as regards branch lines it might be cheaper to use horse-railways as feeders to the main lines.

1314. Was the tramway you speak of from Melbourne to the Yan Yean laid on the ground, or was there a formation? It was formed and drained, but not ballasted.

1315. With culverts? There were very few culverts.

1316. What was the length of it? About 19 miles.

1317. Could you give us any idea of the amount of loading taken on that line? The pipes were 9 feet long, and would weigh something like 30 cwt—each, and then there would be the truck. I know that the line was not put to its greatest test; it might have done double the work without difficulty. I believe it was used chiefly for the pipes, and it was afterwards abandoned.

1318. How long was the line used to your knowledge? Probably a year.

1319. Was it taken up afterwards? No, it was not taken up, I know, for three or four years.

1320. Did you ever see any of the cheap railways you speak of in America? No; but I have every information about them, and I know they have answered. They have sometimes been replaced with better lines on account of the population having increased very rapidly, but where the population does not increase rapidly they would answer the purpose for many years.

1321. Have you seen any of the tramways in South Australia? No.

1322. Have you ever seen any coal-pit lines in England? Yes, I have seen some of them near Birmingham.

1323. Were these coal-pit lines worked by locomotive power? No, I saw them worked by horses, much the same as the line at Wollongong here. I have been over that line—a short line from the Bulli Mountain.

1324. Were the coal-pit lines you saw in England long lines? No, short lines, some three miles long perhaps.

1325. *Mr. Lord.*] What was the diameter of the pipes used at the Yan Yean? Thirty inches, I believe. They were very thick, to resist the pressure of the water. The Yan Yean is 600 feet above the level of Melbourne.

1326. *Commander Onslow.*] You have spoken about the tests of colonial timber made by Captain Martindale. Are you aware that in 1854 or 1855, in Paris, a series of almost exhaustive tests was made of Australian wood, previous to those made by Captain Martindale? I understood that they were made after Captain Martindale's experiments, and that they confirmed the tests made by him.

1327. *Mr. Hoskins.*] Have you ever had experience yourself in the management and laying out of cheap locomotive railways? No; the lines I laid out were for trunk lines in Victoria.

APPENDIX to Evidence given before the Select Committee for Railway Extension, by Charles Mayes, Civil Engineer, on 10th March, 1870.

HAVING given the subject of "Economic Railways" for Australia considerable attention, I am of opinion that railways suitable to the wants of the Colonies may be constructed and brought into working order for from £6,000 to £8,000 per mile, with maximum gradients of 1 in 50, and the sharpest curves of 5 chains radius, to be worked by six coupled wheel 16-ton engines for goods traffic, and Fairlie's standard 14-ton double bogie tender engine, with carriage combined, to seat 100 passengers, for passenger traffic.

Estimate for single line per mile.		£
Clearing two-rail fences and ditches		300
Permanent way with longitudinal sleepers.....		1,700
Works—such as bridges, culverts, crossings, breast-walls, piling, gates, &c.		500
Earthworks, including road approaches.....		1,500
		4,000
Stations, with buildings and all appliances.....	800	
Rolling stock ditto	800	
Laying out line, supervision, and other incidental expenses.....	400	
		2,000
		£6,000

The above items are presumed to be the average cost per mile for 100 miles through a favourable country; any extra cost will be for earthworks, tunnels, viaducts, road or river diversions, &c., which might cost £1,000 or £2,000 more per mile even over 100 miles of average country.

The permanent way is a very important item, because if not strong or substantial enough it will lead to interruption (on a single line) to the traffic by repairs and accidents; it is therefore essential that it should be constructed on sound principles and also be well drained.

The Great Western Railway of England is probably the most perfect in construction and also the easiest to travel on of any. One of its many excellent features is its permanent way, which consists of longitudinal sleepers 15 x 7½ laid upon ballast, and "preserved at their correct distance apart by transverse pieces 6 x 6 placed between them at every 11 feet, being notched into the timbers on both sides, and further secured to them by wrought-iron knee-straps." [*Civil Engineering, by Henry Law, C.E., page 56.*]

The steadiness of the Great Western Railway may be partly due to the 7-ft. gauge and very easy curves, but narrow gauge lines, both English and American, with longitudinal sleepers, are also noted for their smoothness in travelling and small cost

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cost of maintenance. A continuous bearing or solid foundation is always preferable to a girder, and no engineer or architect would think of using a girder in preference to a solid wall or sleeper, where the latter is practicable, yet the ordinary permanent way on transverse sleepers is a succession of iron girders on rigid iron bearings in the form of cast-iron chairs, hence the enormous weight of rails required—from 60 to 80 lbs. per yard, and even the latter are so much injured by the jarring that double-headed rails are not good enough to reverse when one head only is worn out; as for light rails they are quite unsuitable, because of their weakness as girders. The Great Western Railway has bridge rails from 44 to 62 lbs. per yard, but this is required chiefly to keep the flange of the wheels off the sleepers, as the rail itself is not adapted or used as a girder. In proof of the efficiency of the continuous bearing given by the longitudinal sleeper, I may state that the locomotives on this line weigh not less than 60 tons, and that Brunel, the Engineer of the line, himself drove one of these engines from London to Bristol, 120 miles, in 90 minutes, without injuring the permanent way. I have therefore adopted this form of permanent way in its main features, and find it cheaper than any other. The longitudinal sleepers I propose to make in pairs by sawing a tree down the middle, of not less than 15 inches diameter, in 12 feet lengths, to break joint alternately at every 6 feet, to be kept from spreading by 1-inch iron tension-rods through the joints (housed to receive it) with a washer in the form of a fish-plate 12" x 3" x ½" secured to each sleeper by a small driving bolt or strong wood screw, the double nutted end of the tension-rod to pass through the centre of the opposite sleeper and to be tightened on to a washer. For a spanner, I propose using a 1½-inch cast-iron pipe, 4 feet long, with flanged ends, which will encase the tension-rod. The rolling stock will run upon 2 x ½ inch bar iron, screwed to the sleeper (adzed level to receive it), sufficient of the inside of the sleeper being also removed to allow room for the flanges of the wheels. The ballast in the cuttings will average only 30 cubic feet per lineal yard, in 2 trenches 2½ feet wide, 1 foot deep, and 2½ feet apart, the top being covered 6 inches deep. The embankments will require about 50 cubic feet per lineal yard, the average being 1½ cubic yard per lineal yard. It will be seen that any portion of this permanent way can be readily removed and replaced if required. The detail estimate is as follows for a mile of single way :—

	£
Ballasting 1½ cubic yard per lineal yard, @ 4/-.....	528
880 longitudinal sleepers, half round, 15 inches diameter, @ 7/-.....	308
11 tons bar-iron with holes and screws, @ £14 per ton	154
880 tension-rods and spanners complete, @ 8/-	352
880 fish-plates or washers with screws, @ 2/-	88
1,760 yards laying, including adzing, boring, &c., @ 3/-	264
	1,694

I calculate the 16-ton goods engines with 6 wheels coupled will take 80 tons gross weight up an incline of 1 in 50, at 6 miles per hour, on wet rails; and with dry rails in good order, about 120 tons, including tender and dead weight. A goods engine with six coupled wheels, weighing 26½ tons, on the East Lancashire Railway, took 171.6 tons up an incline of 1 in 40.6, two miles long, at 6.31 miles per hour. This was the average duty of thirty-eight trips, and as a reliable precedent is to be taken in preference to a calculation,—the data upon which theoretical calculations of the *duty* of locomotives are made being seldom constant or necessarily realized in practice.

Fairlie's standard 14-ton double bogie tender engine, with carriage combined, to seat 100 passengers, would be well adapted for our passenger traffic. The *Illustrated London News* of August 14th last contains a perspective view of a similar engine and carriage combined, taken while on trial at the Hatcham Iron-works in London. The wheels of the engine are coupled near together; one end of the carriage (which is 43 feet long) rests on the engine, the other on a 4-wheel bogie or truck. The whole, weighing 13½ tons, and 18½ tons loaded, passed round an oval line of rails 200 yards in circumference at 18 miles per hour. The standard proposed by Fairlie, to weigh 14 tons and to seat 100 passengers, in all 21 tons, could be driven 40 miles per hour up inclines of 1 in 100. This would give a speed of at least 20 miles per hour on dry rails, or a minimum speed of 12 miles per hour on wet rails, up inclines of 1 in 50, and would therefore be pre-eminently adapted for our future lines.

The half-tree sleepers, although not so durable as those obtained from large trees, would be found the cheapest in the end, since they could be obtained at one-fourth the price, and would last at least half as long as the sawn-sided sleepers, bevelled on the inner side to admit the flanges of the wheels coming close to the iron bar on the centre of the sleeper, and also on the outer side to throw off the rain.

The viaducts, bridges, and culverts, would be constructed chiefly of hardwood, and would last at least fourteen years without any extensive repairs, and would be so constructed that any portion might be easily replaced. If our best hardwoods were exclusively used, with proper selection and seasoning they would last at least twenty-eight years without much cost for maintenance. The proposed light engines and slow speed would require much less strength or timber for the under-bridges, culverts, and viaducts, than for heavy engines with great speed.

In my evidence allusion is made to the Yan Yean tramway. On referring to the specification for the construction of the tramway, and the conveyance and laying of the water-pipes, I find that it was enclosed with a two-rail fence. The sleepers were small trees, of any kind, 9 inches thick, and for joint sleepers 12 inches wide, adzed down to 7 inches in depth. The rails were 7 x 3½, of ironbark, red, white, or blue gum, or other approved hardwood. The keys were hardwood, dovetailed, wedge-shaped, and keyed or driven between the rail and the sleeper, housed and undercut to receive it. It took up 4,350 pipes 30 inches diameter, and weighing 26½ cwt. each; also 120 pipes 27 inches diameter, weighing 24 cwt. each. It was not ballasted in any way; it was badly drained, and allowed to get into very bad order. The stringy-bark and white-gum rails (approved of) wore away during the contract; the ends of the rails were also allowed to cock up, not being fished or otherwise sufficiently secured.

This horse railway, 18½ miles in length, from Melbourne to the Yan Yean Reservoir, and which I walked over at least fourtimes from end to end, soon after its completion in 1856, is anything but a good sample of what a horse railway should be.

RAILWAY EXTENSION.

APPENDIX.

[To Evidence given by J. H. Thomas, Esq., Inspecting Engineer, 8 February, 1870.]

A 1.

REPORT ON THE WORKING EXPENSES OF THE EXISTING LINES OF RAILWAY.

The Engineer for Existing Lines to The Secretary for Public Works.

Government Railways,
Office of Engineer for Existing Lines,
Sydney, 30 March, 1868.

Sir,

In accordance with your instructions, I forward a return showing at a glance the working expenses of the Existing Lines of Railways under the different branches, together with the miles of line open for traffic, the cost per train mile run, the total mileage, and traffic receipts during the last three years.

It will be seen that the cost per train mile run was—

	d.
In 1865	54·073
1866	52·035
* 1867	46·182

or a reduction in 1867, as compared with 1865, of $7\frac{9}{16}$ pence each mile, or, in the aggregate, a reduction of about £20,000.

The train miles amounted to—

In 1865	483,446
1866	490,415
1867	600,707

This great increase of 117,261 miles on 1865 is attributable to the additional miles of line open for traffic, and the increased number of suburban trains.

The number of miles of line open for traffic were—

In 1865	144 miles.
1866	144 „
1867	204 „

an increase in 1867 over the two previous years of 60 miles, or 42 per cent.

The receipts during the three years were as follows :—

	£	s.	d.
1865	165,942	0	3
1866	168,534	14	6
1867	188,761	2	1

giving an increase of £2,592 14s. 3d. in 1866 over the previous year, and an increase of £20,226 7s. 7d. in 1867 over 1866; and the following table will show how these amounts are apportioned to the various lines :—

Years.	G. N. R.	G. S. R.	G. W. R.	W. & R. R.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1865	60,722 7 8	76,539 4 0	22,509 17 7	6,170 11 0	165,942 0 3
1866	61,987 3 0	76,894 0 0	23,659 7 8	5,994 3 10	168,534 14 6
1867	59,503 11 8	94,572 0 1	29,722 3 5	4,963 6 11	188,761 2 1
	£ 182,213 2 4	248,005 4 1	75,891 8 8	17,128 1 9	523,237 16 10

The proportion of receipts to working expenses will stand thus :—

Years.	Receipts.	Working Expenses.	Receipts over Working Expenses.
	£ s. d.	£ s. d.	£ s. d.
1865	165,942 0 3	108,926 3 1	57,015 17 2
1866	168,534 14 6	106,229 9 6	62,305 5 0
1867	188,761 2 1	115,598 8 10	73,162 13 3

The total increased cost, then, of working the lines in 1867, over that of 1865, is £6,673; but if we take the first three items of expenditure, viz., locomotive, carriage, and permanent way, for which alone I am responsible (since June, 1866, when I was appointed), it will be seen that the 204 miles of permanent way (which includes the repairs of all station-buildings &c.) have been worked this last year for £3,227 less than the 144 miles were in 1865; and this would have shown a still more favourable comparison but for the great cost during the past year for flood-repairs, and relaying of three miles of line between Sydney and Parramatta, the wages and cost of ballast for which were charged to working expenses.

In the carriage branch, notwithstanding the great increased wear and tear on the Weatherboard Extension, and the enormously increased mileage, there is a reduction of over £2,000 upon the two previous years.

There

* The general average for 1867 on the Victorian Railways was 56·970.

There has been an increase in the locomotive branch of £4,078, which is entirely owing to the fuel and stores used in running the additional mileage (*viz.*, 117,261). But, taking the three branches of my department together, it will be seen that the 204 miles of line open in 1867 have been worked for £1,000 *less* than the 144 miles in 1865; and this favourable result has been mainly attributable to the system of paying only for work actually performed, or what is commonly known as piece-work, and not by time as heretofore. On this principle all the blacksmith's work at the Redfern Establishment is being done, and the same system has been carried out in all carpentering, carriage and house painting, bricklaying, masonry, erecting of engines and carriages, and numerous other matters incidental to the maintenance of railway works and rolling stock.

This system of piece-work, which has been adopted since I took charge of this department, affords the best means of reducing the expenses of large undertakings, and is being felt by the authorities in England as the only means by which they can hope to make any reduction in their overgrown dockyards, and other enormous expensively worked establishments, which are such a burden to the country. The following quotation from a speech of Lord H. Lennox, in moving the Navy Estimates in the House of Commons, will evidence the correctness of my views:—

“The late First Lord of the Admiralty agreed to nominate two gallant officers and two civilians to inspect the dockyards, with a view of reducing the expenditure under the head ‘Yard Service,’ and yet promoting the advantage of the Public Service. Complaints are made as to the inefficiency of dockyard shipbuilding as carried on under the system of day-pay. Sir J. Pakington inquired into this during his official tour, with a view to economy. At Chatham and Pembroke piece-work is carried on up to a certain point; and the last two vessels, both iron-clads, the ‘Hercules’ and the ‘Bellerophon,’ built there under the orders of the Duke of Somerset, were so built. There is some hope that the system will be applied to repairs and rebuilding.” (See *S. M. Herald*, 28th May, 1866.)

The expenses of working the traffic at per mile run has been about $\frac{1}{2}$ d. less the last year, compared with the two previous—the total cost being for each year as follows:—

	£	s.	d.
1865.....	34,946	3	10
1866.....	35,920	2	10
1867.....	42,727	2	7

and the cost per train mile run has been each year respectively—

	d.	d.	d.
1865—17-348.			
1866—17-578.			
1867—17-070.			

The computations in this report are based upon returns furnished me by the Accountant for Railways.

J. H. THOMAS,
Engineer for Existing Lines of Railways.

RETURN of Working Expenses of Existing Lines of Railways.

Particulars.	1865.			1866.			1867.		
	Amount.	Cost per train mile run.	No. of miles open.	Amount.	Cost per train mile run.	No. of miles open.	Amount.	Cost per train mile run.	No. of miles open.
	£	s. d.	d.	£	s. d.	d.	£	s. d.	d.
Locomotive Branch ...	33,407	15 11	16-585	33,420	8 4	16-357	37,498	7 6	14-981
Carriage do. ...	7,585	13 7	3-765	7,227	2 9	3-536	5,732	5 0	2-290
Permanent Way and Works	30,408	13 6	15-096	27,082	7 10	13-253	27,181	5 10	10-859
Traffic Branch	34,946	3 10	17-348	35,920	2 10	17-578	42,727	2 7	17-070
All other charges	2,577	16 3	1-279	2,579	7 9	1-311	2,459	12 11	0-982
Total working expenses	108,926	3 1	54-073	106,229	9 6	52-035	115,598	8 10	46-182
Total receipts	165,942	0 3	.....	168,534	14 6	.....	188,761	2 1	.....
Number of train miles run	483,446			490,415			600,707		

J. H. THOMAS,
Engineer for Existing Lines of Railways.

A 2.

Dimensions of small Tank Locomotive Engines employed on the Broelthal Valley Railway (Germany), 2 ft. 7 in. gauge:—

Diameter of cylinders	ft. in.
Stroke	0 10 $\frac{3}{8}$
Diameter of wheels	0 10
Distance between centres of leading and driving wheels.....	2 3 $\frac{1}{4}$
Distance between centres of driving and trailing wheels	3 8 $\frac{3}{8}$
Total wheel base	2 11
Diameter of barrel of boiler	6 7 $\frac{1}{8}$
Number of tubes, 73	2 9 $\frac{3}{8}$
Length of do.	5 7
Diameter of do.	0 1-38
Length of fire-grate	2 4
Width of do.	1 6 $\frac{1}{2}$
Heating surface—	sq. ft.
Tubes	147
Fire-box.....	27
	174
Area of fire-grate	4 $\frac{1}{4}$ sq. ft.
Pressure of steam	90 lbs. per sq. in.
Weight of engine	12 $\frac{1}{2}$ tons.

A 3.

Estimated cost of laying a Horse-tramway of 3-ft. gauge, with rails 25 lbs. to the yard:—

Rails, 40 tons at £10	£	400
Sleepers, 1,760 at 2s.		176
Spikes		10
Laying, at 3s. per yard		264
Ballasting, at 3s. do.		264
Stabling, every 20 miles		25
Stations, officers, do.		25
Bridges other than those on road		100
Small cuttings, drainage, &c.		200
Superintendence, &c.		36
	£1,500	

Estimated cost of laying Light Railway of 3-ft. gauge, with rails 40 lbs. to yard:—

Rails, say 63 tons at £10	£	630
Sleepers, 1,760 at 2s.		176
Spikes		20
Laying, at 3s. per yard		264
Ballasting		264
Sheds		25
Station, offices, &c.		25
Bridges other than those on road		400
Small cutting, draining, &c.		600
Water-tanks, signals, &c.		20
Superintendence, &c.		76
	£2,500	

A 4.

MY opinion is, that horse-tramways, or a less expensive class of railway with light rails, and employing tank-engines of about 12 tons weight, with rolling stock in proportion, would not only be most valuable as feeders to the present lines, but would supply a cheap mode of communication over the country sufficient for present exigencies, and which would pave the way for the more expensive and substantial lines of railway when the country becomes "opened up," and a more rapid and extended means of traffic is demanded.

It has been said that in America and other places where cheap railways have been constructed, that after some years it was found necessary to take them all up again and substitute more substantial works. This is to a certain extent true, but it is also true that before this was done their work had been accomplished—large centres of population established, and the country put in a position to pay for the more expensive lines. No one would advocate the erection of large and expensive buildings in the founding of a new Colony, merely because in Sydney and other colonial cities the primitive structures are now giving way to buildings of more architectural pretensions.

It is now, I believe, some twenty years since railways were commenced here, yet if we glance at a map of the Colony with the existing lines marked upon it, we shall be struck with astonishment to find that after an expenditure of some six millions, what a comparatively short distance we have penetrated into the interior. This, it must be admitted, is not a very satisfactory state of things. It is the old story that "while the grass is growing the steed is starving"; for if we are to wait for the country being "opened up" by this slow and expensive process, we shall not only have to wait a long time, but plunge the country into such a debt as it will be found difficult to extricate it from.

A horse-tramway or light railway can not only be constructed but maintained at a less cost than a common road. Indeed, in some parts of the Colony, such as Riverina (a district as large as France), macadamized roads cannot be made at all, owing to the want of blue-metal or any kind of stone.

In a pamphlet on Roads, Railways, and Canals in India, published by Messrs. Spon, the writer, Mr. T. Login, there are many useful suggestions connected with light railways. Mr. Login, writing upon roads, their construction and maintenance, states:—"Portions of the Grand Trunk Road are actually costing more to keep in repair than a line of railway; the latter being about 100 rupees a month a mile, while portions of the Grand Trunk Road are costing 120 rupees a month a mile. With such an enormous expenditure therefore, increasing year after year, a time must soon be reached when all the available money will be swallowed up in repairs, unless some other means be devised for facilitating the traffic, which is daily increasing."

After collecting data and going carefully into the matter, Mr. Login arrived at the very remarkable conclusion that it is cheaper for Government to send all the traffic by rail freight free than to keep up metalled roads for its transport.

In this Colony we are in a somewhat similar position: yearly we are paying large sums for the forming and maintaining of our roads, which if expended on light railways or horse tramways would very soon cover the country with a cheap and expeditiously laid mode of conveyance, quite sufficient to meet all our requirements for years to come.

A reviewer of the pamphlet I have referred to, in a late number of the *Delhi Gazette*, says—"It is evident that light railways as recommended by Sir Macdonald Stephenson would be preferable to roads. These and all district roads that may be made, should run at right angles to and not parallel with the great railways and canals; thus they would act as feeders for the great lines of communication, and should be as numerous as possible."

A horse-tramway of 3-ft. gauge and 25-lb. rails can be laid along the line of road, making use of the present bridges where practicable, or constructing others where found necessary, for £1,500 per mile.

A light railway of 3-ft. gauge and 40-lb. rails, employing locomotive engines of from 10 to 14 tons weight, can be laid along the line of road, making use of the present bridges where practicable, and constructing others where found necessary to do so, for the sum of £2,500 per mile.

In both these estimates I have allowed for slight cuttings and embankments (in the latter three times that of the former); and from my knowledge of the country I am convinced that a thousand miles could be laid in five years at a less cost than I have estimated.

JAS. H. THOMAS,

Late Engineer for Existing Lines of Railway, New South Wales.

[To Evidence given by J. H. Thomas, Esq., Inspecting Engineer, 15 February, 1870.]

A 5.

WORKING EXPENSES.

RECEIPTS and Miles run by Trains on Existing Lines of Railway, New South Wales.

PARTICULARS.	1865.				1866.				1867.				1868.				1869.			
	Amount.	Cost per train mile run.	Cost per mile of line in year.	Number of miles open.	Amount.	Cost per train mile run.	Cost per mile of line in year.	Number of miles open.	Amount.	Cost per train mile run.	Cost per mile of line in year.	Number of miles open.	Amount.	Cost per train mile run.	Cost per mile of line in year.	Number of miles open.	Amount.	Cost per train mile run.	Cost per mile of line in year.	Number of miles open.
Locomotive branch	£ 33,407	d. 16 585	£ 288	144 miles.	£ 33,420	d. 16 357	£ 232	144 miles.	£ 37,498	d. 14 981	£ 183	204 miles.	£ 44,522	d. 13 849	£ 181	246 miles.	£ 56,153	d. 15 082	£ 177	317 miles.
Carriage branch	7,585	3 765	52		7,227	3 536	50		5,732	2 290	28		8,137	2 531	33		14,017	3 764	44	
Permanent way and works	30,408	15 096	211		27,082	13 253	188		27,181	10 859	133		30,009	9 334	122		50,440	13 547	159	
Traffic and all other charges	37,523	18 627	260		38,499	18 889	267		45,186	18 052	221		61,410	19 102	249		63,205	16 976	199	
Total working expenses	108,923	54 073	811		106,228	52 035	737		115,597	46 182	565		144,078	44 816	585		183,815	49 369	579	
Total receipts	£165,942				£168,534				£188,761				£222,390				£266,712			
Number of train miles run	483,446				490,415				600,707				771,529				893,552			

From the annexed table, it will be seen that the average cost on all our lines of maintaining a mile of line per annum was in

1865.....	£211
1866.....	188
1867.....	133
1868.....	122
1869.....	159

Our total cost of maintenance and working of a mile of line per annum, including all charges, was in

1865.....	£811
1866.....	737
1867.....	565
1868.....	585
1869.....	579

If we take the total expenditure and divide it by the number of train miles run, we shall find that every mile run has cost in d.

1865.....	54·073
1866.....	52·035
1867.....	46·182
1868.....	44·816
1869.....	49·369

As I was relieved from the duties of Engineer for Existing Lines on the 1st June, 1869, and from which date they have been in charge of Mr. Whitton, I would wish to state that our working expenses for the first six months amounted to £79,718 10s. 3d., and from the 1st July to 31st December they amounted to £104,098 17s. 2d.,—an increase at the rate of £48,000 per annum.

The number of train miles run during the two portions of the year were respectively 429,812 and 463,933, making the cost per train mile run, including all charges, for the first half-year 44½d., and for the second half, 53½d.

I estimate that the maintenance of a mile of a light locomotive line such as I described in my memo. to the Chairman would not exceed £50 per mile, and the cost for locomotive power, traffic, and all other charges about £120, for doing the same amount of work as at present.

A horse-tramway would cost for maintenance about £40, and traffic with all other charges about £80, but its capabilities would not be so great as the locomotive line.

JAS. HY. THOMAS.

18/2/70.

[To Evidence given by A. Ashdown, Esq., Accountant, Railway Department, 10 February, 1870.]

B 1.

(See Separate Appendix.)

B 2.

COPY from Traffic Ledger No. 2.—Statement of Earnings for January, 1869.

LINES.	Coaching traffic.	Goods traffic.	Total.
TRUNK LINE.			
For traffic between Sydney and Junction Lines	£ 912 9 8	£ 73 7 3	£ 985 16 11
" " Trunk and Southern	546 8 7	792 15 11	1,339 4 6
" " " Western	702 0 3	285 4 8	987 4 11
" " " Mountain	210 6 1	493 9 11	703 16 0
" " " Richmond	187 16 2	198 11 9	386 7 11
	2,559 0 9	1,843 9 6	4,402 10 3
SOUTHERN LINE.			
For traffic between Junction and Terminus.....	438 1 11	179 13 0	617 14 11
" " Southern and Trunk	1,843 4 7	3,047 13 4	4,890 17 11
" " South and Western	107 5 3	9 5 10	116 11 1
" " " Mountain	9 12 4	50 7 2	59 19 6
" " " Richmond	4 17 3	0 3 1	5 0 4
	2,403 1 4	3,287 2 5	5,690 3 9
WESTERN LINE.			
For traffic between Junction and Penrith.....	91 9 9	3 10 11	95 0 8
" " Western and Trunk	306 13 2	269 11 4	576 4 6
" " " Southern	11 11 3	0 12 4	12 3 7
" " " Mountain	49 19 7½	1 9 7	51 9 2½
" " " Richmond	19 19 11½	1 16 3	21 16 2½
" " Trunk and Mountain	342 11 11	798 11 0	1,141 2 11
" " " Richmond	117 9 9	127 12 2	245 1 11
" " South and Mountain	2 17 11	25 12 0	28 9 11
" " " Richmond	0 11 6	0 0 2	0 11 8
" " Mountain and Richmond	0 9 10½	4 6 6	4 16 4½
	943 14 8½	1,233 2 3	2,176 16 11½
MOUNTAIN LINE.			
For traffic between Penrith and Terminus	297 15 11	101 1 3	398 17 2
" " Mountain and Trunk	660 14 8	1,597 2 0	2,257 16 8
" " " Southern	5 15 11	51 3 11	56 19 10
" " " Western	115 17 8	4 16 6	120 14 2
" " " Richmond	1 19 7	13 19 6	15 19 1
	1,082 3 9	1,768 3 2	2,850 6 11
RICHMOND LINE.			
For traffic between Blacktown and Richmond.....	66 5 11	2 3 5	68 9 4
" " Richmond and Trunk	205 4 3	179 2 10	384 7 1
" " " Southern	1 2 2	0 0 5	1 2 7
" " " Western	37 3 6	3 8 4	40 11 10
" " " Mountain	0 10 3	4 10 6	5 0 9
	310 6 1	189 5 6	499 11 7
NORTHERN LINE	2,112 10 0	2,977 8 5	5,089 18 5

B 3.

B 3.

MINUTE PAPER.

Subject :—Division of the G. S. W. and W. & R. Railways.
Accountant to Commissioner.

Railway Branch,
Sydney, 9 June, 1869.

Prior to the commencement of the present year, the above railways were subdivided as follows, viz. :—

Great Southern Line—From Sydney to Parramatta Junction, and from thence southward.

Great Western Line—From Parramatta Junction westward.

Windsor and Richmond Line—From Blacktown Junction to Richmond.

The earnings were apportioned to the above lines in the following manner :—

Great Southern Line was credited with all sums received at all stations from and including Sydney to Parramatta Junction, and thence to the Southern Terminus, both for coaching and goods, including therein all amounts received for like traffic, to and fro, west of Parramatta Junction (excepting the portion appropriated to the Windsor and Richmond Line).

Great Western Line was credited only with such sums as were received at stations west of Parramatta Junction.

Windsor and Richmond Line was professedly credited with the value of the traffic over the sixteen miles from Blacktown Junction to Richmond, which apportionment was generally incorrectly made by the various Station-masters.

The expenditure was apportioned in the following manner :—

Great Southern Line was charged with the whole of the expenditure under Schedules A and B (excepting the proportion of Schedule A charged to Windsor and Richmond Line), and the expenditure under Schedules C, D, E, and F, appertaining to this portion of the line.

Great Western Line was charged with the expenditure under Schedules C, D, E, and F, appertaining to this portion of the line.

Windsor and Richmond Line was charged with the expenditure under Schedules A, C, D, E, and F, appertaining to this portion of the line.

With the view of more correctly apportioning the earnings and expenditure on the lines, the following subdivision was made, and came into operation on 1st January last.

Trunk Line—Sydney to Parramatta Junction.

Great Southern Line—From Parramatta Junction to Southern Terminus.

Great Western Line—From Parramatta Junction to Penrith.

Mountain Line—From Penrith to Western Terminus.

Windsor and Richmond Line—From Blacktown Junction to Richmond.

As regards the earnings, the actual value of the traffic (coaching and goods) passing over these subdivisions are credited to the respective lines.

The expenditure under Schedules C, D, E, and F, is charged to the several lines as it is incurred.

The expenditure under Schedule A, and carriage repairs appertaining to the Mountain Line, is charged to that line, and the remainder of the expenditure under Schedules A and B is charged to General Lines, the amount of which at the end of the year will be transferred, and distributed to the several lines according to a mileage rate.

It will be observed that the vouchers herewith, viz.,—

	£	s.	d.	
F. Kellaway.....	6	0	0	dated 29 May, 1869.
Edwd. Robinson.....	18	6	0	29 " "
T. Gerrard.....	28	1	9	29 " "
James Budd.....	66	5	0	27 " "
G. F. Chapman.....	3	0	0	2 June, "
Robert Davis.....	2	18	6	" "

have been altered from the subdivisions now in force to that which previously prevailed.

The Accountant respectfully requests instruction from the Commissioner whether such vouchers and others prepared in a similar manner are to be entered, and the accounts and books altered accordingly.

A. ASHDOWN,
Accountant.

M.P. 69/1715.

Permanent Way Branch,
Sydney, 14 June, 1869.

Memo. to Engineer-in-Chief for Railways.

I BEG respectfully to report, for the information of the Engineer-in-Chief, that the extra men employed in relaying the line complain very much of inconvenience entailed on them by the delay in the payment of their wages, many of them having, they state, to leave their families residing at a distance in the country, without the means of providing for maintenance in their absence.

JOSEPH LEWTON.

Forwarded for the information of the Commissioner. I may however remark, that the conduct of the Accountant in this matter appears to me most inexplicable, and I do trust that some steps will be taken to prevent a recurrence of such reprehensible conduct. As I have already stated to the Commissioner, the appropriation of the amounts had nothing to do with the payment of the men. A number of the permanent-way men will lose a quarter of a day, I have no doubt, in having again to come to Sydney for their wages. J.W.—13/6/69.

Commissioner. 13/6/69.

Accountant to make the necessary provision to avoid such delay. J.S.—15/6/69.

Mr. Ashdown. 16/6/69.—R.M.

It will be in the recollection of the Commissioner that the Accountant waited upon him on Friday, 4th instant, with some vouchers he had just received, of which the appropriation had been altered—certified by the Engineer-in-Chief, Mr. Whitton; and having explained to him the nature of such alterations, the Commissioner undertook to confer with Mr. Whitton on the subject. In the early part of the following week the Accountant again directed the attention of the Commissioner to the matter, and having learnt from him that Mr. Whitton had expressed an unwillingness to certify vouchers in the same manner as heretofore, the Accountant represented to the Commissioner that, until the matter was decided, the vouchers could not be entered, and consequently the money could not be obtained from the Treasury for the payment of the men. The Accountant then prepared, for the information of the Commissioner, and handed to him on Friday morning last, a minute (copy of which is attached hereto, marked A) explaining the division of the lines, and the appropriation of the earnings and expenditure which formerly prevailed, and the new arrangement which came into operation on 1st January, 1869. He also produced appropriation statements for the fortnights ending 22nd May and 5th June, the latter certified by Mr. Whitton, showing the appropriation of the expenditure to be the same as previously obtained. Whereupon the Commissioner sent for Mr. Whitton to his room, and after considerable discussion on the subject, the Accountant understood that the present subdivisions were to be continued, with the following modification regarding the appropriation of the expenditure, viz. :—Instead of continuing to charge the Mountain Line with the expenditure under Schedule A, and the carriage repairs appertaining specially to this section, which the Engineer-in-Chief stated could not be separated, the whole of the expenditure under Schedules A and B would be charged to one account, designated by the Engineer-in-Chief "G. S. & W. Railway," excepting only the proportion of Schedule A for the Windsor and Richmond Line, which it was stated can be kept distinct.

The Accountant then left the room, with the understanding that the appropriation statement last alluded to, for fortnight ending 5th June, would be altered accordingly, and furnished to him, so that the vouchers could be duly entered in the books, and the money obtained from the Treasury. The statement was not furnished on that day; and on the following morning, Saturday, the Accountant saw the Commissioner in presence of Mr. Whitton, and pending the preparation of the corrected appropriation statement, and with the view of avoiding, if possible, a delay in the payment of the men, the

Accountant

Accountant, at the request of the Commissioner, instructed the Book-keeper to take a pencil memorandum of the amount of the pay-sheets, and leave a blank page in the cash-book for the entry of the vouchers when such corrected appropriation statement was furnished. After placing such pay-sheets in abstract, and obtaining the Commissioner's signature thereto, the Accountant proceeded to the Treasury, and endeavoured to obtain a cheque for the same, but failed in so doing; he arranged, however, to procure it early on the Monday morning, on which day the money was forwarded to the various portions of the line, and the men paid. On that day the Accountant waited upon the Commissioner with a memo., which he suggested should be indorsed on the minute before referred to, as embodying the determination arrived at, viz. :—"The present subdivisions to be continued, and, with the exception of the W. and R. Railway, which can be distinctly charged with the expenditure appertaining to it under Schedule A, the whole of the remaining expenditure under Schedules A and B to be charged to one account, designated by the Engineer-in-Chief 'Great Southern and Western Railway'; the amount of such expenditure at the end of the year to be distributed over the several divisions, according to a mileage rate."

As the minute in question had been handed to Mr. Whitton, the Commissioner requested the Accountant to see that gentleman, and arrange the matter with him. In pursuance of such request, the Accountant waited upon Mr. Whitton, and communicated the above memo. to him, to which he assented, and stated that the vouchers would be appropriated by him correctly, and in accordance with the Minister's directions.

The amended appropriation statement has not yet been furnished, and in consequence no entries have yet been made in the railway books of the amounts comprehended in the pay-sheets above referred to.

The foregoing explains how the delay occurred in the payment of the men in this instance; and to enable the Accountant "to make the necessary provision to avoid such delay," definite instructions from the Commissioner, as requested in the minute above referred to, are required, and which the Accountant again respectfully requests may be furnished to him.

To Commissioner.

A. ASHDOWN, Accountant.
18/6/69.

Mr. Whitton will perhaps put this matter in a tangible shape to be dealt with. J.S.—24/6/69.
Mr. Whitton.

NOTE.—The appropriation statement for fortnight ending 5th June, as also the vouchers referred to in M.P. 69/1674 (9th June), were, in pursuance of the determination arrived at after the discussion within referred to, altered accordingly by the Engineer-in-Chief to the new division which came into operation on 1st January last (excepting that the "designation" of such divisions were altered by him as follows, viz. :—

Trunk Line was marked Sydney to Parramatta Junction.
Western Line " Parramatta Junction to Penrith.
Mountain Line " Penrith towards Bathurst.

All subsequent vouchers and appropriation statements have continued to be so appropriated by the Engineer-in-Chief until July, when by the order of the Commissioner a reverting to the former state of things was directed—see M.P. 69/1715.

M.P. 69/1715.

MINUTE PAPER.

Subject :—Division of working expenses, G.S.W. & R. Railways.
Engineer-in-Chief to Commissioner.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 2 July, 1869.

WITH reference to the enclosed long minute from the Accountant, I have only to say that, before he attempted to improve upon the forms which were originally prepared by me, there was no difficulty in appropriating the accounts. There are only three lines, which were called the Southern, Western, and Richmond Railways, but the Accountant has by great ingenuity invented for them the following doubtful designations :—Trunk Line, Southern Line, Western Line, Mountain Line, Richmond Line, and General Lines. I have pointed out verbally to the Commissioner and Accountant that it is impossible to keep the accounts in the manner suggested, so far as the rolling stock is concerned; and therefore for this service the mileage proportion of the expenses will be charged to the different lines at the end of the year or half-year, as may be required. I see no use in the divisions which have been adopted for the permanent way accounts, for instead of dividing the lines into six sections, why not divide them into as many sections as there are stations?

The permanent way sheets, during the time I had previously charge of the maintenance of the lines, were divided into the following sections, viz. :—Sydney to Parramatta, Parramatta to Liverpool, Liverpool to Campbelltown, Campbelltown to Picton, Parramatta to Penrith, Blacktown to Richmond. It was not considered necessary to have separate entries for all these in the Accountant's books, but if the cost of each section was wanted it could be easily got at. I consider the division of the lines as proposed by the Accountant to be absurd and useless, entailing a large amount of additional labour without any possible advantage.

The whole of the mileage on what is called the Trunk Line is, in reality, southern mileage, and the only headings in the accounts should be—Southern, Western, and Richmond Railways.

In collecting the mileage from the different returns now kept it requires the addition of six different sheets, the headings being—Trunk Line, Southern Line, Western Line, Mountain Line, Richmond Line, and General Lines.

Having enumerated all the lines by special name, it may well be asked where the General Lines are. I consider by adopting these useless subdivisions the Accountant is succeeding in getting the whole of the books into a state of inextricable confusion, out of which I see no way of escape except by reverting to the old system, and this should be done at once.

On looking over some of the forms under the heads proposed by the Accountant, I find one headed General Lines, but which in reality contains nothing but shunting, so I suppose that general lines and shunting are synonymous. On this sheet also an ingenious attempt has been made to apportion to the mileage for shunting the cost of fuel, but it is quite evident that this can only be arrived at by the average mileage consumption, and is therefore just as well arrived at by the old system.

I desire to call the Commissioner's attention to another alteration made by the Accountant in Schedule C, Maintenance of Way—

1. Salaries and wages of Inspectors, &c.
2. Repairs of permanent way.

No. 1 was intended to show the salaries of Inspectors, time-keepers, and others whose duty it was to superintend the labourers; No. 2, the wages of men repairing the permanent way.

In the statement of working expenses for 1868, the Accountant has included the labourers' wages with the Inspectors, and makes it appear as if the cost of superintendence was £10,500 9s. 6d., and the repairs of permanent way (whatever this may represent), £757 12s. 11d.

As the accounts now stand, it appears that it cost £10,500 9s. 6d. to superintend the labour represented by £757 12s. 11d. I can do nothing more than call the Commissioner's attention to these matters, and it rests with him to say whether the accounts are to be properly kept or not.

JOHN WHITTON.

AFTER an examination of the distribution-sheets, and having carefully considered the whole of this long and complicated correspondence, I think the best course that can now be pursued is to return to the distribution of the working expenses as previously initiated by the Engineer-in-Chief, and carried out previous to the present method being adopted, as the present system appears to me to be quite unintelligible.

On reference to the distribution-sheet referred to by the Engineer-in-Chief, it would appear that it costs £10,500 9s. 6d. to superintend labour represented by £757 12s. 11d. I am decidedly of opinion that the more simple the divisions of these working expenses, the more easily these very complicated accounts will be understood; and I therefore direct that the recommendation of the Engineer-in-Chief to revert to the old system be at once carried out.

JOHN SUTHERLAND.

Mr. Ashdown. R.M.—7/7/69.

THE Commissioner's directions will be carried into effect.

With regard to the offensive observations contained in the minute of the Engineer-in-Chief, the Accountant begs to state that he has not attempted to improve upon or in any way alter the forms which the Engineer-in-Chief states were originally prepared by him, and that he resents with indignation the disgraceful accusation that "the Accountant is succeeding in getting the whole of the books into a state of inextricable confusion," which is as untruthful and unwarranted as it is ungentlemanly.

He also denies having made any alteration in the charges under Schedule C, Maintenance of Way. The vouchers have been charged as they have been marked and appropriated; and for their correctness or otherwise the officer certifying them is alone responsible, as per M.P. 67/1358 (attached).

The Accountant feels that having in his minute enclosed herein, 69/1674, dated 9th ult., clearly placed the matter before the Commissioner, he has performed his duty, and that by the directions now received he is relieved from all responsibility in reverting to the state of things formerly in operation.

A. ASHDOWN, Accountant.
9/7/69.

To Commissioner.

Mr. Whitton to see. 15/7/69.

Mr. Whitton to see. 15/7/69.

As it would be useless to argue with a blind man about colours, or a deaf man with respect to sounds, so would it be absurd on my part to argue with the Accountant, as to what is or what is not "gentlemanly" conduct.

I would however advise the Accountant to keep his temper in future, and to be a little more choise in his language, or I may see occasion to write to him in a manner that he will not easily forget.

I again state that it is thoroughly muddling the accounts to attempt to keep them in an impracticable manner, and by adopting for them a number of headings, useless and unintelligible, when a simple, straightforward, and efficient course can be pursued.

With reference to the alteration in keeping the Permanent Way Accounts under Schedule C, I am informed that the course recently adopted was in compliance with the wishes of the Accountant.

It appears the Accountant considers the officer who signs the accounts responsible for the correctness of their appropriation, and yet he issues instructions binding the officers to appropriate them in a manner indicated by himself.

The Commissioner.

JOHN WHITTON.

The Accountant to see and return, as I shall have to take further steps in this matter. J.S.—23/7/69.

Mr. Ashdown. 23/7/69.

The Accountant has never manifested any other than an anxious desire to facilitate the business of the department, and to treat with courtesy and respect all with whom he came in contact.

He feels that he has good reason to be aggrieved in being subjected to the unmerited and offensive observations of the Engineer-in-Chief, and that he is bound to resent with the indignation he feels, the unfounded and unwarranted aspersions cast upon his character and ability by that officer.

The Accountant courts the fullest inquiry and investigation into all his proceedings, and would respectfully suggest that the Auditor General, the Examiner of Public Accounts, or any one or more competent gentlemen, be instructed to inquire into and report upon his department.

To Commissioner.

A. ASHDOWN, Accountant.
26/7/69.

67/1358

MEMORANDUM.

In the Accountant's office all vouchers for payment of moneys on account of Railways, &c., duly certified by the proper officers, who are alone responsible for the correctness of such vouchers, will be received and must be duly entered in the cash-books by the Book-keeper; such entries being indicated by the marking on the vouchers the consecutive number and folio of cash-book in which such entry has been made.

The verification of such entries will be the initials of the Accountant on the vouchers, and will be the justification of the Commissioner's signature being attached thereto. Approved.—J.B.

Railway Office,

July 17, 1867.

Accountant to note.

Engineer-in-Chief.

Engineer for Existing Lines.

Traffic Manager, G. S. R.

" G. N. R.

Storekeeper, G. S. R.

" G. N. R.

69/2109

Appropriation of Expenditure.—Working Expenses.

In pursuance of M.P. 69/1715, the Accountant requires the accompanying vouchers to be marked to which of the three divisions of Southern, Western, and Richmond Railways they are to be charged respectively, so that they may be entered in the books in accordance therewith.

	£	s.	d.	
Edward Robinson...	118	13	6	Marked chargeable to G. S. W. & R. Railways.
G. W. Hanks ...	2	10	0	Do. do. do.
W. H. Quodling ...	1	15	6	Do. do. do.
Thos. Gerrard ...	41	4	0	as to 10/4 do. do.

To Commissioner.

A. ASHDOWN, Accountant.
16/7/69.

Return these vouchers to the Accountant. J.S.—23/7/69. Mr. Ashdown.

I am astonished at the conduct of the Accountant in wasting not only his own time but mine also in asking such absurd questions with reference to the appropriation of the accounts. As the general locomotive expenses and those of the rolling stock cannot be charged direct to any one of the lines, how can the painting of engines, carriages, and wagons be charged to any particular line when they are used on all lines? Take Robinson's account. To painting No. 29 engine and tender, £15. To which line would the Accountant charge this item, when the engine may be to-day on the Southern Line and to-morrow on the Western?

The next item, amounting to £101 6s., is for painting first class carriages, second class carriages, composite carriages, tram cars, and brake vans. How is it possible to charge the painting of these to any particular line, when the different vehicles may be used in one week's time on all the lines?

The same may be said of the item of £2 7s. 6d. for painting D wagons.

If the Accountant would give himself the trouble to think, he must see how impossible it is to comply with his request.

J.W.—19/7/69.

Commissioner, 19/7/69.

The Accountant, if permitted to perform his functions, would have no difficulty in dealing with vouchers marked chargeable to G. S. W. & R. Railways; and, as the Commissioner is aware, all such expenditure not specially appertaining to any one line, but to all generally, was duly provided for under the heading of General Lines, in the system introduced by the Accountant and recently in operation. The amount charged against such heading to be distributed to the several lines at the end of the year by a mileage rate. Such

Such functions however have been usurped by the Engineer-in-Chief,—see M. P. 69/1715. In that paper it distinctly states that “the only headings in the accounts should be Southern, Western, and Richmond Railways”; and the Accountant conceives it was a reasonable request for him to be informed to which of such three headings or divisions vouchers marked as above should be charged.

A. ASHDOWN, Accountant.
26/7/69.

To Commissioner.

(69/2175.)

MINUTE PAPER.

Appropriation of Expenditure.—Working Expenses.
Accountant to Commissioner.

22 July, 1869.

In pursuance of M.P. 69/1715, the Accountant requests the accompanying vouchers to be marked to which of the three divisions of Southern, Western, and Richmond Railways they are to be charged respectively, so that they may be entered in the books in accordance therewith.

	£	s.	d.	
Edward Robinson	112	13	6	Marked chargeable to G. S. W. & R. Railways.
G. W. Hanks	2	10	0	Do. do.
W. H. Quodling... ..	1	15	6	Do. do.
Thos. Gerrard	41	4	0	as to 10/4 thereof do. do.

A. ASHDOWN, Accountant.
16/7/69.

THE foregoing is a copy of a minute handed by the Accountant to the Commissioner on the day it bears date, and the vouchers specified therein have not yet been returned to him.

Upon receiving this day the pay sheets of the Locomotive and Permanent Way Branches, and the accompanying appropriation statement for the fortnight ending 17th July, in which a portion of the amount is also charged to G. S. W. & R. Railways, the Accountant again waited upon the Commissioner requesting his instructions, which instructions the Commissioner declined to furnish in writing.

In pursuance, however, of verbal directions communicated by the Commissioner to the Accountant, in the presence of the Journal-keeper, Mr. Barling, the Accountant now begs to report that he has instructed the Book-keeper to open an additional or fourth heading in the railway books, under the designation of G. S. W. & R. Railways, to which all vouchers so marked will be entered.

A. ASHDOWN, Accountant.

BEFORE taking further action in the matter, I require to see the authority under which the recent alterations are made in the mode of keeping the accounts, which I understand have been carried out under the Accountant's directions.
The Accountant.

J.S.—23/7/69.

THE authority for making alterations in the mode of keeping the books, and of determining generally the manner in which the accounts should be kept, the Accountant conceives to be inherent in his office; and upon the occasion of the appointment being offered to and conferred upon him by the late Commissioner for Railways and Minister for Public Works (Mr. Byrnes), it was so explained to him. Further, he was specially desired to examine into and suggest such alterations and improvements in the mode of keeping the books and accounts as he should consider necessary.

The fallacious manner in which both the earnings and expenditure on the Railways were recorded and published in the Statistical Register was pointed out and explained to the late Commissioner by the Accountant; and after several consultations with him, and communications with the officers of the several branches, it was decided that the system which is explained in M.P. 69/1674 should come into operation at the commencement of the present year, and arrangements were made accordingly.

Prior to that date the Accountant explained to the present Commissioner the changes that had been determined on, to which he expressed his entire assent; and to enable the Traffic Auditor to fulfil his duties, and specially to carry out clause No. 3 of the instructions furnished to him by the Commissioner, Mr. Thomas Underwood (who for some time previously had been engaged in the Accountant's office) was, upon the recommendation of the Accountant, appointed by the Commissioner to Mr. Vernon the Traffic Auditor's office.

The letter containing such recommendation set forth that the monthly statement required would comprehend the correct apportionment of the earnings on the several lines under the following divisions, viz:—

- The Main Trunk Line, between Sydney and Parramatta Junction (keeping the suburban traffic between Sydney and Parramatta distinct from the general traffic to and from all places beyond).
- The Southern Line, from Parramatta Junction southward.
- The Western do. do. to Penrith.
- The Mountain do. Penrith towards Bathurst.
- The Windsor and Richmond Line, from Blacktown Junction to Richmond.

The new system, so introduced on 1st January last, continued in operation until the beginning of June, without any difficulty whatever being suggested by any of the officers in charge of the several branches.

A. ASHDOWN, Accountant.
26/7/69.

To Commissioner.

(69/1519.)

MINUTE PAPER.

Return of Mileage.

Accountant to Commissioner.

THE Accountant respectfully requests that the Engineer-in-Chief may be instructed to furnish herewith a statement of the mileage, during the six months from 31 December, 1868, to 30 June, 1869, under the following headings:—

Trunk Line;
Southern Line;
Western Line;
Mountain Line;
Windsor and Richmond Line; and
General Lines.

Also, for G. Northern Line.

A. ASHDOWN, Accountant.
1/10/69.

Cannot be supplied in the above form. Statement of milcage for half-year herewith. J.W., per W.H.Q.—4/11/69.
Commissioner.

Accountant, 6/11/69. CH. A. G.

69/559

Detailed Statement of Mileage—1st January to 30th June, 1869.

	Southern.	Western.	Richmond.	Northern.	Total.
Train Miles—					
Passenger	135,415	48,739	11,662	61,393	257,209
Special do.	3,983	2,463	933	2,921	10,300
Goods	41,997	41,820	827	15,927	100,571
Special do.	7,206	7,535	3,570	1,552	19,863
Funeral	6,192				6,192
Coal				35,684	35,684
Total Train Miles . . .	194,793	100,557	16,992	117,477	429,819
Other Mileage—					
Ballasting	5,828	1,940	570	4,687	13,025
Shunting	29,886	6,998	1,548	23,354	61,786
Empty	1,904	1,843	218	3,786	7,751
Fuel	1,528		70		1,598
Total, other Mileage	39,146	10,781	2,406	31,827	84,160
Total Mileage	233,939	111,338	19,398	149,304	513,979

JOHN WHITTON,
per W. H. Q.—4 Nov., '69.

B 4.

SCHEDULES of Expenditure in Revenue Account, as per Ledger ; six months ending 30th June, 1869.

Schedules	Great Northern Line.	Great Southern Line—Parramatta Junction to Southern Terminus.	Great Western Line—Parramatta Junction to Penrith.	Richmond Line—Blacktown to Richmond.	Trunk—Sydney to Parramatta Junction.	Mountain—Penrith to Western Terminus.	General Lines, embracing all Lines excepting North, to be distributed by a mileage rate	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
A.—LOCOMOTIVE POWER								
1 Wages of Enginemmen and Firemen								
2 Wages of Engine-cleaners and Out door Labourers.								
3 Cost of Fuel for Engines and Wages of Fuelmen.								
4 Water and Repairs of Engines for pumping.								
5 Oil, Tallow, Waste, and Sundry Stores								
6 Clothing								
REPAIRING ENGINES								
1. Locomotive Foreman and Time-keepers								
2 Wages for Repairs and Renewals of Engines.								
3 Materials for do. do								
4. Repairs of Machinery and Workshops								
5 Tools and Implements								
6 General Charges								
7 Fuel and Lighting								
8. Casualties								
	6,365 8 9					3,843 7 3	16,687 12 8	
B.—CARRIAGE REPAIRS.								
1 Repairs and Renewals of Carriages.								
2 Materials for do. do								
3 Casualties								
WAGON REPAIRS.								
1 Wages for Repairs of Wagons								
2. Materials for do. do								
3 Casualties								
	1,247 3 3					176 16 10	4,341 15 10	
C.—MAINTENANCE OF WAY								
1 Salaries or Wages of Inspectors, &c								
2. Repairs of Permanent Way								
3. Tools and Implements ..								
4 Ballasting ..								
5 Slips ..								
6. Repairs of Tunnels, Viaducts, Bridges, &c								
7. Repairs of Sidings, Turntables, &c								
8. Repairs of Gates, Fences, &c								
9. Relaying Line								
10. Repairs of Stations, Platforms, and Buildings.								
11. Repairs of Signals, Cranes, Weighing Machines, &c.								
12 Repairs of Approach Roads ..								
13 Casualties								
14 Branches								
	4,062 7 8	5,620 14 1	1,896 4 1	1,044 6 11	3,049 5 7	2,096 5 8	1,208 7 7	.....

APPENDIX.

11

SCHEDULES of Expenditure—*continued.*

Schedules	Great Northern Line.	Great Southern Line—Parramatta Junction to Southern Terminus.	Great Western Line—Parramatta Junction to Penrith.	Richmond Line—Blacktown to Richmond	Trunk—Sydney to Parramatta Junction.	Mountain—Penrith to Western Terminus.	General Lines, embracing all Lines excepting North, to be distributed by a mileage rate	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
D.—COACHING CHARGES.								
1. Wages, Clerks, Inspectors, Guards, &c								
2. Compensation								
3. Travelling Expenses								
4. Delivering Parcels								
5. Horse and Coach Hire								
6. Advertising								
7. Stationery and Printing								
8. Fuel and Stores								
9. Clothing								
10. General Charges								
11. Repairing Station Furniture, Fittings, and Implements								
12. Making and repairing Lamps								
	3,011 14 7	2,092 1 10	1,557 16 8	573 11 7	5,846 19 8	659 10 3	265 7 9	
E.—GOODS CHARGES								
1. Wages of Clerks, Inspectors, &c								
2. Compensation								
3. Horse Hire								
4. Travelling Expenses								
5. Stationery and Printing								
6. Fuel and Stores								
7. Sheet Repairs								
8. Greasing Wagons								
9. Clothing								
10. General Charges								
11. Steam Cranes								
	4,518 3 2	1,769 5 7	497 11 2	199 13 1	2,984 17 6	1,286 4 11	1,315 10 6	
F.—GENERAL CHARGES								
1. Proportion of General Establishment								
2. Auditing								
3. Advertising								
4. Stationery and Printing								
5. Travelling Expenses								
6. Office Expenses and Contingencies								
7. Repairs of Store Fittings								
	886 0 3	77 14 5	2 2 6	..	24 4 6	0 12 0	1,509 12 2	
TOTAL	19,590 17 8	9,559 15 11	3,953 14 5	1,817 11 7	11,905 7 3	7,562 16 11	25,328 6 6	

[To Evidence given by R. Moody, Esq., Traffic Manager, 15 February, 1870]

C 1.

TONNAGE.—1869.

	Tons.	cwt.		Tons.	cwt.
October—					
Sydney to Marulan and Goulburn	739	12			
Goulburn and Marulan to Sydney	231	13			
November—					
Sydney to Marulan and Goulburn	1,089	7			
Goulburn and Marulan to Sydney	322	16			
December—					
Sydney to Marulan and Goulburn	1,024	0			
Goulburn and Marulan to Sydney	294	8			
October—					
Sydney to Mount Victoria	1,793	7			
Mount Victoria to Sydney	273	14			
November—					
Sydney to Mount Victoria	1,767	7			
Mount Victoria to Sydney	450	11			
December—					
Sydney to Mount Victoria	1,559	3			
Mount Victoria to Sydney	586	8			
South—Outwards	739	12	Inwards	231	13
	1,089	7		322	16
	1,024	0		294	8
Tons	2,852	19		848	17
West—Outwards	1,793	7	Do.	273	14
	1,767	7		450	11
	1,559	3		586	8
Tons	5,119	17		1,310	13

C 2.

C 2.

TONNAGE.—1869.

	Tons.	cwt.
October—		
Sydney to Marulan	38	16
" Goulburn	700	16
" Mount Victoria	1,793	7
Marulan to Sydney	133	3
Goulburn	98	10
Mount Victoria	273	14
November—		
Sydney to Marulan	46	3
" Goulburn	1,043	4
" Mount Victoria	1,767	7
Marulan to Sydney	202	7
Goulburn	120	9
Mount Victoria	450	11
December—		
Sydney to Marulan	36	18
" Goulburn	987	2
" Mount Victoria	1,559	3
Marulan to Sydney	187	7
Goulburn	107	1
Mount Victoria	586	8

C 3.

October, November, and December, 1869.

	Single.		Return.	
	1st.	2nd.	1st.	2nd.
Sydney to Goulburn	84	200	26½	17
Do. do.	107	198	27	27
Do. do.	123	242	30½	161
	314	640	84	215
Goulburn to Sydney	62½	205½	12	58
Do. do.	89	212	18	67½
Do. do.	99½	440½	18½	121
	251	858	48½	246½
Sydney to Marulan	11	24	5	2
Do. do.	7	14	3	2½
Do. do.	2	12	...	...
	20	50	8	4½
Marulan to Sydney	14	34½	4	14
Do. do.	3	23	3	16
Do. do.	2	42½	...	14
	19	100	7	44
Sydney to Mount Victoria	61	203	26	5
Do. do.	14	43	16	7
Do. do.	13	78	8½	5
	88	324	50½	17
Mount Victoria to Sydney	80	268½	9	62
Do. do.	10½	72	81½	45½
Do. do.	8	75½	5	49
	98½	416	95½	56½
Sydney to Bowenfels	45	120	7	9
Do. do.	98	307	28	8
Do. do.	150	365	19	10
	293	792	54	27
Bowenfels to Sydney	42	82½	9½	29½
Do. do.	112½	260	14	59
Do. do.	8	75½	5	49
	162½	418	28½	137½

STATEMENT—continued.

Act	Year	Service.	Amount authorized.	Debentures issued	Proceeds	Expenditure	Balances, 31 December, 1869
			£ s d	£ s d	£ s d	£ s d	£ s d
		Brought forward	2,270,494 18 8	2,315,400 0 0	2,273,697 18 5	2,262,147 18 6	21,083 16 5
25 Vic, No 19	1862	Valuation of Land	675 0 0			671 1 8	3 18 4*
		Works in Progress—Authorized Extensions	9,184 0 0			8,168 13 2	1,015 6 10*
		Extension to Morpeth	20,000 0 0			19,977 0 0	23 0 0
		Carriage Shed, Machine Shop, &c, Northern Line	5,000 0 0			833 19 11	4,166 0 1
		Bridge over the Hunter at Singleton	40,000 0 0			40,000 0 0	
		Bridge over the Nepean at Penrith	70,000 0 0			70,000 0 0	
		Extension to Goulburn	688,000 0 0			687,999 8 0	0 12 0
		Land for Goulburn Extension	16,200 0 0	1,476,000 0 0	1,405,273 6 0	16,200 0 0	
		Engines Southern Extension	20,000 0 0			20,000 0 0	
		Trial Surveys	7,000 0 0			6,963 5 0	36 15 0
		Extension to the Nepean	30,000 0 0			30,000 0 0	
		Penrith towards Bathurst	250,000 0 0			250,000 0 0	
Extension to Armidale	250,000 0 0			249,990 10 0	9 10 0		
26 Vic, No 14	1862	Horse Railway Line from Blacktown to Windsor and Richmond	60,000 0 0			60,000 0 0	
		Additions to Workshops and Stations	10,000 0 0			9,998 7 6	1 12 6
		Valuation of Land	700 0 0			696 0 0	4 0 0*
		Works in Progress—Authorized Extensions	11,182 0 0			10,523 3 5	658 16 7*
		Bridge over the Railway near Newcastle	1,000 0 0			1,000 0 0	
		Additional Line from Newcastle to the Wallsend Junction	16,000 0 0	29,900 0 0	25,241 13 5	14,684 8 6	1,315 11 6
		Additional Telegraph Wires for Railway purposes—					
		Parramatta to Penrith	350 0 0			336 5 6	13 14 6*
		Campbelltown to Picton	675 0 0			514 16 8	160 3 4
		Extension to Goulburn	215,414 3 1			114,209 4 11	101,204 18 2
		Workshops, Southern Line	3,932 2 8			3,932 2 8	
		Workshops, Northern Line	2,480 14 3			2,431 7 6	49 6 9
Rolling Stock, Northern Line	13,000 0 0			13,000 0 0			
Engines, Western Line	23,000 0 0			23,000 0 0			
Carriages, Break-vans, &c, Western Line	20,000 0 0			20,000 0 0			
Engines, Northern Line	35,000 0 0			30,907 0 6	4,092 19 6		
Traversers for Coal Sidings, Newcastle	1,000 0 0			1,000 0 0			
27 Vic, No 14	1864	Ballast Waggon, Northern, Southern, and Western Lines	4,000 0 0			4,000 0 0	
		Extension to Goulburn	50,000 0 0	552,100 0 0	465,981 6 9	50,000 0 0	
		Extension to Bathurst	150,000 0 0			150,000 0 0	
		Richmond and Windsor Line	15,000 0 0			15,000 0 0	
		Land for Morpeth Railway	7,500 0 0			7,436 1 10	63 18 2
		Siding into Cemetery, Haslem's Creek	5,000 0 0			4,821 5 6	178 14 6
		Wharf, Carriage, Dock, and Siding, Newcastle Station and West Maitland	900 0 0			900 0 0	
		Passenger Platform and Siding at Hexham	970 0 0			970 0 0	
		Coal Sidings at Newcastle	3,500 0 0			566 13 9	2,933 6 3
		Passenger Station and Platform, Rooty Hill	400 0 0			400 0 0	
		Gate Houses, Western Line	900 0 0			831 10 5	68 9 7
		Stables at Newcastle	110 0 0			110 0 0	
Stations at Riverstone and Mulgrave	1,300 0 0			1,300 0 0			
Ballast and Goods Trucks	9,000 0 0			7,243 7 8	1,756 12 4		
Windsor and Richmond Line	10,000 0 0			10,000 0 0			
Land for Sidings at Newtown	850 0 0			820 17 8	29 2 4		
Additional Rolling Stock	10,000 0 0			10,000 0 0			
29 Vic, No 9	1865	Additional Goods Accommodation, Sydney Station	20,000 0 0	94,800 0 0	83,597 13 11	20,000 0 0	
		Erection of Sheds	12,000 0 0			8,454 0 4	3,545 19 8
		Additional Accommodation at Stations	5,000 0 0			5,000 0 0	
		To meet outstanding Claims for Land on the Penrith, Picton, and Singleton Extensions	6,000 0 0			341 3 8	5,658 16 4
		Station at Douglas Park	650 0 0			640 14 3	9 5 9
		Extension to Morpeth	20,000 0 0			19,704 5 3	295 14 9
		Extension of Great Western Line	200,000 0 0			200,000 0 0	
		Extension of Great Northern Line	400,000 0 0			98,969 11 9	301,030 8 3
		Relaying Line, Sydney to Parramatta Junction	20,000 0 0	639,000 0 0	605,991 12 0	19,948 13 6	51 6 6
		Enlarging Bridges, East Maitland	4,000 0 0			2,508 17 2	1,491 2 10
		Additional Accommodation at Stations	5,000 0 0			5,000 0 0	
		Additional Goods Waggon	10,000 0 0			10,000 0 0	
Engine Shed, Windsor and Richmond Line	3,000 0 0				3,000 0 0		
30 Vic, No 23	1866	Trial Surveys, Southern and Western Lines	5,000 0 0	33,000 0 0	31,045 1 6	5,000 0 0	
		Compensation for Land taken on the Ultimo Estate	25,000 0 0			25,000 0 0	
31 Vic, No 11	1867	Extensions to Bathurst and Goulburn	1,000,000 0 0	1,000,000 0 0	981,655 7 0	806,345 18 7	193,654 1 5
31 Vic, No 27	1868	Half cost of Telegraph Line along the Line of Railway—					
		Picton to Goulburn	3,412 0 0	7,100 0 0	7,126 4 3	3,233 5 1	178 14 11
		Penrith to Bathurst	3,719 0 0			1,232 5 6	2,486 14 6
32 Vic, No 13	1869	Towards cost of additional Rolling Stock for Extensions	†60,000 0 0			7,953 19 8	52,046 0 4
		Compensation for Land taken at Honey suckle Point	†10,000 0 0			9,852 7 2	147 12 10
		Deduct value of Railway Stores purchased, but not yet charged to Votes	£ 6,172,498 18 8	6,147,300 0 0	5,879,610 3 3	5,482,769 12 2	702,466 2 9
		TOTALS	£ 6,172,498 18 8	6,147,300 0 0	5,879,610 3 3	5,482,769 12 2	525,875 9 7

* These amounts have been written off.

† The Debentures for these amounts have not yet been sold

The Treasury, New South Wales,
8th March, 1870.GEORGE LAYTON,
Accountant.

F.

[Submitted by the Chairman, and ordered to be appended to Mr. Richard Lloyd's evidence, 10th March, 1870.]

Sydney, 9th March, 1870,
197, Macquarie-street.

To William Macleay, Esq., M.L.A., Chairman of the Select Committee on Railway Extension.

Sir,

The important subject which now occupies your attention as to the best method to adopt for internal communication (in the absence of river and ocean navigation) has been in all ages and countries the principal preoccupation of the governing powers, and is evidently the criterion of the degree of civilization that a people or nation is capable of attaining; and it is no less evident that the interior of this great country must either remain in a state of *marasme* or even fall back in civilization, if the present state of the means of interior communication be not steadily and persistently reformed and improved.

The whole of the public of this Colony must be interested by the result of your inquiries, which will lead to the adoption of sound principles, and arrest the reckless and wasteful expenditure which frequently takes place from absence of true principles, especially when private interests combine with other causes to squander uselessly the resources of a community, such as indicated by the recent disclosures in Europe. The advancement of Australia will much depend on the solution of the problem now under your consideration, and ceasing to be technical, must embrace the whole question as to the most advantageous system to adopt for the internal communications necessary to develop the agricultural, mining, and pastoral productions.

Three general artificial methods present themselves for examination: roads, railways, and canals.

Horse roads from the earliest ages down to the time of MacAdam and Telford have been carefully studied, and every improvement of which they are capable has been followed by an advance in every stage of civilization.

It was by those magnificent monuments of engineering skill, remains of which are still to be found after so many centuries of existence, perfect as when first constructed, from the Euphrates to the Clyde, and from the frontiers of Nubia to the German Ocean, that ancient Rome passed those formidable barriers which confined her power to Italy, and founded her universal and imperishable dominion of laws, policy, and civilization.

"From far o'er the western foam
Shall fall great fear on all who hear
That mighty name of Rome."

Telford's roads revolutionized and civilized the Highlands of Scotland.

Napoleon's road over the Simplon, and the road opened by his order over the Mont Cenis by Fabroni, were the commencement of a new era of political existence, and the revival of every element of prosperity and civilization in Italy. The great modern roads, in this last country, in many instances follow the track of the ancient Roman military roads, and imitate their peculiar indestructible construction.

But perfect as the formation of the ancient paved roads of the Romans may have been, or perfect as the Telford and MacAdam roads of modern time may be, it seems unnecessary to observe that the latter are the result of centuries of civilization in densely populated countries, and have a history of their own, like the people whom they serve; also, that they have only gradually arrived at their present state of excellence.

It would be impossible to apply the system of construction of the Via Appia, or that of the Holyhead Road to the passage of the immense plains and forests of the interior of this country; and it is probable that the Austral Countries can learn more from the *new* than from the *old world* on the subject of internal communications.

During the American war, when the railways were partially destroyed, it was found that very few common roads existed, especially in Virginia, the Carolinas, and Louisiana—the principal seats of the war—and those in a condition generally very inferior to any in the European States; which shows that a new country must depend much more on modern systems of internal communication than on ancient ones, though with the lapse of time and progress of population, as we find in the Northern States, the extension of common roads for local purposes must of course be developed.

The method of construction of first class roads, which in Europe, with cheap labour, good material, and every facility of transport, costing from £2,500 to £4,000 per mile, should be confined to localities densely populated and to main trunk lines, consequently we must search in new countries for information on systems applicable to the present condition of New South Wales.

It is in the construction of charcoal, plank, or block roads of Canada and the United States, that we may study a system which would utilize our vast forests of excellent timber; and it seems apparent that no system of paved or macadamized road could be maintained, or even constructed, over our extensive plains of soft swampy ground, which cannot be drained, and where all the necessary material for road metal is almost impossible to obtain; but the timber by which these plains are surrounded can readily be made use of instead of broken stone, which must be in most cases far too difficult and expensive to transport to the localities where it would be most required.

There are several thousand miles of plank roads now in existence, which have cost from £250 to £500 per mile; and if horse traffic be adopted in this country in preference to steam power, the system of construction of plank roads should be carefully studied in its adaptability to the requirements of this part of Australia.

Tram railways or track ways, either of stone, iron, or wood, have in general been used or applied to existing common roads.

Track ways of wood and stone are very ancient; they render great service both in England, France, and Italy, but their adoption seems to suppose the pre-existence of a good, well-formed common road, either paved or macadamized. A horse tramway would require the same expense of construction as a locomotive line, *plus* the additional expense of a good macadamized track between the rails, the keeping in repair of the railway line, and the continual maintenance of the roadway for the horse. Again, it has been found that the action of horses' feet is much more destructive to the roadway than the wheels of vehicles or waggons, and that horses' shoes form a very considerable item in the expense of horse traction. The best horse-shoes will not last, on an average, more than ten days' work of 20 miles per day. When horses follow one another in the same track the macadamized road is rapidly destroyed; but to yoke them two abreast requires a much wider and necessarily more expensive road.

Good common roads cannot exist generally through the vast interior of this country; and every Australian traveller will admit that so-called roads in the interior are mere tracks marked over the plains and through forests, where teams of bullocks and horses deviate hundreds of yards on each side. Often in wet seasons these tracks become totally unfit for the transport of heavy goods; upon some of these tracks in the north-west twenty teams of ten horses each pass per day during the season of the transport of wool, skins, and other produce, and frequently a dray will be detained for weeks before it can be drawn through the slough of several miles wide.

Along these same tracks hundreds of thousands of sheep have to pass and large herds of cattle, which proves that neither enclosed macadamized roads, nor consequently horse tramways, are in any way applicable to the wants of this country; besides, it is impossible to estimate the cost of a thoroughly well constructed macadamized road, either narrow or wide, in combination with horse railway, and large tracks suitable for general transport, and droving of immense flocks of sheep, herds of cattle, wool, and provisions, over the vast plains of the interior; but it is probable that good and cheap plank roads may be constructed so as to combine all other requisite conditions of communication, leaving large wide tracks for the passage of herds and flocks.

The permanent way of a first-class type of European railway, either of a double or single line, is generally acknowledged to be inapplicable to this country, with the exception of small portions of trunk lines near to populous towns or seaports. It must be obvious to all that the extension of lines of permanent way costing from £15,000 to £30,000 per mile would be positively ruinous to the Country to make; and even if they were made, would be impossible to work or to keep in order in the present position of the Colony.

It is in the second and third class of railways, as they are being now thoroughly systemized in France and Italy that we can probably find much information which will lead to more precise ideas on this subject of railway extension.

The

The construction and maintenance of the great roads, and the control and inspection of railways in France, are under the charge of the Imperial Corps of Engineers of the "Ponts et Chaussées," who have sanctioned railways of second and third order, the details of which will be found in the "Annales de construction des Ponts et Chaussées" and "Informations pour la construction des Chemins de fer Départementaux et vicinaux." Three of these railways I am well acquainted with are constructed with great solidity—nearly as much so as a first class railway—but with only a single line, and with great attention to economy. Steep inclines and small curves have been adopted, to avoid great cuttings and embankments. The buildings and stations, although solid, have been reduced to the most simple expression, and the crossings, sidings, and turn-tables are as small and light as possible.

The foregoing observations apply only to the construction of the roads and the laying of railways for horse traction; but I will endeavour to show that, of all motive powers that can be used, locomotive power will be the cheapest and the most suitable to a new country, either employed on a plank road or on a light railway. In fact, the motive power can be considered as entirely distinct from the question of the construction of a permanent way.

I give in the following table the detail of expense of the different items of these three permanent ways.

	Strasburg to Bale. (30 miles.)	Niederbronn. (12½ miles.)	Sainte Marie. (13 miles.)
	£	£	£
Purchase of land .....	.....	.....	.....
Earth-works, cuttings, embankments.....	1,270	708	1,330
Works of art—bridges, culverts, &c.....	253	241	438
Rails, sleepers, and accessories—telegraph	1,940	1,641	1,790
Buildings—stations, sheds, and houses.....	922	550	863
Modifications and connections	10	64	61
Fences and barriers.....	118	109	141
Personal staff and divers expenses.....	475	560	319
Interest of money during the construction	130	130	145
Engines and rolling stock	1,280	1,280	1,280
Total expense per mile, independent of the price of land.....	6,398	5,283	6,367

The railways above referred to are made with double-headed rails of 70 lbs. weight per yard, with cross sleepers and chairs. The estimated total receipts per mile, per annum, before they were constructed, was about £650, and the total expense of maintenance and working about £380 per mile. It is difficult to ascertain the exact results, but I have given the above details to show that the construction of second class railways has engaged the attention of continental engineers, and so far they have succeeded in setting us an example which we can improve upon.

Mining engineers have sanctioned the construction of small light railways for mineral traffic, having very narrow gauges, varying from 2 ft. 6 in. to 3 ft. 8 in., with curves of 200 feet radius, and inclines of 1 in 50, with sleepers about 5 ft. 4 in. long, 6 in. wide, and 5 inches thick, costing about 1s. 7d. each, and 2 ft. 6 in. from centre to centre, with a vignolles rail of 33 lbs. to the yard.

It is generally admitted that the minimum weight permissible to a rail, to prevent lamination and distortion under an ordinary rolling weight, even when supported throughout its whole length, should be that of the section of the head of the ordinary rail, being from 25 to 30 lbs. to the yard.

The following specimen of construction will show about the type and expense of this description of railway, as it is generally employed.

This particular one is exclusively employed for mineral traffic, conveying about 45,000 tons per annum a distance of 5 miles. The land on which it is made was worth about £65 an acre. There is very little fencing.

	£
Purchase of land .....	.....
Earth-works, cuttings, embankments	843
Works of art—bridges, culverts	56
Rails, sleepers, accessories, telegraph, rails 33 lbs.....	954
Buildings—stations, sheds	44
Fences and barriers	7
Personal staff—divers expenses	11
Interest of money during the construction.....	.....
Engines and rolling stock.....	860
Total expense per mile.....	£2,775

This railway was made for horse traction, but after three years' service was transformed into locomotive traction without any change being made to the permanent way.

The engines, with tanks in full service, weigh 11 tons, and cost £900 each.

I have given these two examples of construction of permanent ways, either of which would be applicable to the extension of railways in the interior of Australia; but I am very strongly of opinion that the gauge of 4 ft. 8½ in. should always be maintained in preference to the narrower gauge; and I believe that, with great care and strict economy, the cost of the permanent way of such railways may be reduced generally throughout this country to the cost of about £4,000 per mile.

The great advantage of the adoption of the 4 ft. 8½ in. gauge is that, although the rails, and generally the permanent way, may be light and economical to begin, yet, with the lapse of time, increase of population, greater development of the agricultural, mineral, and natural produce of the country—such as timber, gum, charcoal, and potash—the railways can be gradually transformed from third class to first class. At the same time the rolling stock can also be gradually transformed with the progress of colonial prosperity, whereas narrow gauges must of necessity remain impermutable and not susceptible of the necessary change or amelioration. The same may be said of horse traffic railways: unsuitable as they would be, in my opinion, to the present wants of the community—they would ever become more and more incompatible with the future prosperity of the country.

I will now proceed to give the elements for the estimation of a permanent way suitable for the present extension of railways in this country, that is to say, extension in continuation of the main trunk lines, which ought of course to be of a more solid and consequently of a more expensive nature.

The inclines should be limited if possible to about 1 in 50 or 20 in 1,000. This will determine the amount of earth-work in cuttings, and in some measure the direction of the line.

The road bed should be, on an average, 16 feet wide. It may be reduced to 15 feet, but it would be better to have a road bed capable of future amelioration; therefore 16 feet should be the minimum limit, with a ditch on each side of about 2 feet wide at the top, narrowing rapidly downwards to 8 inches deep.

The openings of bridges and tunnels may be restricted to 15 ft. wide by 13 ft. 9 in. high.

The rail may be 50 lbs. to the yard, with 3 ft. from centre to centre of sleepers, and chairs of 16 lbs. weight. The sleepers should be 8 ft. 8 inches long, 6 in. thick, and 10 in. wide. This is the weight of the rails on the lines from Newcastle to Carlisle, Strasburg to Bale, and the original London and Greenwich Railway.

There

There are some English and foreign railways with rails much lighter, for instance, the Brandling Junction of 44 lbs., and the Montpellier and Cette of 40 lbs.; therefore, there can be no doubt that a railway as strong as the Newcastle and Carlisle would be quite sufficient for the service of the interior of this country, of which the following is an estimate:—

	Weight and No. of Pieces.	European Price.		Australian Price.		Australian Price System Vignolles.		
		Per Unity.	Per Mile.	Per Unity.	Per Mile.	No. of Pieces.	Unity.	Per Mile.
			£ s.	£ s.	£ s.		£ s.	£ s.
Purchase of land.....	.....	.....	.....	.....	.....	.....	.....	.....
Earthwork, cuttings, and embankments.....	.....	.....*	750 0	.....†	750 0	.....	.....	750 0
Works of art—bridges, culverts.....	.....	.....*	240 0	.....†	200 0	.....	.....	200 0
Buildings—stations, sheds, houses.....	.....	.....*	300 0	.....†	200 0	.....	.....	200 0
Fences and barriers.....	.....	.....*	100 0	.....†	100 0	.....	.....	100 0
Personal staff—divers, surveying.....	.....	.....*	500 0	.....†	500 0	.....	.....	500 0
Interest of money during the construction.....	.....	.....*	100 0	.....†	100 0	.....	.....	100 0
Rails of 50 lbs. per yard, 586 lengths.....	78 57	£7 per ton	550 0	8 5	648 4	536 lengths	8 5	648 4
Chairs weighing 16 lbs.....	3,518	£4 „	100 9	5 5	131 16	.....	.....	.....
Fish-plates, 7 lbs. each.....	1,162	£8 „	29 1	9 5	33 12	1,072 plates..	9 5	31 0
Bolts and nuts, 0.95 lb.....	2,324	£15 „	14 16	16 5	15 14	2,144 bolts...	16 5	15 0
Spikes and cramps, 0.75 lb.....	7,032	£9 „	21 4	10 5	24 3	8,576 spikes..	10 5	29 0
Wedges in wood.....	3,518	1d. each	14 13	1½d.	18 6	.....	.....	.....
Sleepers prepared with sulphate of copper or creosote†.....	1,759	4/6 „	396 0	4/9	418 0	1,876	4/9	445 0
Dressing sleepers†.....	.....	1½d. „	11 0	1½d.	11 0	.....	1½d.	11 0
Laying down the rails and sleepers, transport, &c.†.....	.....	3/3 per. yd.	286 0	3/6	308 0	.....	3/6	308 0
Ballasting, filling-in, &c.†.....	.....	5/0 „	440 0	5/3	462 0	.....	5/3	462 0
Crossings, sidings, and turn-tables.....	.....	1/6 „	132 0	1/6	132 0	.....	1/6	132 0
.....	.....	.....	3,985 0	.....	4,053 0	.....	.....	3,942 0

* Estimate of these items given hypothetically.

† Estimate of the first six items given hypothetically.

‡ Probably too high. Upon these items a considerable economy can be effected.

I have endeavoured to be as precise as possible, and in giving positive facts and figures of existing constructions (but upon some of these items given a considerable saving can be effected). It appears, *a priori*, that a very great difference exists between the expense of the mineral railway referred to at page 16 and the lines proposed; but a strict analysis will show that the real difference would not amount to more than £400 per mile,—an expense which would be quite justifiable by taking into consideration the immense advantages of a uniform gauge and the facility of gradually transforming the lines from a third class to a second or first class, to suit the future development of the country.

Thus, in the mineral railway of 3' 7½" gauge, we have—

Earthwork, cuttings, embankments.....	£	843
Rails, sleepers, chairs, laying-down, and ballast.....		953
To make rails equal to 50 lbs. we must add 22 tons.....		182
To make chairs equal to 16 lbs. we must add.....		22
To make sleepers strong enough to carry a 50-lb. rail.....		210
	£2,210	

Estimated cost of permanent way of 3' 7½" gauge in same condition of relative strength as a railway 4' 8½" gauge, the cost of the permanent way being..... 2,610

Difference being..... £400

But even this difference is in a great measure only apparent, as it is clear that a permanent way of 4' 8½" can be established for the same price as a 3' 7½" gauge, adding on the extra price of 1 ft. 1 in. of earth-work and ballast, and the extra 13 inches length of sleeper. In fact, a 4' 8½" permanent way may be constructed with little more expense than a narrower of the same strength.

A *résumé* of the different systems of permanent way for the interior communication, whereby the advancement of every material interest can be promoted in Australia, will show more clearly the adaptability of light common gauge railways to the requirements of this country.

First.—The Roman paved military road, or its modification—the modern French "Route Imperiale."

Second.—The Macadam and Telford modern English roads.

Third.—The plank roads of Canada and the United States.

Fourth.—Track ways in stone or iron, only as accessories to existing roads.

Fifth.—Horse-railway, with the middle track paved or macadamized.

Sixth.—The mineral railway type for locomotives, narrow gauge.

Seventh.—The light class of locomotive railway, ordinary gauge, 4' 8½".

Eighth.—The main trunk double line first-class railway.

The essential advantages of the last but one enumerated over all others, in its applicability to the present wants of the Colony, its cheapness, its susceptibility of gradual improvement and transformation to a higher class, should give it a preference over all other systems of road communication for the present requirements of New South Wales.

I do not think it opportune to enter on the question of canals as a permanent way; but whatever advancement of prosperity any other system would promote, it is clear that in many parts canals would pre-eminently render vast services, in being at the same time the cheapest means of conveyance, and also of inestimable service for irrigation and storing water for pastoral uses. Unfortunately, we are far from the epoch when the financial state of this country and increase of population will permit of a thoroughly civilized and enlightened system of water communication and irrigation.

The previous observations are entirely confined to the subject of the establishment of the permanent way. I will now endeavour, in a very general way, to show that the superiority of steam over horses, as motive power, can be deduced from sound theoretical principles and practical results.

MOTIVE POWER.

There are a great many sources of mechanical power, but the cheapest and most universally available, as far as yet has been ascertained, is the combustion of coal. The motive power thus developed is most conveniently utilized by the means of water or steam, although not more than from one-eighth to one-fifteenth can be transformed into useful mechanical effect by the very best constructed steam-engines.

Now, Watts' standard of horse-power (33,000 lbs. lifted one foot high per minute, or a horse travelling 2½ miles per hour with an available effort of 150 lbs) applied to the measure of useful effects of locomotive and horse traction, will clearly show the immense superiority of steam locomotion over an equivalent amount of horse-power on a railway of ordinary construction.

Relative

Relative power by Joule's standard of horse food and coal.

Joule's standard of the mechanical equivalent of heat being 772 lbs. lifted one foot high by one unity of caloric, then the combustion of one grain of coal will lift 1261.45 lbs. one foot high, and the combustion of one grain of horse food composed of equal weights of hay and corn will lift 557 lbs. one foot high.

Comparison of useful effect obtained from engine and horse power food.

A well-made steam-engine, with the consumption of one grain of coal, will lift 143 lbs. one foot high. A horse, by the consumption of one grain of mixed food of corn and hay will (working 12 hours per day, by Watts' standard) lift 143 lbs. one foot high.

Price of coal and horse-food to produce the same power compared.

A mixture of equal weights of hay, at £4 per ton, and corn at 3s. 3d. per bushel, will be £10 per ton, which will be at least fifteen times the price of a ton of coal, to produce the same amount of mechanical available power.

The effort of an engine compared to the equivalent effort of 28 horses.

A tank-engine of an average weight of 12 tons can exert an effort of 4,200 lbs. during the whole time of working, besides carrying its own weight, and provisions of coal, water, and men. A horse weighing 13 cwt. will make a continued effort of 150 lbs. during his time of work, besides carrying his own weight; consequently it will require 28 horses to produce an effort of 4,200 lbs., equivalent to the effort of the locomotive.

Dead weight of horse-power compared to a locomotive.

The available power of a horse is $\frac{1}{150}$, or about $\frac{1}{10}$ of his weight; that of an engine is $\frac{26880}{4272}$, or about $\frac{1}{2}$ of its weight.

Effort exerted in one year by an engine, compared to that of a number of horses of the same power as the engine.

The working travel of a horse, on a level plane, will be 20 miles in every 24 hours, and 300 days in a year; consequently 28 horses will exert an effort in one year of 25 million pounds one mile; and the same power of locomotive will work 70 miles during 300 days in a year, and will exert an effort, on a level, of 88 millions of pounds one mile.

Comparison of the Engine to horse-power on an incline.

Upon an incline of 1 in 50 the available effort of an engine in the above conditions will be reduced to 3,755 lbs. The elements of the comparison of engine to horse power on an incline cannot be very precisely ascertained, but it is admitted to be an error to suppose that a horse can with impunity exert extra muscular force to lift himself on an incline without diminishing his draught power, therefore it is probable that the available force of the 28 horses on the incline does not exceed that of the engine in the condition above referred to.

Comparison of work done by the engine and horse-power on an incline and curve.

Suppose the draught power of a horse not to be diminished on an incline, then the utmost power of 28 horses would be, with a gradient of 1 in 50 and a curve of 8 chains radius, to draw 73 tons 20 miles per day, or 438,000 tons one mile in one year; and the power of the engine would draw 1,386,000 tons one mile in one year, or 66 tons 70 miles per day.

Cost of transport on railways in Europe. Practical result.

The total expense of luggage transport on several great lines amounts to about 7-10ths of a penny per ton per mile, including the maintenance of rolling stock and permanent way; and the transport of coal in one direction and empty return, including all expenses—except the maintenance of the permanent way (charged to general luggage traffic)—amounts to a little less than a half-penny per ton per mile. We cannot compare these results to horse traction; but if these rates existed in Australia, all the produce of the interior could be transported, including cattle and sheep, in preference to driving.

Expense of running locomotives as a criterion of equivalent duty to perform in Australia.

The expense of running an engine in full service on the railway above referred to may be estimated and analyzed as follows:—

	s. d.		s. d.
Personnel (staff) and expenses of management, per mile	0 3	to	0 3½
Combustible	0 5½	„	0 7
Oil, tallow, water, and waste for cleaning.....	0 1	„	0 1½
Repairs and maintenance of engine	0 4	„	0 5½
Total expense per mile run.....	0 13½	„	0 17½

In the absence of precise knowledge respecting the expense of working horse-power in Australia, it may be supposed that the running of 28 horses, or their equivalent power of locomotive traction, would cost very much more than 1s. 6d. per mile; but it is especially evident that 28 horses could not be maintained and worked—in any case or in any country—at the rate per mile above mentioned.

Practical result of the working of 9 horses compared to 1 locomotive.

The actual working expenses of 9 horses on a mineral railway transporting 26,000 tons 5 miles in 6 months, and the transport of 18,000 tons also in 6 months on the same railway, the same distance, was—

Total cost of traction per mile	0.9912	0.3696
Repairs of rolling material, per mile.....	0.1000	0.1000
Maintenance of the line, per mile	0.1680	0.2352
Total cost per ton per mile in pence	1.2592	0.7048
	for	for
	9 horses.	1 locomotive.

The prime cost of an engine in Europe, of first-rate construction, material of the very best choice, and all the working parts case-hardened, will be free on board—

From 7½d. to 8½d. per lb. for engines weighing from 25 to 30 tons.	
„ 8½d. „ 9½d. „ „ „ 20 „ 25 „	
„ 9½d. „ 10½d. „ „ „ 15 „ 20 „	
„ 10½d. „ 11½d. „ „ „ 10 „ 15 „	

It is most probable the prime cost of an equivalent horse-power would, with all accessories, greatly exceed the above prices.

Suitable carriages could be made for £200 each on an average.

From which we may deduce that a rolling stock for very light railways, with limited traffic, may be established for about £250 per mile.

In conclusion, I reaffirm the opinion that I have had the honor to submit to your Committee at your request, and to observe that I do not pretend to any originality, but on the contrary have freely made use of the writings and opinions of many eminent engineers of great experience and research. It would be fastidious in me to cite the names of all the authorities to whom I am indebted. I have found much practical information in the "Bulletins de la Société des Ingénieurs Civils," of which I am a member.

I have, &c.,

R. LLOYD.

[Handed

[*Handed in by Mr. Sutherland, and ordered to be printed in the Appendix, 24 March, 1870.*]

G.

R. C. Walker, Esq., to The Commissioner for Railways.

Sydney, 7 February, 1870.

Sir,

I have the honor to draw your attention to a leader in the *Herald* of the 1st instant on the Railway Accounts, in which reference is made to statements of Mr. Ashdown, Accountant for Railways, given in evidence before the Select Committee on Railway Extension; and beg to submit to you the following facts relating to these accounts:—

Mr. Ashdown is reported in his evidence as having said—"that the manner of keeping the accounts until recently was not such as to show the earnings and expenditure of each line. As the documents were kept they were utterly fallacious." And he further adds—"For instance, the accounts published in the Statistical Register for 1867-8 profess to give the total earnings and total expenses, but they are utterly fallacious—not truthful."

With regard to the first statement, I assert, and the books can prove it, that up to the time of my leaving the department the information which the Committee asked for could have been furnished without the slightest difficulty, upon one hour's notice being given, and details could have been supplied in almost any form that the information was required. The statements, from the way they are made by Mr. Ashdown, could therefore only have the effect of misleading the Committee as to the actual state of the accounts prior to his taking charge of them.

So far as the returns for 1867-8 are concerned, Mr. Ashdown is alone answerable for their correctness, as they could only be prepared under his supervision; and it appears strange to me, after he had two years' experience in keeping the Railway Accounts, before being called upon to furnish the returns for 1868, that he should take such a time to discover the system to be inaccurate.

In Mr. Ashdown's answers to the Committee, he asserts that everything booked between the Sydney and Junction Stations, whether South or West, was carried to the credit of the Southern Line. This is not correct. The cash receipts between the Sydney and Junction Stations, with the outstanding accounts for the South, have alone been credited to the Southern Line. The cash receipts of the Western Stations, with outstanding accounts of the West, have alone been credited to the Western Line. The expenditure has all been charged in proper proportion, in accordance with the approved forms in use when I entered upon the duties of Accountant, a full explanation of which has been laid before Parliament in Mr. Rae's Reports on Railways for 1864 and 1865; and I feel quite satisfied—unless a very large and unnecessary staff is maintained—that the Parliament will never receive any information in the shape of Railway Returns that will give more reliable and useful information than these reports supply, however incomplete they may be.

The mode of crediting the Railway Revenue was from time to time considered by the various Ministers who held office while I was Accountant, and it was always deemed unnecessary to create a staff specially to show more minutely the revenue of each portion of the Southern and Western Lines than the books then supplied. It must however be borne in mind that at the time I gave up the accounts there were only 21 miles of the Western Line open for traffic, and the mode then of crediting the revenue was quite equitable in accordance with the outlay for constructing the lines. The opening of the extensions beyond Penrith since I left the department would necessarily call for some change in the station returns for the traffic receipts, but would not interfere with the system for charging of the expenditure. If this has been overlooked in crediting the receipts since 1866, the fault lies with those who keep the accounts.

I can only add that had I been in Mr. Ashdown's position, I should certainly have shown so much generosity to my predecessor as to have explained this to the Committee when giving my answers.

I have, &c.,

R. C. WALKER.

P.S.—I shall feel obliged if you would lay this letter before the Committee of Inquiry now sitting on Railways.—R.C.W.

[*Handed in by the Chairman, and ordered to be printed in the Appendix, 25 March, 1870.*]

H.

G. E. Dalrymple, Esq., to William Macleay, Esq., M.L.A.

Sydney, 23 March, 1870.

Sir,

1. I have the honor to enclose, for the information of your Committee, a pamphlet upon the subject of my patent for cheap internal communications by means of "India-rubber tire and tram steam traction"; and I beg to submit to you, for the information of the Committee, the following statement on this important subject, with the view of obtaining for the invention that investigation at their hands which on examination I trust it will be found to merit.

2. Taking the characteristics of the means of internal communications desired to be arrived at to be cheapness in construction of permanent way, with economy of up-keep and certainty of transit, admitting of the construction of an extensive system of such lines throughout the Colony, *versus* heavy expenditure in construction and working expenses, necessarily therefore confining the means of transit to a few trunk lines of limited extent,—I will, to facilitate arrival at a fair opinion on this subject, state in a classified form the several descriptions of permanent way suitable for colonial use.

Horse-traction.	Cost per mile.	Locomotive steam.	Cost per mile.	Steam road traction engine.	Cost per mile.	India-rubber tire road steamer.	Cost per mile.
Macadamized road, say ..	£ 4,000	Railroads from and upwards	£ 6,000	Macadamized road...	£ 4,000	Macadamized road, say	£ 4,000
Plank or Corduroy Road, say	1,000			Plank road	1,000	Plank road, say	1,000
Tram-road with plank on macadamized horse track, say	1,000			Tram-road of wood or iron, say	4,000	Tram-road of wood, say or iron, say	1,000 2,500

3. It is an established fact, of which your Committee are doubtless in possession of more incontrovertible evidence from practical engineers than I can supply—that steam-traction is superior in every way (including economy especially) to horse-traction.

4. Any argument founded upon the assumption that horse-traction requires permanent way of a cheaper description than steam-traction is at once negated by the above tabular statement, which shows that both steam-traction engines and India-rubber tire road steamers require not only no more expensive roads than horse-traction, but can combine the superiority and economy of steam-traction with the cheapest description of horse traffic permanent way, viz., plank-roads and tram-roads. We may therefore dismiss horse-traction from further consideration in this discussion.

5. Again, with regard to the comparative advantages of ordinary locomotive engines on iron railways or of traction-engines and road steamers on common roads, plank-roads, or tram-roads—according to the above table it will be seen that far greater economy in construction of the permanent way exists in favour of the latter over the former, whilst at the expense of the great speeds attainable on the iron railroad by the locomotive (but wholly unnecessary in our sparsely peopled interior), traction engines and road steamers (especially the latter) possess also the advantages of greater economy of working and the achievements of gradients far steeper than have ever been even attempted by locomotives.

6. Taking therefore cheapness and certainty of permanent way and transit as that which it is desirable to accomplish in our internal communications, it is evident that the great additional expense of construction and maintenance and working of locomotives and iron railroads necessitates their dismissal also from further consideration in this discussion.

7.

7. In further proof of this necessity, I beg to draw your attention to the following, taken from pages 4 and 5 of the accompanying pamphlet—"But in the great majority of colonial routes, especially in the interior—the passengers between termini are not numerous and the goods traffic is intermittent. In such cases certainty and economy of transit are considerations of primary importance to rapidity. A provision for that would not only militate against, if not destroy the chance of reproductiveness, but lessen the value of the means of transit to every one who employed them. Increase of first cost involves increase of charges to meet it."* Also, to quote from page 6—"All that is contended for is that while population and commerce are growing, they do not require an accommodation adequate to all their demands in their most extended and complete form; and that such a provision would be not only not remunerative, but so far as it was in excess, thrown away. It then becomes a waste of the resources of a community."

8. It must also be borne in mind that, if the traffic of a certain route is (say) 100 tons per diem, and this it is found can be carried at (say) 12 miles per hour and with perfect safety and certainty, on a permanent way costing (say) £1,000 per mile,—and taking on the other hand the cost of an iron railway at the very low estimate of (say) £6,000 per mile,—the former (and perfectly sufficient line) could be carried six times further into that district than the latter; or, for the cost of every 100 miles of the latter could be constructed 600 miles of the former.

9. Macadamized roads, to which the foregoing remarks equally apply, are for the same reasons removed from further consideration here; and the argument that they would be available for both horse and steam traction being insufficient to justify the great additional cost of construction and upkeep, when it is considered that the horse traction would be competing not only close alongside of but on the very same line of traffic with its proven giant rival and superior steam.

10. Plank roads possess the advantage of economy of construction and of being suitable for either horse or steam traction. The latter qualification however may be dismissed on the grounds stated in clause 9 with regard to macadamized roads; but the chief objections to this description of road for steam traction are not only the liability of the cross planks to warp in this climate (unless of a bulk to adopt which would very seriously increase the cost of construction), but as the planks lay across the line of transit, their edges or joinings cause a certain inequality of surface detrimental to steam traction, and which in case of warping would cause serious wear and tear of roadway and rolling stock, inconvenience to passengers, and shaking of perishable goods; also, as it has been decided that steam traction is superior to and preferable to horse traction, the centre way or cross planking (which in fact is the plank road itself) is wholly unnecessary, as the wheels only of the traction engines or road steamers require permanent way to run upon, and this the longitudinal logs on which the planks of the plank road rest, if smooth dressed on top, amply provide, while they are of such bulk as to escape warping.

11. Having imported one of Thompson's patent India-rubber tire road steamers myself, for use in Australia, I became aware that this valuable tractive power can only be availed of during fine weather, and on the best bush tracks, while it is debarred from being made use of on some of the most paying traffic routes of the country, from unsoundness and inequalities of the surface. In Europe the admirable macadamized roads enable these wonderful little steamers to work in all times and weathers, and over any district, and I at once saw the necessity for putting them in this country on some cheap description of permanent way, to render them equally if not more thoroughly available. The line of argument which I have done myself the honor herein to lay before you led me to the simple invention which is the subject of my patent, viz., putting the India-rubber tire road steamer on a tramroad formed of hardwood—forest trees (of as large girth as is consistent with possibility of moving into their required positions), smoothed on top, laid parallel to each other at the necessary gauge distance, and united every few feet by strong sleepers bolted to the longitudinal log trams. The India-rubber wheel tires and the rolling stock wheels, all smooth and without flanges, run evenly on the broad smooth surface of the hardwood log tram, with no edge—nothing to cut or injure the wooden tram in any way whatever; the engines and other rolling stock being kept upon the line by a centre rail either of iron or of hardwood sawn scantling (and this latter will be perfectly sufficient for moderate speeds), on which two upright guide-wheels with double flanges attached to the centre of every bogie-truck will traverse, or horizontal guide-wheels gripping the centre rail on each side may be used, as in the Fell Railway over Mont Cenis.

The materials for this line will be taken from the forests of the districts traversed, and (with the exception of the centre rail if of iron) the whole money cost of it would be spent within the Colony.

It lastly remains for me to compare the capabilities and adaptability of the ordinary road traction engine with iron tires with those of the "Thompson India-rubber-tire Road Steamer" for haulage on such lines.

To do so I beg to quote from a report addressed to me by the patentee of the patent "Road Steamer" (Mr. R. W. Thompson, C.E., Edinburgh), upon the comparative performances of the road steamer "The Enterprise" which he has sent out to me here, and which received the first prize silver medal of the Royal Highland and Agricultural Society of Scotland last year, and a first class road traction engine, by Tennant & Co. (Limited), of Leith. Mr. Thompson writes—"It was tried against a very fine traction engine with ordinary iron tires, built by Tennant & Co. (Limited). This engine weight 14 tons, yours weight 6 tons; and yours accompanied the 14-ton engine, and hauled more weight up the steep inclines than the 14-ton engine. Yours hauled 17 tons up 1 in 12, and 34 tons up 1 in 20."

I had a telegram yesterday from Brisbane, stating that this same road steamer had the day before drawn 18 tons of salt (in 3 waggons which themselves weigh 25 cwt. each) all about the town with perfect success.

Such being the capabilities of this wonderful engine, I may be permitted to place it beyond competition in lightness, cheapness, swiftness, and tractive power over gradients unapproachable by any other engine.

If such results can be obtained on common roads, where much of the power is lost by the crunching of the laden wagon wheels into the stones, earth, or general inequalities of the road surface, what may its capabilities of haulage be on such an even smooth log tram permanent way as that described where nothing whatever interferes with the smooth transit of the smooth wheel tires, while the grip of the India-rubber traction tires is no more diminished than would be an elephant's foot?

The exact cost of such lines can easily be arrived at by obtaining bush contractor's estimates for their construction, the whole works being perfectly within their capabilities of workmanship. I believe on ordinary country it may be put down at £1,000 (one thousand pounds) per mile.

I would beg most respectfully to urge upon the Committee the advisability of thoroughly testing the system of cheap internal communications which I advocate, feeling convinced that it is in every way suitable to the country, and sufficient for its internal traffic requirements for many years to come; and should your Committee be desirous of having more practical and ocular proof of the capabilities of the "Road Steamer," I shall be happy to enter into some arrangement for bringing it to Sydney at once for that purpose.

I have, &c.,

G. ELPHINSTONE DALRYMPLE.

[Handed in by Mr. Sutherland, and ordered to be printed in the Appendix, 25 March, 1870.]

I.

The Accountant to The Commissioner.

69/2175. 69/2109.

Railway Branch,
Sydney, 22 July, 1869.

Appropriation of Expenditure.—Working Expenses.

In pursuance of M.P. 69/1715, the Accountant requires the accompanying vouchers to be marked to which of the "three divisions of Southern, Western, and Richmond Railways" they are to be charged respectively, so that they may be entered in the books in accordance therewith.

	£	s.	d.	Marked chargeable to—
Edward Robinson.....	118	13	6	G. S. W. & R. Railways.
G. W. Hanks.....	2	10	0	do.
W. H. Quodling	1	15	6	do.
Thomas Gerard.....	41	4	0	as to 10/4 thereof do.

A. ASHDOWN, Accountant.
16/7/69.

The

* Vide the heavy rates which it is found necessary to charge on expensive iron lines in these Colonies generally.

The foregoing is a copy of a minute handed by the Accountant to the Commissioner on the day it bears date, and the vouchers specified therein have not yet been returned to him.

Upon receiving this day the pay sheets of the Locomotive and Permanent Way Branches, and the accompanying appropriation statements for the fortnight ending 17th July, in which a portion of the amount is also charged to G. S. W. & R. Railways, the Accountant again waited upon the Commissioner requesting his instructions, which instructions the Commissioner declined to furnish in writing.

In pursuance however of verbal directions communicated by the Commissioner to the Accountant, in the presence of the Journal-keeper, Mr. Barling, the Accountant now begs to report that he has instructed the Book-keeper to open an additional or "Fourth heading" in the Railway books, under the designation of "G. S. W. & R. Railways," to which all vouchers so marked will be entered.

A. ASHDOWN, Accountant.
22/7/69.

Before taking any further action on this paper, I require from the Accountant his authority for making the alterations in the form of keeping the books, which I understand from the Accountant has been carried out under his directions. J.S., 23/7/69.
Mr. Ashdown. 23/7/69.

1. I must deny the inherent authority of the Accountant by virtue of office, without first obtaining my authority in writing. This is a matter affecting the Commissioner.

2. This is no doubt correct, but has this course been adopted before giving written instructions to Heads of Branches, over whom the Accountant has no control, to alter the vouchers, and still hold the parties responsible for their correctness? (See M.P. Copy of instructions.)

3. I have made inquiry, but can find no communications having reference to this subject.

4. I have never heard of this until after my instructions to the Auditor were issued, and certainly never assented to it.

5. My memo. on the appointment of Mr. Underwood, 69-308, will speak for itself; it has no reference to the mode of division of the Revenue Account, as shown by the Accountant.

6. I had certainly no knowledge of the order given by the Accountant to alter the accounts or vouchers until the matter was brought under my notice by the Engineer-in-Chief. I confess I do not see what the Accountant means by the "officers" in charge of the "several Branches," as I have always understood the Accountant was the principal officer of the Revenue Branch.—27/7/69, J.S.

1. The authority for making alterations in the mode of keeping the books, and of determining generally the manner in which the accounts should be kept, the Accountant conceives to be inherent in his office; and upon the occasion of the appointment being offered to and conferred upon him by the late Commissioner for Railways and Minister for Public Works (Mr. Byrnes), it was so explained to him.

2. Further, he was specially desired to examine into and suggest such alterations and improvements in the mode of keeping the books and accounts as he should consider necessary.

3. The fallacious manner in which both the earnings and expenditure on the railways were recorded, and published in the Statistical Register, was pointed out and explained to the late Commissioner by the Accountant, and after several consultations with him, and communication with the officers of the several branches, it was decided that the system which is explained in M.P. 69/1674 should come into operation at the commencement of the present year, and arrangements were made accordingly.

4. Prior to that date the Accountant explained to the present Commissioner the changes that had been determined on, to which he expressed his entire assent, and to enable the Traffic Auditor to fulfil his duties, and specially to carry out clause No. 3 of the instructions furnished to him by the Commissioner.

5. Mr. Thomas Underwood, who for some time previously had been engaged in the Accountant's office, was upon the recommendation of the Accountant appointed by the Commissioner to Mr. Vernon, the Traffic Auditor's Office. The letter containing such recommendation set forth that the monthly statement required would comprehend the correct apportionment of the earnings on the several lines, under the following divisions, viz. :—

The Main Trunk Line.—Between Sydney and Parramatta, keeping the suburban traffic between Sydney and Parramatta distinct from the general traffic to and from all places beyond.

The Southern Line.—From Parramatta Junction southward.

The Western Line.—Do. to Penrith.

The Mountain Line.—From Penrith towards Bathurst.

The Windsor and Richmond Line.—Blacktown Junction to Richmond.

6. The new system so introduced on 1st January last, continued in operation until the beginning of June, without any difficulty whatever being suggested by any of the officers in charge of the several branches.

A. ASHDOWN, Accountant.
26/7/69.

To Commissioner.

Cabinet for to-day. 29/7/69.—J.S.

I certify that this is a true copy of the documents recorded in this office.—J.R., 25/3/70.

The Accountant to The Commissioner.

69-308.

Railway Office,
Accountant's Branch,
January 27, 1869.

Sir,

Referring to our various conversations, and to the memo. of instructions issued by you, dated 9th ultimo, for the regulation of the "Traffic Audit Branch," I beg to call your attention to the immediate necessity of appointing a clerk capable of preparing the statement required to be furnished to the Accountant in terms of clause No. 3 of such instructions.

This statement will, from 1st January inst., comprehend the correct apportionment of the earnings on the several lines under the following division, viz. :—

The Main Trunk Line.—Between Sydney and Parramatta Junction—the suburban traffic between Sydney and Parramatta being kept distinct from the general traffic to and from all places beyond.

The Southern Line.—From Parramatta Junction southward.

The Western Line.—From Parramatta Junction to Penrith.

The Mountain Line.—From Penrith towards Bathurst.

The Western and Richmond Line.—From Blacktown Junction to Richmond.

The mode hitherto pursued of crediting to the Southern Line all amounts received in Sydney and at all stations intermediate and including Marulan, and of crediting to Western Line only such amounts as have been received at stations at and beyond Parramatta towards Bathurst, is, as I have previously explained to you, fallacious, and not only useless for all purposes of comparison, but mischievous as untruthfully apportioning the earnings to the several lines.

The clerk required, although employed in the office of the Traffic Auditor, should I conceive be under the direction of the Accountant, seeing that his duties will be especially devoted to the compilation of returns, &c., required by him. Mr. Thomas Underwood, who has been employed in this office as assistant clerk during the past fifteen months, from the knowledge thus acquired, will, I have reason to believe, be found capable of fulfilling the duties required, and I beg therefore to recommend him for such office.

I have, &c.,
A. ASHDOWN,
Accountant.

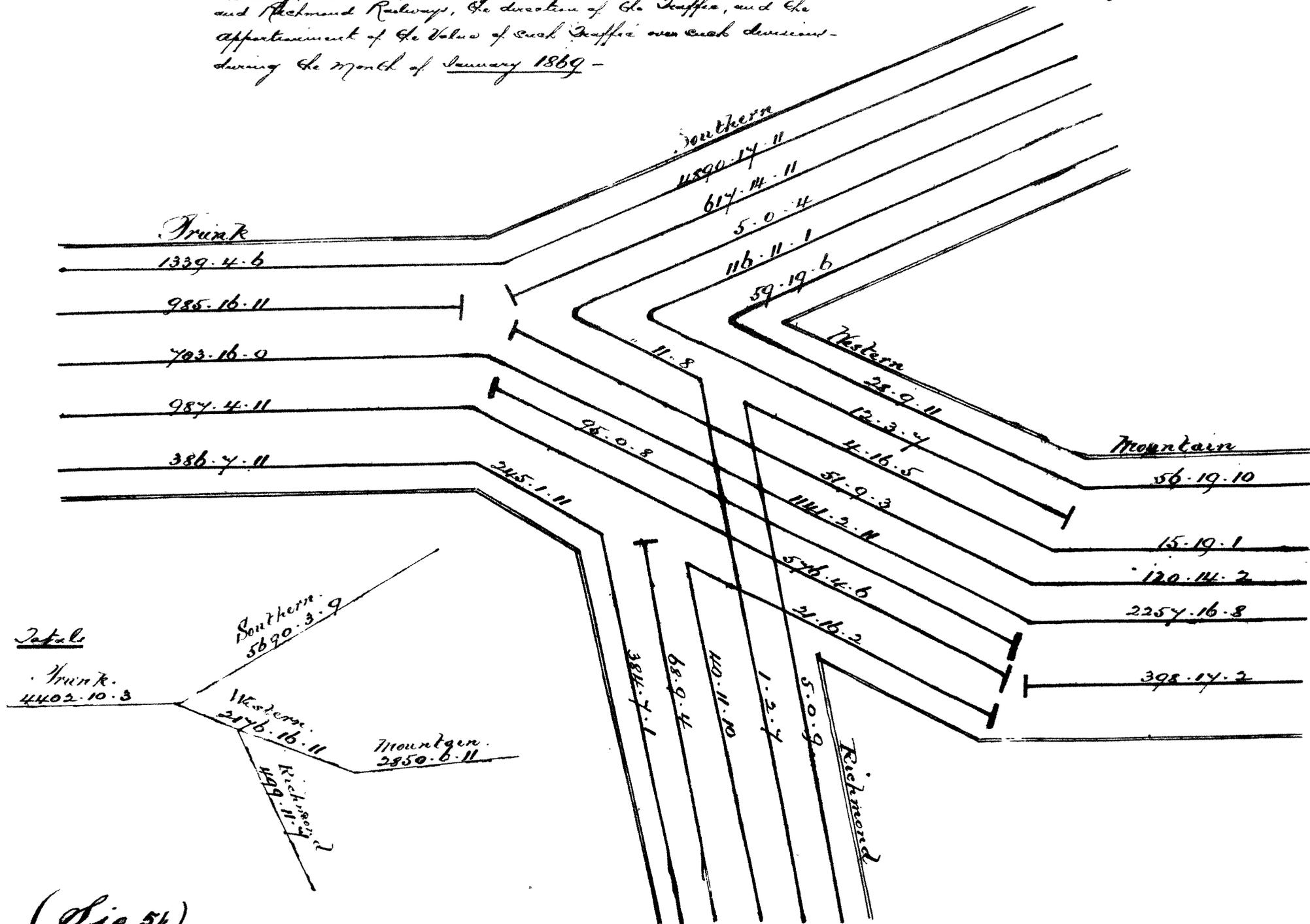
Approved. Mr. Underwood to commence, but the Accountant is to have no control of Mr. Underwood, nor in any way to interfere with the Audit Branch of this Department.

A division of the earnings on the various lines, as agreed on by the Traffic Auditor and myself in December last, and shown by diagrams with lines in distinctive colours. The total earnings will be taken and returns furnished in accordance with my instructions of December 9th, 1869. If the Accountant requires further information or returns, he can have them by application to the Commissioner in accordance with the instructions referred to. I wish to say nothing of the past; but if it was useless, mischievous, and untruthful, as stated by the Accountant, it seems strange that nothing was said of it until the instructions referred to were issued by me.

JOHN SUTHERLAND.
28/1/69.

I certify that this is a true copy of the document recorded in this office.—J.R., 25/3/70.

Diagram— Illustrating the Divisions of Southern, Western,
and Richmond Railways, the direction of the Traffic, and the
apportionment of the Value of such Traffic over such Divisions—
during the month of January 1869—



(Sig. 54)

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

EVIDENCE

TAKEN AT

THE BAR OF THE HOUSE,

RESPECTING THE

AMOUNTS ON THE SUPPLEMENTARY ESTIMATES FOR WORKING
EXPENSES OF THE RAILWAYS AND COMPLETION OF THE RELAYING
OF THE LINE FROM SYDNEY TO PARRAMATTA.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
30 *March*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

[Price, 1s. 3d.]

199--A

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXPENDITURE.

MINUTES of EVIDENCE taken at the Bar of the Legislative Assembly in
Committee of Supply.

THURSDAY, 24 MARCH, 1870.

JOHN LACKEY, Esq., Chairman of Committees, in the Chair.

THE Chairman read the following Resolution, agreed to by the House, on the 23rd of March:—"That it be an instruction to the Committee, before voting any further sums for the working expenses of the Railways, or for completing the re-laying of the line from Sydney to Parramatta, to examine at the Bar of the House, Mr. Whitton, the Engineer-in-Chief for Railways, and Mr. Ashdown, the Accountant to the Railway Department, in reference to the details of the expenditure under the above heads since the end of 1859, and in reference to the proposed votes for these purposes in the Estimates and Supplementary Estimates under the consideration of the Committee, and that such evidence be taken down by the Short-hand Writer."

Archibald Ashdown, Esq., was called in and examined:—

1. *Sir James Martin.*] You are the Accountant of the Railway Department, Mr. Ashdown? I am.
 2. Are you aware that upon the Supplementary Estimates for 1869 there appears a sum of £35,000 for the completion of the re-laying of the line from Sydney to Parramatta? Yes.
 3. Are you aware that in the Supplementary Estimates, submitted in October last, a sum of £25,000 was asked for the same purpose? Yes.
 4. Can you inform the Committee how it is that £10,000 more are now asked for the same service than were asked for in the last? I cannot. The only information that I have in the office is an Executive Council Minute, authorizing payments in anticipation of the vote of £25,000, against which large payments have been already made.
 5. When did that Minute reach your office? In October.
 6. Before the Supplementary Estimate was submitted? Well, I am not aware; it reached my office in October. An application minute from the Engineer-in-Chief, recommending that a sum of £25,000 should be placed on the Supplementary Estimates, and the Executive Council authority obtained to anticipate that vote and to make payments against it; that the Executive Council Minute in pursuance of that was obtained and forwarded to me properly recorded in October last, against which many payments, amounting to £10,000 or £12,000, have been already made.
 7. Have you the means of informing the Committee of the amount expended out of that sum of £25,000? To the end of February, not including the value of the stores issued in February, and not yet furnished by the storekeeper, the amount charged against this vote of £25,000, this anticipated vote, as stated in the railway books, is £11,779 1s. 8d.
- Mr. Garrett.*] With regard to the practice pursued on the present occasion, I think that the proper form of examination is, that all the questions should be put through the Chairman.
- Debate ensued,
- Mr. Lackey.*] I think that it is quite in order that the examination should be proceeded with in the way in which it is now being conducted.
8. *Sir James Martin.*] Can you give the items of that expenditure? Yes, I can; that is to say, generally. That expenditure consists of cash paid for sleepers, amounting to £1,767 11s. 5d., and cash paid for rails and other materials, £10,011 10s. 3d. The wages and the ballasting for this work have been charged, as has been the custom for years past, to the votes for working expenses.
 9. The two sums you mention make up the total? Yes; the total of £11,779 1s. 8d.
 10. There is still unexpended of the sum so set apart, how much? From the £25,000 there would be about £13,000. The amount expended is £11,779, or nearly £12,000, and that would leave £13,000 unexpended out of the £25,000.

A. Ashdown,
Esq.

24 Mar., 1870.

- A. Ashdown, Esq.
24 Mar., 1870.
11. Are you aware whether the relaying of this line is now completed? I know nothing about it; I am not aware of it.
 12. Have you any means of knowing whether, in addition to the balance of the £25,000 remaining for that expenditure, £10,000 more will be required to complete this work? I have not.
 13. How much money has already been voted for this work? For relaying?
 14. Yes? There have been two previous votes of £20,000 each—£40,000.
 15. Have you any of the details of the expenditure of these two sums of £20,000 here? I have.
 16. Can you state how they were expended? I can. I am now reading from copies of returns which I furnished to the Minister, in obedience to a return moved for, by Mr. Byrnes, I think, relating to amounts for relaying. The first is a vote of £20,000, 23 Victoria, No. 10, to replace nine miles of Barlow rails with the double-headed rails, between Sydney and Parramatta, being one-third of the distance.
 17. How was that expended? The expenditure appears from the railway books as follows:—For replacing Barlow rails with double-headed rails and T rails, between August and October, 1860—rails, chairs, and other material, £831 3s. 4d. In 1862, from August to December, the expenditure for rails, chairs, and other material, was £3,888 2s. 8d., and during the same period the wages amounted to £406 7s. 9d. In 1864, between May and November, £91 7s. 7d. were charged for rails, chairs, and other materials, and £264 8s. 3d. for wages. In 1865, between September and December, £6 16s. 8d. were charged for rails, chairs, and other materials, and £239 19s. 3d. for wages. In 1866, between January and May, £472 17s. 9d. were charged for rails, chairs, and other materials, and £53 17s. 9d. for wages. The total amount charged against that loan for replacing Barlow rails with double-headed rails and T rails, was £5,290 8s. for rails, chairs, and other materials, and £964 13s. for wages; altogether £6,255 1s.
 18. Is that all that has been expended?
 19. *Mr. Samuel.*] What were the dates? Between 1860 and 1866. There has also been charged to that vote for riveting and relaying Barlow rails—not for replacing—from May, 1863, to April, 1864, rivets, sleepers, tools, and other stores, £6,583 8s. 5d., and for wages £4,767 10s. 10d.; altogether £11,350 19s. 3d.
 20. *Sir James Martin.*] That is for riveting the old rails, and not for relaying the line? For riveting the old rails—relaying the Barlow rails.
 21. Relaying and riveting the old rails? Yes; £11,350 19s. 3d. In 1865,—May, 1865,—there was a charge against this vote of £2,538 1s. 1d., paid to Peto & Company for T rails and other materials.
 22. Were these rails purchased for relaying this line between Sydney and Parramatta? I understand so. I understand they were put on the line near to the Junction.
 23. Does that make up the whole amount of £20,000? £20,144 1s. 4d. charged against that vote. £144 1s. 4d. in excess of that vote has been paid out of £178 10s., the proceeds of Barlow rails supplied to the Department of Harbours and Rivers, and paid to the credit of the vote on the 11th of May, 1863.
 24. It would appear by that that more than one-half the amount was expended, not in relaying the line, but in patching up the old line? In relaying, but not in replacing the Barlow rails.
 25. Not replacing the old rails by Barlow rails? Not in replacing. The vote is to replace nine miles of Barlow rails with the double-headed rails. The vote appears to have been expended in maintaining the old Barlow rails in their place.
 26. Is it the fact that no new Barlow rails were laid down by means of this vote? I am not aware.
 27. Now as to the next sum of £20,000—How was that expended? The next vote of £20,000 is under 29 Victoria, No. 23; and the words are—"towards relaying the line from Sydney to Parramatta Junction." This vote appears from the railway books to have been expended in the following manner:—In 1866, cash paid for sleepers, £1,590; for rails and other materials, £5,129 18s. 7d. In 1867, paid for sleepers, £558 11s. 9d., and for rails and other materials, £3,384 14s. 2d. In 1868, the amount charged for sleepers was £526 15s. 6d., and for rails and other materials, £5,913 11s. 5d. In 1869 there was paid for sleepers £2,003 19s. 2d., and for rails and other materials, £5,436 0s. 6d.; making the whole amount charged against that vote, £24,543 11s. 1d. The cost of the labour and the ballasting for this work has all been charged to the vote for working expenses.
 28. What is the cost of that labour and ballasting? I cannot tell. It is all charged in the working expenses under the schedules—charged, as I have been informed, under some minute which was made, ordering that it should be so.
 29. Over and above that? I will explain that the excess of £4,543 11s. 1d., beyond the vote of £20,000, has been paid in part from the proceeds of the sale of the old Barlow rails, which has been paid to the credit of this vote, amounting to £3,147 10s. There is still an excess of expenditure of about £1,400, which I presume will be transferred to the new vote.
 30. Since that expenditure you have incurred the expenditure you mentioned in the first instance? Quite so—of £11,779 1s. 8d.
 31. So that if this £35,000 now asked for should be voted, there will still remain about £24,000 to expend on this work—£23,000 or £24,000? About £22,000.
 32. About £22,000? About that.
 33. You do not know whether the work is not now completed? I do not.
 34. You cannot say whether a single shilling more is required for that purpose? I cannot say.
 35. Is there a separate account kept of the expenditure of each sum—of each loan in the Works Department? Yes.
 36. In every case? In every case.
 37. Is the money in every case of loan applied to the purposes for which the loan was authorized? The loans that have been taken for railway purposes have been taken under a great variety of heads, and in the disbursements of them very great confusion has arisen.
 38. In what way? By charging to some votes the deficiency of some votes upon other votes.
 39. Will you give me an example? There is on the Estimates—the Supplementary Estimates—a new loan for the Windsor and Richmond line, a further sum of £2,000. Of that, £1,476 14s. 9d. has been paid. That expenditure has been made upwards of six years since.
 40. Not made in 1869 at all? It was made upwards of six years since, and has been a debit in the books for some time past. The Treasury, until the last few months, always reported that they had a credit for that vote, but in the railway books it appeared overdrawn. Only recently, within the last few months, by information I believe from the Auditor General—entries supplied by the Auditor General—entries have been made which brought this in a debit of £1,476 14s. 9d.

41. Out of what fund was that payment made six years ago? I cannot tell you that; but I would mention that shortly after my entering upon office, in September, 1867, I made a proposal, which was submitted to the Treasurer, that the votes for railway purposes should be amalgamated for the more convenient working of them. I have a copy of the minute here; but it appears that there was a legal objection, and it could not be done so. As another illustration I may mention that there is a large vote of £688,000—25th of February—19—£688,000 extension to Goulburn. In October, 1867, the Treasurer reported that that vote was then exhausted. By the railway books it appeared that upwards of £74,000 should be available. From that period the construction of the line to Goulburn has been charged against the new vote of a million; but within the last few months I have been informed at the Treasury that they had received from the Audit Office information that upwards of £101,000 was available on that vote of £688,000.

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42. Have you any means of stating how the fact really is—whether there is a balance of £70,000, £100,000, or no balance at all? According to the railway books there should be a balance of £70,000, and all I can say is that I believe they are correct.

43. How much money has been expended out of the million loan for this work for which £688,000 was voted? I have not the figures with me.

44. Can you give me any rough statement? I could not.

45. Is it more than £100,000? Oh, yes.

46. More than £200,000? I think so.

47. Well, you think that more than £200,000 have been expended on the Goulburn line out of the million vote which ought to have been charged on that £688,000? I say that the £688,000 ought to have been exhausted before the other was worked upon. We were unable to charge against that vote, because the Treasurer reported that there were no more funds, and we were then bound to charge it against the new vote of a million.

48. With reference to this loan for the Windsor and Richmond line—can you state whether £1,476 14s. 9d. closed that transaction and paid for the land? No. My impression is that that is not for land, but for other purposes. The amounts remaining unpaid are the postponed claims that are likely to be presented for land. The £1,476 14s. 9d. does not, I think, comprehend any land in it at all. It is for some claims in connection with the line.

49. Then is it a fact that in 1869 there was no such payment as £1,476 14s. 9d. made for land for the Windsor and Richmond line? It is a fact.

50. And no payment under that head within the last six years? I say that the greater part, if not the whole of that amount, is comprehended in expenditure made about six years ago.

51. Have you any means of telling the Committee how this sum of £1,476 14s. 9d. is made up? I have not.

52. Do you know what it represents? That is the balance which has been advised by the Audit Office to the Treasury, as being the overdraft against that vote.

53. What vote? The vote for the Windsor and Richmond line; and to cover that balance and a few outstanding claims for the line—£525 5s. 3d.—which are likely to come in.

54. Did any claims come in in 1869 for land for the Windsor and Richmond line? I think there was one.

55. What was the amount of it? About £300, I think. I am not quite clear whether it was for that line or another line. I think there was one for that line.

56. Has it been paid? It was paid, paid in anticipation of this vote.

57. Is that the only payment made in anticipation of this vote? I think so. I am not quite satisfied on the matter, but I think so.

58. What is the amount voted for that Windsor and Richmond line? I do not recollect that without reference.

59. Do you not know in any way how this sum of £1,476 14s. 9d. is made up? I cannot give you the figures; I have not taken them out. They could be readily taken out.

60. Do you remember any of them? They could be readily taken out; I cannot give you the particulars; but I say that that account has appeared overdrawn in the railway books for some years past.

61. What account are you speaking of? The votes against the Windsor and Richmond line.

62. Do you mean the land —

Mr. Garrett.] I rise to order. I submit that the examination with regard to this item is entirely beyond the instruction to the Committee.

Debate ensued.

Chairman.] I think that the line of examination is exceeding the instructions to the Committee.

63. *Sir James Martin.*] There is a sum of £3,500 in the Supplementary Estimates, at page 7—do you know anything of that matter—how the sum appears on the Supplementary Estimates? If you will allow me I will give you an explanation of what I know of that matter. I am now reading from a copy of the paper which I furnished to the Under Secretary on the 14th of this month after the item was postponed, explaining what I know of the matter. This is the document from which the Honorable the Treasurer was last night quoting: Working expenses, 1868. Amounts voted were under 31 Victoria, No. 29, £101,865, and under 32 Victoria, No. 12, £40,000—in all, £141,865. The amount expended and charged in the railway books for that year is £143,137 16s. 1d., shewing an excess of expenditure beyond the amounts voted, of £1,272 16s. 11d. In a statement from the Treasury, dated 29th June, 1869, the balance shown by the Treasury books on the 31st May, 1869, to the credit of the above votes, 31 Victoria, 29, and 32 Victoria, No. 12, is stated to be £2,920 13s. 6d. Against which there is the value of the stores issued in December, 1868, and which have been charged in the railway books, and are included in the above amount of £143,137 16s. 1d.; but which had not been charged in the Treasury books, the amount at credit of the votes being insufficient to meet it, £4,169 3s. 5d.; and which being charged would show an excess of expenditure over votes of £1,248 9s. 11d. In addition to which, in the same statement, the following amounts, which have been paid and charged against the working expenses vote of 1869, were, in pursuance of directions from the Auditor General, transferred in the Treasury books from the vote of 1869 to that of 1868, namely,—compensation claims arising from accidents in 1868:—Davies, £250; Fleay, £150; and T. Evans, £1,139 17s. 11d. These claims amount in the aggregate to £1,439 17s. 11d., and with the excess of expenditure over vote of £1,248 9s. 11d., make a total of £2,688 7s. 10d. The difference between £2,688 7s. 10d., and the sum of £3,500 put on the Supplementary Estimates, is intended to meet the

- A. Ashdown,** the unascertained claim now pending in the Court against the Commissioner by Judge Cheeke. That is an explanation of how the £3,500 came to be put on the Estimates as far as I know, as far as the railway is concerned. It is a mere adjusting entry between the Treasury and the Audit. As far as the railway books are concerned all that is required to adjust their account is £1,272 16s. 11d., the excess of the expenditure beyond the amounts voted for 1868.
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64. Then are we to understand that it is not the fact, as would appear by these Supplementary Estimates, that no part of this £3,500 was already expended? All those amounts have been paid.
65. The whole has been paid with the exception of £400 or £500, the amount reserved to meet this claim of Mr. Justice Cheeke? The whole of this £2,688 has been paid.
66. Are you aware that by the Supplementary Estimates it appears that no part of it was paid in 1869? That is an error—that is a mistake—that is not the fact.
67. It is not the fact that no part of this money was expended, but it is the fact that £2,600 was expended in the way you say? Yes.
68. Can you state whether the whole of that £140,000, which you mentioned was devoted to the working expenses of the railways, or whether any of it went in another direction? —
69. *Mr. Samuel.*] What £140,000? —
70. *Sir James Martin.*] The money voted for the working expenses in the year 1868. I think you mentioned £140,000? £143,116 13s. 1d. have been charged against the working expenses of the railway for the year 1868.
71. But I want to know whether all that amount was expended in the working expenses? Yes; I presume so; the vouchers for the whole of that sum are in the Treasury.
72. The money was not spent in any other direction, for any other service? Not that I am aware of. The money has been expended upon vouchers, but whether they are correctly charged or not, rests entirely with the officers certifying those vouchers. I have no means of knowing whether those vouchers are correctly prepared and certified or not.
73. Can you tell how much money was actually expended in the year 1869, for the working expenses of the railways? The amount expended and charged in the railway books against the working expenses for 1869, is £184,009 17s. 6d. The amount voted was £154,025, and the expenditure shows an excess beyond that amount of £29,984 17s. 6d.
74. Are you aware that in the Supplementary Estimates £15,000 is asked for to meet that deficiency? I am aware that there is a sum of £15,000 put down on the Supplementary Estimates.
75. At page 13? But I am quite sure that it will not meet that deficiency.
76. By how much will it fall short of that deficiency? £14,984 17s. 6d.
77. Did you any time in December make any representation to the Treasurer, or to any other person, as to the amount that would be required to meet the deficiency? I did on two occasions, to the Honorable the Minister for Works, the Commissioner for Railways, Mr. Sutherland; and I also had communication with the Treasurer. On the 6th of December I wrote a minute to the Minister, intimating to him that the vote for working expenses would be insufficient for the purposes of the year, and that it would be necessary to obtain Executive Council sanction for the payment of moneys in anticipation of the Parliamentary vote for the payment of such services, which I estimated would be to the extent of £30,000.
78. *Mr. Samuel.*] What year was that? 1869, and it was on or about the 22nd of December; the vote had then become exhausted.
79. *Sir James Martin.*] Nothing had been done in the meantime in the way of sanctioning additional expenditure? No, it had not.
80. On the 22nd of December? On the 22nd of December the amount was exhausted, or nearly so, and large claims were coming in for wages and other matters; and then another representation was made to the Minister.
81. By you? By me; and a rough estimate was prepared, shewing what money would be required, and for what purpose. I think that the figures then shewed a sum of £27,000 or £28,000, as estimated to be required.
82. What step was taken on that, so far as you are aware? Upon that there was an order of the Treasurer sanctioning, in the meantime, the payment of the pressing claims then for wages.
83. Out of what fund? I know not. The money was obtained from the Treasury on vouchers charged against the working expenses of 1869, in anticipation of a vote being obtained from Parliament for the purpose.
84. Have you any means of knowing why, instead of £29,000 or £30,000, the sum of £15,000 only was asked for on these Supplementary Estimates? None whatever. It has been a matter of surprise to me, and to every one in the office, why this small sum should be asked for, when a much larger sum is required.
85. Double the amount? Double the amount.
86. Is it the fact that in that sum of £184,000, which you just now mentioned, there is included £10,000, which ought to be charged for loan? Not that I am aware of.
87. Are you aware whether there is a single shilling included in that large sum which ought to be charged against loans? I am not aware of it.
88. Did you ever hear of anything of the sort? No; but I beg to remark that the charging against this vote rests with the officers expending the money. They alone are responsible for the proper appropriation and expenditure of this money against the vote.
89. Do you keep the books in which are entered the expenditure of the money? Yes, and enter the vouchers as they are appropriated by the officers. It would be impossible for the Accountant to discriminate whether they are correctly appropriated to the votes, on the vouchers, or not. The man who attends to the expenditure only can be made responsible. Shortly after I entered into the office, in July or May, 1867, I prepared a minute to clearly protect myself in that respect. There were numbers of vouchers coming into the office to be entered into the books, bearing the signature of the officer certifying the expenditure, and probably the initials of the Clerk preparing the account, and possibly other initials. I had to inquire what should be the value and meaning of these initials as they came through the Accountant's branch, there entering into the books; and I prepared a memorandum minute clearly defining the fact, and putting the responsibility on the parties certifying the accounts.
90. Is there any separate account kept of the working expenses of the railways? Yes; oh yes.

91. Is there a separate account kept of the working expenses of each line, or are the expenses of all the lines kept in one account? Separate accounts; it is kept under schedules.
92. Then there would be no difficulty—the books being here—in referring to the items of expenditure which make up this sum of £184,000 for the last year? None. The gross details can be got, and by to-morrow I hope the books will be posted up. The working expenses are put under a variety of schedules; A, being for locomotive power; B, carriage repairs; C, maintenance of way; D, coaching charges; E, goods charges; and F, general charges. A again is divided into various heads—Locomotive power—(1) wages of engineman and fireman; (2) wages of engine-cleaners and out-door labourers; (3) cost of fuel for engines and wages of fuelmen; (4) water and repairs of engine for pumping; (5) oil, tallow, waste, and sundry stores; (6) clothing. Repairing engines:—(1) locomotive foreman and time-keepers; (2) wages for repairs and renewals of engines; (3) materials for ditto; (4) repairs of machinery and workshops; (5) tools and implements; (6) general charges; (7) fuel and lighting; (8) casualties. All these are under schedule A, and are kept under these particular numbers.
93. In your books the full detail will be shown? Yes.
94. Will there appear in those books the names of the servants employed in the department? Not the names of the labourers, but on the vouchers and pay-sheets their names will appear.
95. Where are the pay-sheets kept? After paying the men they go to the Treasury, and are records for the payments made.
96. In the case of other person employed who are not mere labourers, do their names appear? Yes, they do, charged to the different heads.
97. Have you the salary paid to each? Yes.
98. Would it be possible to furnish a return—would it be a very long return, comprising the names of all the persons who were paid out of this vote, other than labourers? No; I think not.
99. For 1869? Salaried officers.
100. Yes? No, it would not be a long return that would comprise the names of the station masters and other persons receiving salaries.
101. These are provided for as officers—are they not? No; they come under the head of working expenses. There are so many station masters at so much each.
102. Can you tell me now what the working expenses of the railways have been from 1869 up to the present time—what they have been in each year? Since when?
103. 1869? That is last year.
104. I mean 1859? I have not the materials here. I can do so, but not now.
105. Can you tell me the expenditure for 1868? Yes. I have done so. £143,137 16s. 1d.
106. Can you tell me how much larger the expenditure for 1869 was than the expenditure for 1868? £41,000 nearly.
107. How did that increase arise? One is £143,000, and the other £184,000.
108. How did that increase arise? That I cannot tell you. The books are all but posted up now. The accounts are only just closed for 1869. The details can be got out, and the increase can easily be ascertained by comparing one sheet with another. I cannot tell you without comparing the accounts where the increase has been.
109. Can you tell us how many additional persons have been employed at salaries since 1868? I cannot now. I could do so by reference.
110. But not at this moment? No.
111. Under whose orders do you act in keeping these accounts—I am speaking now of the accounts for the working expenses, and the relaying of the Parramatta line? Well, I should like to explain, that when I accepted this office, which was offered to me by the late Minister for Works (Mr. Byrnes), I was informed that I should receive my orders from the Commissioner, and I have received my orders from the Commissioner. When so appointed, he requested me to examine into matters, and to suggest such alterations and improvements as I might find desirable in the mode of keeping the accounts. I did suggest, and carried out an alteration in the mode of keeping and working the railway accounts. I would explain, that as the accounts were kept of the earnings and expenditure of the railways, and as those earnings and expenditure have been published in the Statistical Register they were utterly fallacious. If you refer to the Statistical Register for 1867 and 1868 —
112. That is not what I wanted to ascertain from you. I want to know under whose orders do you act in keeping these accounts? The Commissioner's.
113. Do you ever receive any directions from the Engineer-in-Chief? No, never.
114. Has he interfered, so far as you are aware, in keeping these books? Yes; he has interfered, through the Commissioner.
115. How do you know that? I know it to my cost, from the insulting and opprobrious minutes which I have received from the Engineer-in-Chief through the Commissioner.
- Mr. Garrett rose to order, and objected to the examination as irrelevant.
116. *Sir James Martin.*] Are we to understand that the Engineer-in-Chief has interfered with you, or sought to interfere with you—I do not want to know the particulars —? Well, I have received my instructions through the Commissioner, which instructions have been minutes of the Engineer-in-Chief, forwarded on to me through the Commissioner.
117. Your instructions were received through the Commissioner, but actually the instructions were by the Engineer-in-Chief? They were as to the subverting of a system which I introduced for the purpose of truthfully keeping the railway accounts.
118. So that the Minister, instead of giving you instructions, has sent on to you minutes by the Engineer-in-Chief? And with his minute upon them.
119. With a minute of his own upon it, adopting it? Yes, with his minute upon it, and directing that in some instances certain matters are to be done.
120. Now with reference to items which are required to be adjusted—items going back for years—what will the effect be if the amount is now covered by a new vote;—will it involve additional expenditure of public money, or is it a mere matter of account? —
- Mr. Garrett objected to the question as involving the general mode of keeping the accounts.
- Debate ensued.
121. *Sir James Martin.*] Does it involve a mere adjustment, or a further payment? It will involve no expenditure

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- expenditure as far as the railway is concerned. I think that I have already explained that it is a mere matter of adjustment between the Auditor and the Treasurer.
122. Will that answer apply to the £3,500 asked to be voted. Will it involve a new expenditure, or merely legalize the expenditure already made? So far as the expenditure has been made. I do not know that £3,500 has been expended. It will cover £2,588 that has been expended.
123. Can you explain how it is that this matter has remained in this unsatisfactory state for the last six years? Which item?
124. Can you explain how it is that the £3,500 have remained over? No. I have explained that as far as the railway accounts are concerned; the amount in excess of the amount voted is £1,272.
125. I think you told us that the Auditor General directed that certain charges paid in 1869 should be charged back to 1868, and that that is a mere matter of account? That is all.
126. But as to the £30,000 deficiency in the working expenses for 1869, £15,000—if the estimates are passed in this way—will remain to be voted sometime or other? Nearly so—£14,000 and odd.
127. That is a fact? That is a fact.
128. Then I suppose that it follows from that, that the indebtedness of the country is understated to the extent of nearly £15,000? Exactly. If £15,000 has been put down as the further sum required when £29,000 is the sum bound to be expended.
129. The indebtedness of the country has been understated by a sum amounting to nearly £15,000? Yes.
130. Or in other words our finances are made to appear £15,000 better than they really are? Precisely, nearly £30,000 has been paid.
131. And all that is asked to cover that is £15,000? Yes.
132. Have you ever heard that it is intended to devote £10,000 out of the loan fund to partially defray this £15,000? I have not, excepting from what has transpired in this House.
133. I mean have you ever heard of it in your department? Not a word. If it were chargeable to Loans I cannot understand why it should not have been charged when the expenditure was incurred, because the loan votes have been charged with relaying, the same as the other votes have been charged.
134. Has it been the practice in the department, as far as you are aware, to defray the cost of repairing and maintaining the line out of the funds provided for working expenses? That is the practice. The whole theory and practice is that the line and the rolling stock shall be maintained in perfect order out of the working expenses.
135. *Mr. Samuel.* The rolling stock? The rolling stock and the maintenance of the line.
136. *Sir James Martin.* How do you know that—from the books that you have kept? From the books that I have kept, and from the schedules. In the schedules for working expenses, under division C, maintenance of way, there are charges for ballasting; slips; repairs of tunnels, viaducts, bridges, &c.; repairs of sidings, turn-tables, &c.; repairs of gates, fences, &c.; relaying line; repairs of stations, platforms, and buildings; repairs of signals, cranes, weighing-machines, &c.; repairs of approach-roads; casualties; and branches.
137. Will you state again, if you have done so already, in what year the £11,000 were expended, out of one of these sums of £20,000, in re-riveting the old Barlow rails, and laying down new sleepers only? In 1863 and 1864—between May, 1863, and April, 1864.
138. *Mr. Samuel.* In 1863 and 1864? Between May, 1863, and April, 1864. I beg also to state that in these working expenses there is provision made for paying compensation claims for accidents.
139. Repeat that? In the working expenses under the Schedules there is a schedule there for the payment of compensation for casualties.
140. *Sir James Martin.* Then I presume that it is not the fact that any portion of this sum of £3,500 has been expended in traffic expenses, maintenance, maintenance of way and works, wages to workmen, stores, and incidental expenses? Yes; I should say to the extent of £1,272 16s. 11d.
141. For stores? Generally; I cannot divide it.
142. The rest would come under the head of incidental expenses? The rest arises from the transfer from 1869 to 1868.
143. Which you would call incidental expenses? No, under the schedule belonging to it.
144. What are these called? Compensation claims.
145. Then this entry at page 7 does not accurately describe what the expenditure has been incurred for—You see there Railways—existing lines, working expenses: traffic expenses, maintenance of way and works, wages to workmen, stores, and incidental expenses. That is the general head? Yes.
146. Then there are the words “further sum,” and there is carried out the amount, £3,500? Yes; so far as the balance of £1,272 16s. 11d. I fancy it would be comprehended in that.
147. But as to the rest that entry does not correctly describe what that money is wanted for? No.
148. And there is a still further error in not showing that £2,600 have been already spent? Yes; that is a mistake of somebody.
149. *Mr. Samuel.* Will you be kind enough to state again the manner in which you said the first £20,000 voted for replacing nine miles of Barlow rails with double-headed rails, the vote taken in 1860, was expended? Shall I repeat it?
150. Yes—I should like you to repeat it? The vote of £20,000, 23 Victoria, No. 10, to replace nine miles of Barlow rails with the double-headed rails between Sydney and Parramatta, being one-third of the distance, appears to have been expended, from the railway books, as follows:—Replacing Barlow rails with double-headed rails and T rails—in 1860 there was charged for rails, chairs, &c., £831 3s. 4d.; in 1862, £3,888 2s. 8d., and for wages, £406 7s. 9d.; in 1864, rails and chairs, £91 7s. 7d., and wages, &c., £264 8s. 3d.; in 1865, the charge for rails and chairs was £6 16s. 8d., and for wages £239 19s. 3d.; in 1866 there was paid for rails, chairs, &c., £472 17s. 9d., and for wages £53 17s. 9d.
151. What do you make the total? The total for materials was £5,290 8s., and for wages £964 13s.
152. What do you make the total expenditure as charged to that vote? £20,144 1s. 4d.
153. £20,144 1s. 4d. Then the whole of that vote was expended upon this line? Which line?
154. Upon the line between Sydney and Parramatta? I presume so.
155. You presume so? Yes.
156. You seemed to lay great stress, if I understood you correctly, upon the manner in which this vote was taken, that is, the vote of £20,000, to replace nine miles of Barlow rails with the double-headed rails
in

- in 1860; and you say that a considerable portion of this amount—£11,000—was charged for riveting and relaying the line with Barlow rails—Is that so? It appears so.
157. That is so? That is so; so the books show.
158. Do you know of your own knowledge—do you know anything beyond the fact stated in the books that this money was so expended? No; but I am aware of my own knowledge that that work was done, because I lived on the line, and remember seeing the work going on; but I know nothing of the amount expended beyond what I find in the books.
159. Do you know whether an indent was sent to England for double-headed rails? I know nothing about the indents.
160. Are you aware that there were no double-headed rails in the Colony between 1860 and 1863 for this purpose? I am not aware.
161. Are you aware that the line was in such a state as rendered it imperative that something should be done to it? I am not aware.
162. You are aware that £11,000 and odd were expended on this line for relaying with Barlow rails, and you obtain that information from the books? Yes, from the books.
163. The whole amount appropriated by this House, the £144 beyond it, which I think you spoke of, was it expended on this work? It appears so by the books.
164. It was expended? No doubt.
165. Another vote was taken—there was another vote in 1863, I think you said, for £20,000? I do not know the date. It was 29th Victoria.
166. There was another vote taken, which also was chargeable to the Loan Fund? Yes, also charged to the Loan Fund.
167. Will you repeat again how that amount was expended? In 1866, cash paid for sleepers, £1,590; rails and other materials, £5,129 18s. 7d. In 1867, sleepers, £558 11s. 9d.; rails and other materials, £3,384 14s. 2d. In 1868, sleepers, £526 15s. 6d.; rails and other materials, £5,913 11s. 5d. In 1869, sleepers, £2,003 19s. 2d.; rails and other materials, £5,436 0s. 6d.—Making a total, which has been charged against that vote, of £24,543 11s. 1d.
168. That is £4,543 expended in excess of the appropriation? Yes, quite so.
169. That is to say, that both these amounts have been expended, and £4,000 and upwards besides, on these lines? Quite so.
170. Now the second vote was taken for relaying the line? The second vote was taken towards relaying the line from Sydney to Parramatta.
171. This expenditure commenced between 1863 and 1864—the relaying of the Barlow rail on the line to Parramatta? And the first vote was in 1860.
172. The Barlow rails were laid in 1863 and 1864? The riveting and relaying was in 1863 and 1864.
173. Who was the Minister at that time, do you remember? I do not.
174. Do you know what Minister was in office then? I think Mr. Arnold was in office.
175. Was Mr. Holroyd the Minister? I do not know.
176. Will you venture to say that he was not—in October, 1863, this expenditure took place, and in the year 1864—Mr. Arnold was the Minister in 1864? I do not know at all who was the Minister.
177. At all events these two amounts, and the excess of these two amounts, were expended upon these two lines? It so appears by the railway books.
178. Now in the year 1868 there is a vote for £3,500 on the Supplementary Estimates? Yes, on the present Estimates.
179. On the present Estimates? Yes.
180. That vote is stated in these words:—Traffic expenses, maintenance of way and works, wages to workmen, stores, and incidental expenses, further sum £3,500—is there anything unusual in the way in which this item is placed upon the Estimates? I do not think so.
181. Nothing unusual? I do not think so.
182. I think you stated that on some former Estimates provision was made for casualties and accidents under precisely the same terms as those of this vote for working expenses? In precisely the same terms, yes; it comes under working expenses.
183. They have been always under the head for working expenses? Exactly so.
184. Sir James Martin has asked you whether the whole of this amount was not paid. Are you aware that a certain portion of this amount of £2,688, of this estimate of £3,500, was paid in 1869 and charged to the working expenses of 1869? No, Sir, not that; £1,439 was paid in 1869.
185. £1,439 was paid in 1869, was it? In the statement I received from the Treasury, dated 29th of June, 1869, by the Treasury books they appeared to have to the credit of these votes, £2,920 13s. 6d.; but then they had held over, not charged, the value of the stores issued in December, 1868, which amounted to £4,169 3s. 5d., the amount at the credit of the vote being insufficient to cover it.
186. Do you say that you are not aware that this amount of £2,688 was not charged to the year 1869? I am aware that it has been paid.
187. Will you undertake to say that it was paid in 1869, and, at the request of the Auditor General, transferred to 1868? Only so far as relates to £1,439 17s. 11d.
188. £1,439 17s. 11d. was paid in 1869? Yes.
189. And, at the request of the Auditor General, transferred to 1868? So I understood.
190. You are not certain that the whole £2,688 7s. 10d. was not charged? I do not know that. I do not see why it should be.
191. Can you give us any reason why the £1,439 17s. 11d. should be? The Auditor General requested it because, I understood, that it arose out of the expenditure accruing in 1868.
192. You say that these amounts were paid—£2,688 7s. 10d.? Yes.
193. Were they not charged to the revenue of 1869? Yes.
194. They were? As far as the £1,439, yes.
195. You will not undertake to say that the remaining portion was not? I say this:—There were £4,169 3s. 5d., the value of stores issued in December, 1868, which were charged in the railway books, and which the Treasury had advice of; but the Treasury did not transfer it, and charge it against the working expenses vote, because the vote was not sufficient to cover it. But the stores had been issued, and therefore paid.
196. Was the amount of £3,500 placed on the Supplementary Estimates at your instance, as the Accountant? No, at the instance of the Accountant of the Treasury, at his request.

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A. Ashdown, 197. Will you read that minute? Yes.

Esq. 198. What does it say? Executive Council authority is required for the charging of expenditure incurred in the above year, in anticipation of the amount being voted by the Parliament, of the sum of £3,500, which has been placed on the Supplementary Estimates.

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199. What is that signed? "A. Ashdown, Accountant." That was done at the request of Mr. Layton.

200. It is your minute? Yes.

201. You would not have acceded to any improper request? No; I think there is nothing improper about it.

202. I asked you the question whether it was not at your request that this amount had been placed on the Estimates? Yes.

203. You did not say that this amount had been improperly placed on the Estimates? No; never have said so.

204. Let us come to the year 1869. You say, if I understand you correctly, in answer to a question by Sir James Martin, that you were not aware that any amount which had been charged to the working expenses of the year ought to have been charged to capital account? Yes, I said that.

205. You were not aware of it. Now do you know, and are you in a position to tell exactly, from the vouchers you receive, what ought to be charged to capital account and what ought not? No.

206. You are not in a position to tell us that? No.

207. Then if the engineer with the Minister should say that £10,000 out of the expenditure for 1868 is properly chargeable to the capital account, the loan account, would you undertake to say that they have acted improperly in that? No; but I suppose that I should have a voucher to transfer it, and an explanation of it.

208. You might or you might not. However, you say at all events that you are not in a position to tell of your own knowledge, whether in the working expenses of 1869 a sum of money, amounting to something like £10,000, was properly chargeable to loan account? I am not in a position to tell whether the amounts charged and certified by officers are correct or not.

209. If £10,000 were improperly charged to working expenses and ought to be transferred to the loan account, would you require to ask Parliament to vote as much for working expenses as though that amount was not so charged? If the working expenses were reduced by any amount, the amount would be less to the extent of the debit.

210. You stated that in December last you asked for £30,000 to be placed on the Supplementary Estimates as an additional amount required for working expenses? No; I do not think I asked for that, but that Executive sanction should be obtained for the payment of vouchers to the extent of £30,000.

211. Did you say in your minute that the present vote would be insufficient to meet the necessary expenditure during the remainder of the current year, to the extent, according to the Accountant's estimate, of £25,000, but that it would be well to ask for £30,000? Yes.

212. You said that £25,000 would be required, but that it would be well to ask for £30,000? Exactly.

213. Is not that rather a wholesale way of dealing with a matter of this kind, and does it not give the appearance of guess-work about it—(I do not say that it is so)—but has it not that appearance when you think that £25,000 will be sufficient, and you ask for £30,000? The asking for money is not the paying of it. The payment of it can only be on the vouchers of the officers making the expenditure. If £25,000 only had been asked for, and £28,000 required, an additional application would have to be made to cover the deficiency between the estimated and the actual expenditure. Therefore to avoid that, it is desirable to ask for an amount sufficient to cover the expenditure required. I estimated that £25,000 would be sufficient, but I was wrong in my presumption, that is all.

214. I will come to that presently. You had not the whole of the figures before you, but you did it on the assumption that that amount might be required? It might be required on the expenditure then going on.

215. Did I understand you correctly, to say that your books were not posted up for 1869? The account for 1869 was only closed a few days ago.

216. Your books were not posted until a few days ago? The working expenses account has been kept open for the purpose of getting in everything up to the end of 1869.

217. They were not posted up until a few days since? No; they cannot be balanced until all the accounts are in.

218. They are not balanced yet, in fact? No.

219. I understood you to talk of some vote being deficient by a large sum—£26,000 I think you said—rather than there was a balance to the credit of some vote, an amount unexpended of £26,000, I think you said. You said that there was an amount unexpended? I do not know what you are referring to.

220. You said there will remain to the credit of these two accounts £22,000;—I was wrong in saying £26,000? Upon the railway votes?

221. Yes, upon the railway votes? —

222. *Sir James Martin.*] £35,000 are asked for, and if that amount is voted, there will remain £22,000 for that service —

223. *Mr. Samuel.*] Will you tell us how you make that out again—If both these votes have been expended, and £4,000 and upwards, besides that £40,000, I should like to know how you make out that there remains this balance to the credit of these accounts? There is the first vote of £20,000, the second vote of £20,000, and the anticipated vote of £35,000, making in all £75,000. On the first vote there has been expended £20,144, on the second vote there has been expended £24,543, and of the anticipated vote there has been expended £11,779 1s. 8d. These sums amount to £56,476, and if you take from this amount the £3,147—the credit for old rails—you reduce it to £53,329 which deducted from the £75,000, leaves about £22,000 available.

224. You are crediting in that account the proceeds of the old Barlow rails? Yes; that is to say, the debit of the anticipated vote of £11,779 1s. 8d., and the balance overpaid, of about £1,300. That makes about £13,000, and this from the £35,000 will leave about £22,000.

225. You say there is a sum of £2,000, and something paid to Peto & Company for rails? £2,538 12s. 1d. appears in the books.

226. You have stated that those were rails purchased from Peto & Company? It is so stated in the books.

227. Are you aware that those rails were formerly lent to Peto & Company, charged to Peto & Company, and when they were returned Peto & Company were credited with the amount? I am not aware of it.

228.

228. No money passed at all. The rails belonged to the Government—You are not aware of that? I A. Ashdown, Esq.
229. Have you endeavoured to trace out the large quantity of rails lent to Peto & Company, charged to Peto & Company, and do you know that this was the balance of the rails returned to the Government, and the amount was credited to Peto & Company when the rails were returned? I have not made any such reference; and I don't know anything at all about it. 24 Mar., 1870.
230. Are you prepared to say that you have gone through all the books since 1860, and that you may not have missed some items of the account? I do not say that. I say that I have gone through the accounts as far as the expenditure of these votes is concerned. I have not gone through the books beyond that, and these were gone through at the special request of the Commissioner.
231. *Mr. Piddington.*] Did I understand you to state, in reply to Sir James Martin, that you informed the Treasurer, on the 6th of December, that the amount of money voted for working expenses in 1869 was nearly exhausted? Not on that date; it was subsequent to that.
232. *Mr. Samuel.*] Was it to me personally? You were in the office with Mr. Sutherland, and you expressed yourself very warmly and angrily that this money should be required, and that you had had no intimation of it before. I then prepared a statement. We were then urging you for the payment of wages.
233. Did that apply to any particular amount of money? The money required for the payment of wages for the balance of 1869.
234. But did it apply to any particular amount? It applied to this amount of £25,000 or £30,000. We were talking about it.
235. You are quite certain that you mentioned the amount? Quite certain, because I prepared a statement, showing how the sum was made up. I remember so much for wages, so much for the north, so much for the south, and so much for stores.
236. *Mr. Piddington.*] The witness has answered the question. I understood the witness to state that he communicated to the Treasurer on the 6th of December that the vote for working expenses for 1869—£154,000—was nearly exhausted, and that there would be a probable necessity of £25,000 to £30,000, an additional amount for the working expenses of 1869? That was communicated to the Minister for Works; when it was communicated to the Treasurer was about the 22nd of December.
237. But I understood you to say that the Treasurer was present when you made that statement? Not on that date. That was on a later date—on the 22nd of December.
238. About the 22nd of December did you make any communication to the Treasurer that from £25,000 to £30,000 was required as an additional sum for the working expenses of the railways for 1869? On that occasion I produced a copy of the minute, I think, now shown by the Treasurer. The Treasurer complained that he had not been earlier made acquainted with the matter; and I stated that as far back as a fortnight, that on the 6th of the month, I prepared that minute.
239. I understood you to say that on the 22nd of December you presented to the Treasurer, or communicated to the Treasurer, a written statement, showing that a sum of £25,000 or £30,000 would be wanted for the working expenses of 1869? I did.
240. If the Treasurer has stated that he knew nothing of such a sum I suppose he must have forgotten the statement? I fancy so.
241. You are quite sure that you did state to him that the sum of £25,000 or £30,000 would be required? Quite so; it was in the presence of Mr. Sutherland and of Mr. Rae, in the Minister's office.
242. If the Treasurer has stated —
Mr. Garrett.] I object to this question being taken down.
Mr. Piddington.] I have no other question to put.
243. *Mr. Sutherland.*] With reference to this £25,000 or £30,000 vote—take it either way—you sent a minute to me, requesting me to get Executive authority for £25,000 or £30,000? £25,000 was the amount required, and you suggested that I should get £30,000 in the same minute. I see here that I sent a note to you requesting you to explain —
 Mr. Tunks objected to the form of the question.
244. *Mr. Sutherland.*] Did I send a note to you, requiring a detailed account of the sum required for working expenses of 1869,—stating that then there was only some ten days of the year to go, and wishing to know why you required this large sum when there were only ten days of the year then unexpired? Yes, quite so.
245. Did you give me that statement? I gave you a memorandum.
246. What was the amount that you made that up to? I forget.
247. Is that (*handing document to witness*) the statement you refer to? This is it:—Working expenses, 1869; it is dated 22nd December, 1869. Estimated amount required beyond the sum voted: For wages, &c., fortnight ending 18th December, 1869, £4,630 12s. 3d.; fortnight ending 24th December, 1869, £1,250; fortnight ending 31st December, £5,000 for the Southern, Western, and Windsor and Richmond lines, and £700 for the Northern line—making a total for wages, &c., of £11,580 12s. 3d.; stores issued—particulars to be furnished by the storekeeper—September, October, November, December—£4,000 a month; in all £16,000. That together amounts to £27,580 12s. 3d. Against that there was to the credit of the vote £1,068 7s. 4d. on the 21st of December, 1869, so that that would leave the estimate of the amount required at £26,512 4s. 11d. That was the estimate prepared at that time.
248. Did I question you with reference to the amount you calculated for stores, £4,000 a month;—did I not ask you what the average amount for stores would be, stating that the expenditure seemed to me a large amount? I think you did. The amount has turned out to be as nearly as possible as I estimated it to be.
249. What was the amount expended during these four months? I cannot tell you from memory.
250. Was it not £1,500 less than this estimate? It may be so.
251. For the months of September, October, November, and December, 1869? It appears to me that I then estimated that £26,000 would be required; and what has actually been wanted is £31,000.
252. I am asking you upon these four months issue of stores? Those were my estimates of the amounts.
253. I ask you what is the expenditure for stores on these four months? I have not got the figures with me, and cannot give them to you. I can furnish them from the office.
254. The actual expenditure has been £1,500 less, leaving the vote nearly £25,000. I made the vote £25,000, as first requested by the Accountant —

- A. Ashdown, Esq.
24 Mar., 1870.
255. With reference to the £20,000, or the balance of the £20,000 at the credit of that vote in December, 1869, can you tell me the amount at the credit of that vote in 1868—in December, 1868? What vote?
256. The £20,000 for relaying the Parramatta line. I simply wish to get from you what amount was at my disposal for the purpose of relaying this line when I came into office; and I have the accounts at that time which showed what was at the credit of the vote then? I have not the materials here, but if you have got the account there I can show you.
257. I have not got the account, but I have got copies of a few minutes from Mr. Thomas, who then required a vote for that purpose? I remember furnishing you with an account. I have got a copy of the account I furnished, in my bag.
258. I want to know the amount when I came into office. I have only got to account for that, which is quite enough for anyone to do, I believe? I have here a copy of a minute from you, dated 23rd December, 1868—"The Commissioner wishes to have, without delay, a detailed account of expenditure of the vote for relaying the line between Parramatta and Sydney." I furnished you with a statement, which showed £4,878 4s. 9d. to the credit of that vote on that date.
259. To the credit of the vote? Yes; which included £1,923 5s., the proceeds of old Barlow rails sold, which the Law Officers stated we had no right to make use of, leaving only at the credit of that vote properly an amount of £2,954 19s. 9d.
260. Properly speaking, you say that £2,954 legally at the credit of that vote? I suppose so from the minutes and letters that passed. The amount has never been transferred but has still gone on, and no account taken in the matter. Further amounts have been paid in, and further amounts have been paid out.
261. Can you give me the total expenditure from that vote since that time? Since that time, yes. There has been charged against that vote about £7,000. The amount expended was then £17,606 11s. 11d.; it is now £24,543; and there is a difference of £7,000 nearly.
262. There only remained £2,900, and still there has been paid £7,000 do you say? That is quite right.
263. From what was the excess of the vote paid? It has been paid in part from the proceeds of Barlow rails—paid to the credit of the vote.
264. And what was the other part? I do not know. There is an over-payment apparently; an over-payment in the Treasury books, which I understand they are going to transfer to this new vote.
265. Out of what vote was this over-charge paid—It must have been charged from some vote? It has been charged to that vote. Where the money has come from I don't know.
266. What amounts have been expended in relaying the Parramatta line from the date that I refer to up to the present date? There is £7,000 there, and £11,800,—that is £18,000 or £19,000.
267. And what amounts, if any, are outstanding? I cannot tell you.
268. To when have you the stores' accounts? I have not the store account for February, last month.
269. You have not the store accounts for February? They are not furnished yet.
270. Then you really cannot say what has been expended up to the present time, or to any given date? I did give you the expenditure, with the exception of the store accounts, which are not furnished; £18,000 or £19,000 that I know of, and to be added to that, is the value of the stores issued in February, but which has not yet been furnished.
271. You have stated in your evidence that the Engineer-in-Chief and the Commissioner have interfered with you in the mode of keeping the accounts of the railway? I have.
272. What do you mean by the accounts—do you mean the books in the office, or the returns of the earnings?
- Mr. Garrett objected to the question.
273. *Mr. Farnell.*] Is it your duty as Accountant to prepare an estimate for the necessary working expenses of the railway? No.
274. I think you have told us that at the instance of the Minister you did prepare a rough minute, showing that £25,000 or £30,000 would be required for the working expenses over and above what had been voted? I did.
275. When you prepared that minute did the Minister in charge of the Department approve of it? I presume so; I heard nothing to the contrary.
276. What was the amount that you recommended? I recommended that sanction should be obtained to the extent of £30,000.
277. £30,000? Yes.
278. Did the Minister demur to that amount—did he say that he thought that it was too much, or that it would not be required? He thought that it was very large.
279. Did you explain to him that it would be required? He wanted to know how I arrived at that; and I prepared him the memorandum of that account.
280. However, it has turned out since that that amount was required? Yes, and more.
281. And more? Yes.
282. Are you aware that there is a sum of £15,000 on the Supplementary Estimates to meet working expenses? I am.
283. And that that £15,000 is intended to meet that £30,000? It will not meet it.
284. I am well aware it will not.—Are you aware that £15,000 have been placed on the Estimates? Yes; and that it will go to the credit of that expenditure.
285. But £30,000 will be required? £29,000 and odd will be required.
286. Speaking in round numbers? Yes.
287. Are you aware whether the relaying of the line to Parramatta is completed? I am not aware.
288. Have you ever heard that it is completed? No, I have not. I am not aware of it at all. I do not think it is. I think that I have heard that there is more work yet to be done up near the Junction.
289. If that work is not completed, is there any money at the disposal of the Government for the completion of it? All the charges that have been made against that have been paid under the Executive Council's sanction of £25,000—an Executive Council Minute—authorizing the payment of vouchers to the extent of £25,000, in anticipation of the Parliamentary vote, that is for the relaying of the line.
290. For the relaying of the line? Yes.
291. But is not that £10,000 short of what the Government is now asking? Yes. I say the Executive Council Minute, of which I have only official knowledge, is for £25,000, and against that minute the charges have been made,—vouchers have been charged and debited against that to the amount of £11,779.

292. Of the £25,000? Of the £25,000. I have no official knowledge of more than the £25,000; but I see on the Supplementary Estimates £35,000, so that I presume the £25,000 is to be increased to £35,000.

293. You say that £11,000 has been paid out of this £25,000, or has been set against the Executive Minute? Yes.

294. In page 7 of the Supplementary Estimates, under the head of Secretary for Works, there is an amount of £3,500. I think you stated that a large portion of that amount had been paid for sundry services? For what?

295. That a large portion of this £3,500 has been paid for sundry services; will you just state what services? To the extent of £1,272 16s. 11d., which is the balance in excess.

296. The balance in excess of what? The amount expended and charged in the railway books for 1868 is £143,137 16s. 1d., and the amount voted £141,865. Therefore the amount expended in excess of the amount voted is £1,272 16s. 11d., and this is intended to be comprehended in this £3,500.

297. Will you state how any part of this £3,500 has been expended? £1,272 16s. 11d. has been expended in working expenses.

298. And what about the rest? £1,439, or thereabouts, is intended to be transferred from the amounts paid, and charged in 1869 to 1868, by the Auditor General's directions.

299. I want to know what the money has been paid for? £1,439 have been paid as compensation claims on account of accidents which happened in 1868 to Davies, Fleay, and Evans.

300. Will you look at the Supplementary Estimates for 1868, under the heading Railways, Existing Lines, Working expenses, and see whether there is anything about claims for compensation? There is not; but they are fairly comprehended under that description, because these compensation claims are charged and have been charged under working expenses. They have been charged under the schedules for working expenses.

301. Is it usual to describe amounts such as you have spoken of as having been paid as compensation, and other amounts of a like nature, in the way or under the heading now described in these Estimates? I think it would have been very much better to have avoided the description unless it had given the whole of the charges usually comprised under the head of working expenses. If they had put working expenses, that head would have embraced all these things.

302. *Mr. Garrett.*] That has been the usual practice? It is; working expenses include all these things.

303. *Mr. Farnell.*] Could "stores" be said to comprehend compensation? No; but I think that the words "incidental expenses" would comprehend a great deal.

304. Was the payment of money for accidents comprehended under the head of "incidental expenses"? I think so, indeed fully comprehended, because under working expenses there is such a variety of headings. There is a whole list here under coaching charges—Schedule D, No. 2, is compensation; and under the goods charges, schedule E, No. 2, is compensation, so that these amounts are fairly chargeable in this way.

305. Do you contemplate that there will be a number of accidents every year? I contemplate that railways will not be worked without accidents. I would just tell you that in 1868 under that schedule there was charged £7,162 11s. 11d., as part of the working expenses of that year.

306. Can you tell me under what head that was placed on the Estimates? Working expenses.

307. Working expenses? Yes; under just this head.

308. An accident comes under the head of working expenses? It does. It is comprehended in these Schedules.

309. *Mr. Hoskins.*] Then if any large amount of money, say two, three, or five thousand pounds, was comprised in a special vote for a particular object, it would be included on the Estimates under the category of working expenses? If any vote were taken for a special object, it should be applied to that object and no other.

310. Suppose money were required for any special object, say compensation, would it be included under the category of incidental expenses? It would be included under the head of working expenses. It is a charge incidental to the working of the railways, and is so provided for among the working expenses.

311. *Mr. Garrett.*] And that has always been the practice? Yes.

312. *Sir James Martin.*] With reference to the £2,688, part of the £3,500, can you say whether that amount is not already covered by some Appropriation Act—by some other vote in an Appropriation Act? No; I think not. There is an excess of expenditure on the votes, and the vote is wanted to cover that excess.

313. It is not at present covered by any vote? It is not at present covered by any vote. As far as the railway books are concerned in 1868, there was an excess of £1,272 required to be covered, and as regards 1869 there is £29,000 and odd to be covered.

314. If you go back six years, I suppose all expenditures have been covered long ago by some vote? Yes.

315. If that £2,000 is covered by a new vote—having been covered years ago—will it not have the effect of covering an amount that has been already covered by vote? —

316. *Mr. Garrett.*] Is that for the Windsor and Richmond line? Yes.

Then I object to the question.

317. *Mr. Thinks.*] I should like to ask you whether the schedule referred to has been the usual schedule for years past? Yes; I believe it has been in use for several years.

318. *Mr. Lord.*] You mentioned that there was a debit to Sir Moreton Peto & Company of £2,000 and odd? £2,530—yes.

319. Is there also a credit to that amount? I do not know—I am only saying that that has been charged to this vote—that out of this vote there has been taken the sum of £2,530.

320. There is a debit of £2,500 and odd against Sir Moreton Peto & Company; but is there not also a credit to that amount? No; it is not a debit against Sir Moreton Peto & Company, but against this vote. It appears that this was paid to Peto & Company.

321. Is there a credit to Peto & Company for having refunded that money? I am not aware—I have not looked at that.

322. *Mr. Piddington.*] Don't you think that where accidents may arise, and compensation money may be paid to the amount of £7,000 or £8,000, or £10,000 —

Mr. Garrett objected to the question.

323. *Chairman.*] Will you repeat the question? —

324. *Mr. Piddington.*] I wish to know whether in the schedule of working expenses, it would not be more

A. Ashdown, more correct to give a detailed account of the various sums paid for compensation, arising from injuries, so that we may know what amount is paid for compensation, and what amount for wages.

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Chairman.] It appears to me that the question is admissible.

325. *Mr. Piddington.*] I wish to know whether in the preparation of these schedules of working expenses—and seeing that railways cannot be conducted without injuries arising to persons and property—it would not be better to specify the amount of compensation money, so that it may be known to the public and to this House? —

Mr. Garrett objected to the question.

Debate ensued.

326. *Mr. Piddington.*] I wish to have an answer; I cannot see why every possible detail cannot be furnished upon every one of these items? I mentioned the amount for compensation; but the whole detail appears in the railway books, and can be furnished.

327. With reference to this £3,500, in page 7 of the Supplementary Estimates, can you tell the Committee how much of that sum has been paid for traffic expenses? I presume that to the extent of £1,272 16s. 11d.

328. Was that £1,272, or any portion of it, paid for traffic expenses? I cannot separate it; it embraces the whole.

329. You cannot say how much has been paid for traffic expenses? I cannot dissect it.

330. Can you say how much has been paid for the maintenance of way and works? No.

331. How much for wages to workmen? I could from the books, by taking the last debits, and the different schedules would give an analysis of how the amount is made up; but I cannot give it now.

332. Can you give me any idea of the proportionate amount of the £1,200 which has been paid as wages for workmen? Not at present.

333. Can you give any information with respect to the proportion of that amount of £1,200 which has been paid for stores? I can give you no analysis of the thing at all, unless by reference to the books.

334. Then so far as regards the description on page 7 of the objects which this sum of £3,500 is intended to meet—you cannot say that any sum of money whatever is necessary for the payment of the expenses so mentioned, excepting under the terms “incidental expenses”? I could not give an analysis without having the books before me in order to collate the last debits against the account.

335. Can the Committee rely on this description of the objects of this sum of £3,500—can they rely on it as being a correct description of the purposes for which the money is wanted? —

Mr. Garrett objected to the question.

336. *Mr. Piddington.*] I wish to know whether there is anything in this description of the objects for which this amount of money is required that will lead the Committee to a correct knowledge of what are really the services for which the money is wanted? No. I think that this is a very imperfect description, and it would have been very much better to have confined it to the mere expression—“working expenses.”

337. *Mr. Garrett.*] That is the minute you wrote to the Minister? Yes.

338. And in that minute you asked the Minister to place this item of £3,500 on the Supplementary Estimates for working expenses? Yes.

339. With regard to the £1,248, which forms a portion of it, is it not for stores, according to the details of your own minute? That is the Treasury account.

340. This is your own handwriting? This is the Treasury writing. As far as we have gone, the debit in our books shows an excess of £1,272; and it is an adjusting entry between the Treasury and the Audit Office.

341. *Mr. Wilson.*] In that minute I think you have stated that you were instructed to draw out this sum of £3,500 to be placed on the Supplementary Estimates? Yes.

342. By whom were you instructed to do it? By the Accountant to the Treasury.

343. The Accountant to the Treasury? Yes. The Accountant to the Treasury requested it to be done; that it was necessary to adjust their books, and that as it belonged to the Railway Department it should be put on by that Department.

344. *Mr. Samuel.*] I think you have stated over and over again that this amount has always been charged to working expenses? Yes.

345. *Mr. Sutherland.*] I wish, Mr. Ashdown, you to look at those figures—(*document handed to witness*)—there is a difference between your figures and the balance stated there—those figures show a different balance to what you have stated to the Committee—I ask you whether those figures are not correct? Yes. I have got £1,439. There are some other amounts to make up £1,721. There are sums of £80 5s., £153 3s., £4 4s., and £7 0s. 1d., further amounts which have been paid and charged in the railway books of 1869, but ordered to be transferred to 1868.

346. Will you look at the balance there and say whether that is the correct balance, which states the amount now required to be voted by this House at £3,500? Yes, that seems right. It starts here with the amounts already voted and proposed to be voted—£145,365; and it then gives the expenditure, according to our books, at £143,137 16s. 1d., leaving a balance of £2,227 3s. 11d., from which are the claims for compensation for the railway accident at the Redfern Station, on the 4th of September, 1868, but which were paid in 1869. These were entered in the Treasury books for 1868, the transfer from 1869 being directed by the Auditor General. They amount to £1,721 0s. 6d., which being deducted from the £2,227 3s. 11d., leaves £506 3s. 5d. for Mr. Cheeke’s claim, not now required. So that if the vote were taken according to this, there would be £506 more than was required.

347. Is that correct? Yes, that is correct.

348. *Mr. Wilson.*] What document is that you are reading from? It is a document which seems to have been prepared by Mr. Rae. If you will allow me I will read it:—“Railway Working Expenses, 1868. The exact amount required could not be stated when the Estimates were made up, as there was an outstanding claim of Judge Cheeke’s for damage to racehorse in 1868, which was decided by the Court in favour of the Commissioner, only on the 15th instant. Voted for 1868:—By Appropriation Act, 31 Victoria, No. 29, £101,865; 32 Victoria, No. 12, £40,000; on Supplementary Estimates for 1869, £3,500, making the total £145,365. Expenditure, as per railway books, £143,137 16s. 1d., leaving a balance of £2,227 3s. 11d.”; and against that there is the transfer of £1,721 for compensation claims from 1869 to 1868. The effect of that would be to reduce the working expenses of 1869 by this £1,721 0s. 6d.; so that if the vote of £3,500 be taken as now proposed, a less sum than £29,000 will require to be taken to equalize 1869, seeing that £1,721 of that amount for 1869 will be paid out of the £3,500 for 1868.

349. *Mr. Sutherland.*] Read the document as it is, and it shows the actual amount we do require? £1,721 Os. 6d. A. Ashdown, Esq.
350. That is not the amount required to be voted? £2,993 16s. 7d.
351. That is the actual amount we require to have voted out of that £3,500? According to the statement,—yes. 24 Mar., 1870.
352. And that statement you believe to be correct? These figures are right so far as they go. That being done, the working expenses on the Supplementary Estimates will be reduced by £1,721.
353. *Mr. Wilson.*] What is the date of that document? It has no date.
354. Is it in the form of a minute to the Minister? It appears to be an explanatory memorandum.
355. Does that statement, which you just now held in your hand, appear to have been taken from the books of the Accountant's Branch of the Railway Department? He has got the figures, as far as our expenditure goes, correctly; but as to the £1,721, transferred amount, that has been obtained from the Treasury.
356. Were you applied to by the Under Secretary to give him any of that information which he has given? No, not beyond—. Well, yes, I was applied to to give him the amount of these working expenses. I gave him the figures on his application.
357. You gave the figures for working expenses on the application of the Under Secretary? Yes.
358. *Mr. Byrnes.*] You stated, in answer to the Colonial Treasurer, that your books were not posted up—Will you inform the Committee why they were not posted up? Well, they are posted up. The working expenses account has been posted up, but not closed, posted up, but not closed for the month of December. The account has been kept open in order to cover anything that belongs to the year.
359. That is the only reason why they are not finally balanced? They cannot be balanced until posted up.
360. Have you all the materials now at your command for closing the accounts for 1869? Yes.
361. When were you furnished with the whole of the materials? This week.
362. This week? This week.
363. Then you could not have had the books closed, at all events, not until late this week? They could not possibly be closed.
364. Do you remember any conversation that took place between you and the late Commissioner, in reference to the accounts, soon after you took office? —
Mr. Garrett objected to the question.
Debate ensued.
365. *Mr. Byrnes.*] Were you instructed by the late Commissioner to keep your accounts in a certain way, showing —
Mr. Garrett objected to the question.
Debate ensued.
Chairman.] The hon. member would be in order in putting questions respecting the keeping of the accounts in reference to the details of the expenditure for the services comprised in the instruction to the Committee.
366. *Mr. Byrnes.*] When you took charge of the Accountant's branch of the Railway Department was it possible for you to have shown by any means what each line of railway—what the working expenses of each line of railway, cost? No; the accounts were improperly kept and would not show that.
367. Were you instructed then by the late Commissioner to arrange the books and accounts in that way that you could show at any moment the working expenses of each line separately? Yes.
368. Did you carry out those instructions? I did.
369. Has any interruption taken place since to your carrying them out? Yes.
370. Will you state to the Committee what that interruption was? —
Mr. Brookes objected to the question.
Witness was directed to withdraw.
Debate ensued.
Mr. Byrnes withdrew the question.

John Whitton, Esq., Engineer-in-Chief for Railways, called in and examined:—

371. *Sir James Martin.*] Can you state how much money has been spent in relaying the Parramatta line? I cannot. That is clearly a matter for the Accountant. J. Whitton, Esq.
372. It does not come within your province? Not at all.
373. You are aware that £20,000 were voted, as far back as the year 1860, in connection with that service? I am. 24 Mar., 1870.
374. Do you remember the exact terms of the Appropriation Act? I do.
375. What are they? To replace nine miles of Barlow rails with double-headed rails.
376. You cannot inform the Committee how that £20,000 was expended? I think I can.
377. I thought you said you could not? You asked me if I could supply the total amount of expenditure.
378. I asked you about the £20,000? In 1860 a vote was obtained from Parliament for replacing nine miles of Barlow rails with double-headed rails. In the same year (August, 1860) an indent was sent to England for those rails. They arrived in this Colony in the following year, 1861. At that time the Government had a difficulty with Mr. Rhodes, as agent for Messrs. Peto, Brassy, & Betts, who had contracted for the construction of the line from Campbelltown to Picton. Mr. Rhodes took forcible possession of many of the rails ordered for this extension, to use them for temporary purposes. On the arrival of those rails in the Colony we were unable to use them for the purpose for which they were intended, because he had taken the other rails away: and we were compelled to use those rails for completing the line to Picton. In 1866 another vote was obtained.
379. Before you get to that—I do not quite comprehend your answer? It is simply this —
380. Allow me to put questions. I want you to explain, if you can, how the £20,000 were expended, because your answer does not give the slightest information? I simply explained to you the reason why the double-headed rails were not laid down.
381. That is not my question. I want to ask you to tell me, if you can, how the £20,000 were expended? That

NOTE.—The alterations printed in the margin were made by the Witness on revision.

- J. Whitton, Esq. That money was expended in a great measure in re-riveting and relaying the Barlow rails throughout; but that arose simply from the fact —
382. How much was spent in re-riveting? About £11,000.
- 24 Mar., 1870. 383. You were present when Mr. Ashdown was being examined? Yes.
384. You heard his statement? I did hear it.
385. And you take exception to that? I take exception in this way: The intention was to lay down the double-headed rails, and they were imported for that purpose; but these having been required to complete the line to Picton it was impossible to use them. On several occasions I had reports from the district engineer that it was necessary to relay the Barlow rails with double-headed rails, or to take some other steps to secure the public safety; therefore, having £20,000, which had been voted by the Assembly, and which it was impossible to spend in the manner authorized, I directed the re-laying and re-riveting of the Barlow rails throughout, and charged that to the vote of £20,000.
386. Then it is a fact that of that £20,000, £11,000 were expended not in laying down the double-headed rails but in repairing the old Barlow rails? No doubt; but simply from this fact the intention was perfect in itself—to get out these double-headed rails; and they did come into the Colony, but from circumstances, over which I had no control, they were used in laying down the line to Picton, and consequently could not be used in re-laying the Parramatta line. Therefore, to provide for the public safety, I ordered the district engineer for the time-being to re-lay and re-rivet the Barlow rails, and they have lasted from six to seven years longer than they would otherwise have done. Probably, however, you will allow me to explain another case.
387. No; I cannot allow you to run on in that way and go away from my questions. The fact is, that £11,000—more than half this £20,000—were expended in repairing old rails and old sleepers? The vote of the Assembly was distinctly to maintain in thoroughly good order and condition the Parramatta railway. To enable that line to be maintained a vote of £20,000 was asked for to put down double-headed rails; but in the absence of those rails the Barlow rails were re-riveted.
388. That is not an answer to my question, which I must again repeat. Is it not a fact that of that vote of £20,000, £11,000—more than half of it—was expended in repairing the old rails? No doubt of it.
389. That is a fact which cannot be gainsaid? That is a fact.
390. And the rails, having been repaired in that way, have lasted for seven years? Yes.
391. Is not the repair of a line of railway part of the working expenses? It is, but let me explain: By the express action of the Parliament in voting £20,000 for extraordinary repairs of the Parramatta line, I was prevented from charging that to working expenses; because the Parliament had assented to the vote in those terms I could not charge it to working expenses.
392. Was there any order by Parliament, or by anybody, to the effect that you were not to charge that £11,000 for the working expenses of the railway? The vote provides for it.
393. Was there any order of Parliament, or any authority of Parliament to you, to charge that £11,000 to loan and not to working expenses? There was a most decided expression of opinion that extraordinary repairs of the Parramatta line were to be charged to capital and not to revenue.
394. But because £20,000 were voted for laying down double-headed rails you thought you were justified in expending the money in repairing the old line? No doubt. Both are for the maintenance of the railway. The laying down of double-headed rails is as much a repair of the line as any other work to maintain it.
395. No doubt it is in one sense; but are we to understand that repairing the old Barlow rails in such a manner as to make them last seven years longer is just the same as replacing those rails with double-headed rails? Certainly not; but as we could not do an impossibility we did the only thing which was possible. It was impossible to get the double-headed rails.
396. Circumstances having compelled you to delay relaying the railway line with double-headed rails, and having compelled you to repair the old line, why was not the cost of that repair applied in the usual course—or defrayed in the usual course out of the working expenses? Simply because the working expenses were not voted for such a purpose. All extraordinary repairs—such as laying down double-headed rails or re-riveting these Barlow rails—were always voted by Parliament.
397. Supposing it had not been contemplated to relay the line, would not the re-riveting be considered part of the ordinary repairs? No; we should have had to apply to Parliament for the purpose.
398. Were you justified in re-riveting these rails further than was necessary for the public safety? I did what was necessary.
399. For the public safety? For the public safety.
400. And this work of repairing the old rails, being necessary for the public safety, does it not follow that the cost was part of the working expenses? It was not part of the ordinary expenses of the railway. It was a special work which would have required, if we had done it, a special vote of Parliament.
401. What did those rails cost that Messrs. Peto got possession of—what was paid for them? I do not know; I suppose from £9 to £10 a ton.
402. That is not what I want. I want to know the amount? I cannot tell the amount.
403. Can you tell whether it was £500 or £5,000? It might be nearer £5,000 than £500.
404. Cannot you come nearer to it than that? I really cannot; the nine miles would ~~not be~~ be £9,000.
405. I want to know what these people took away? I cannot tell you. The whole matter has been before Parliament over and over again.
406. Can you give us any idea whether the sum was £500 or £1,000, or any other amount between that and £10,000? I cannot say. Messrs. Peto, Brassy, & Betts, got ten and a half miles of rails, but whether they obtained them for temporary purposes or not, I cannot say.
407. After that money was voted, do I understand you to say that rails were sent for to England, for the purpose of carrying on that work? They were.
408. Can you say how much money was sent to England for that purpose? No.
409. You have no idea? No.
410. That we can get from some other quarter, but not from you? Not from me.
411. Do I understand you also to say that you do not know what quantity of these rails, so imported, were taken away by these people? I do not know; but the whole of the papers were laid before Parliament. I cannot remember all these things; it is now ten or eleven years ago.
412. After you had relaid, was anything else expended out of that £20,000, except that £11,000? Nothing was expended out of the £20,000, except for the purpose for which it was intended,—the maintenance of the line between Sydney and Parramatta.

413. That gives me not the slightest information in the world. I want to get "sums of money," and not general statements. Can you tell me any sum which was paid out of that £20,000, beyond the £11,000? The Accountant can furnish the information.

J. Whitton,
Esq.

24 Mar., 1870.

414. I am asking if you can tell? I cannot.

415. I presume Mr. Ashdown can tell it better than you? Yes.

416. Did you hear him make a statement of figures, showing how that was expended? I did hear him make a statement of that kind, but I cannot remember what it was.

417. Did you hear him make any statement of those figures? If he stated that any portion was appropriated for any purpose other than that for which it was intended, he made a mistake; he was not justified in stating it.

418. You either know these facts, or you do not? If you will tell me what you want I will answer you.

419. I want to know whether you can tell me of any other sum expended out of that vote of £20,000 but the £11,000 you have mentioned? I think there would be an amount for sleepers and very likely for ballast, and wages for railway —

420. Sleepers and ballast—Is that part of the working expenses? No doubt; but when Parliament grants special sums of money for special repairs we are bound to charge ²it to that vote. ² the cost to such votes.

421. Am I to understand that you cannot give me any figures? I cannot. They are easily ascertainable in the office.

422. You cannot tell me any of the sums expended out of that £20,000, except the £11,000? No.

423. You are aware that there was voted another sum of £20,000—What was that for—do you remember the terms? It was for relaying the line from Sydney to Parramatta. I may perhaps explain the matter. Two votes of £20,000 each were obtained from Parliament for the maintenance of the line from Sydney to Parramatta. The first vote was obtained in 1860, and was to replace nine miles of Barlow rails —

424. We have heard that before? With double-headed rails. The second vote, which was obtained in 1866, was expended in relaying the lines³. With these votes twelve miles of double-headed rails, in place ³ of nine I intended to lay down, were laid down, and two miles of single-headed rails were laid down to replace the Barlow rails. There were three miles more of double-headed rails⁴ than were intended in the ⁴ first vote. ³ line. ⁴ Insert, laid down

425. Can you tell me how any portion of the second vote of £20,000 was expended? In providing rails.

426. Can you mention any sums? No.

427. It is not in your province? No. It is impossible that I could remember the sums; I certify them and they go to the Accountant. He is the proper person to give information respecting a matter of that kind.

428. All you know is this, that you did direct the re-riveting of the old rails and the placing of fresh sleepers under them, and that the cost was £11,000? I did.

429. Since then the whole line, I presume, has been relaid with double-headed rails, and new sleepers and ballast? Yes.

430. But what was the actual cost you cannot tell? There were two votes of £20,000.

431. That is what was appropriated; but you cannot tell what has been spent? No.

432. May I ask you whether that work is done now? It is not done. The two miles of single-headed rail laid down from the Junction has not been relaid at present; but the whole of the line to the twelfth mile-post, within a mile of Parramatta Junction, has been relaid with double-headed rails throughout.

433. I speak of the terms of that Act—"relaying the line from Sydney to Parramatta"—Has that work been accomplished? It has not been accomplished.

434. Within how far has it been completed? Within a mile of the Junction.

435. On this side—on the City side? On the City side.

436. There is a mile still to be relaid? Yes.

437. The old Barlow rails are still there, on that last mile? No.

438. What then? Single-headed rails; and it is intended to take those up shortly.

439. This year, or within two or three years? Shortly.

440. Not immediately? No.

441. So far as is necessary the work is completed? Nearly so.

442. What do you mean by "nearly so"? I cannot say within a few shillings, because the second line is not open from the Junction to Haslem's Creek. It will take only a small sum to finish it.

443. Will it take £22,000 to finish the work almost finished in relaying the Parramatta line? No. I do not know how that sum of £22,000 is arrived at.

444. Neither do I; perhaps you and I agree upon that point—it will not take £22,000; will it take £1,000? It will take £5,000.

445. How is the £35,000 asked for explained? That is easily explained. £25,000 is an estimate of the cost of the line from Burwood to the Junction, to be relaid, and find rails, chairs, sleepers, and everything that is necessary. But the expenditure charged to revenue during the last six months has been very heavy, amounting to something like £8,000 on that length of line. It was thought desirable, instead of charging the whole of it to revenue, that a portion of it might be charged to loan, therefore £10,000 was placed to the loan account, making it £35,000.

446. The intention was to conceal from Parliament the fact that the working expenses were as large as they were, and to induce the House, under the pretence of voting for the relaying of the Parramatta line, to vote £10,000 for working expenses? I do not see how it is possible for the Parliament to be misled in that manner, when the matter is placed on the Estimates, and Parliament is asked to vote it.

447. Do you think it is the same thing to ask for liberty to borrow £35,000 to complete the relaying of the Parramatta line as to ask for £35,000 to defray working expenses out of the Consolidated Revenue Fund? I beg your pardon, it is not £35,000 for working expenses.

448. Well, £10,000? It is simply for relaying the line.

449. Don't you see that you have just now said that even including the mile, which is not going to be relaid immediately, all can be done for £5,000 more? But it is a special vote of Parliament.

450. We have been told that all that has been expended out of the £25,000, for which Executive authority was taken, is about £11,000? I think it is a mistake.

451. What do you think has been expended? The Accountant ought to be able to give every single shilling which has been expended in the department.

- J. Whitton, Esq. 452. But you do not know how much has been expended? No. I think £25,000 will be sufficient to do the work required.
- 24 Mar., 1870. 453. You are not answering my question, and you will not take me away from it if you repeat that fifty thousand times—I ask you again whether the £11,000, stated by Mr. Ashdown as having been expended out of the £25,000, has been spent, or whether more has been expended. I want to know whether that statement is correct? I have no information —
454. If only £11,000 has been expended out of the £25,000, why should £25,000 be asked for, if no more than £5,000 is required? No more money is asked for than is required. But what the Accountant may state, or how he may have kept his books, I cannot tell. I simply state that £25,000 is required for relaying the line from Homebush to the Junction.
- 5 Burwood 455. You speak there by rote, apparently? No.
456. I am coming back again now. You are aware that £25,000 was asked for, and Executive authority to use it? Yes.
457. Did you suggest that that should be done? I did.
458. At the time when you made that suggestion how much did you think you required for that work? £25,000.
459. How much has been spent? I do not know.
460. Has more than £11,000 been spent? I have no doubt that something like £20,000 has been spent.
461. What is “something like”? A close approximation—more than £11,000.
462. But you said you knew nothing about it? I cannot know what is in the Accountant’s books.
463. But the Accountant having stated positive figures, do you deny them? I venture to doubt the statement.
464. Why do you doubt it? Because I do not believe it is correct.
465. Why do you not believe it is correct? Because I think it is a mistake.
466. Why do you think it is a mistake? Because I think it is not correct.
467. Are we to suppose that the Accountant, giving the information from his books, is incorrect, and that you are correct who know nothing about it? I do know something about it. I know it ought to cost £25,000 from Burwood to the Junction—£25,000, including rails and sleepers. The whole has been done within about a mile, and as that will not cost more than £5,000 there must be about £20,000 expended.
468. Do you assert that more than £11,000 has been expended? I assert that I believe it has.
469. And yet you know nothing about it? Yes, I do.
470. Only by guess? Yes.
471. Did you take the trouble to examine the books before you came here to make this statement? I did not take the trouble to see the books.
472. And yet you contradict the Accountant, when he says that only £11,000 has been spent? I think he is incorrect.
473. Can you give us any details to show incorrectness? I have told you that I estimated the whole length at £25,000, and that it is all done but one mile; that the cost of that mile will be about £5,000, and that therefore about £20,000 must have been expended.
474. I am asking about the actual expenditure—Do you know what is the actual expenditure? I do not; but I think that if it is required the Accountant ought to give it.
475. The Accountant has given it? I doubt it.
476. I presume the books will show? No doubt of it.
477. Who was it suggested that £35,000 should be put on the Estimates for this service? It was suggested I believe by the Minister—I think it was the Treasurer.
478. Suggested that £35,000? No.
479. My question was—who was it suggested that £35,000? As you are aware, £25,000 was recommended by myself, and there can only be £10,000 in dispute.
480. That is not an answer to my question. I want to know who suggested that £35,000; if you know tell me? I will explain it.
481. No; tell me that first—who suggested the £35,000? I suggested £25,000, and—
482. Who suggested the £35,000? The Treasurer, £10,000.
483. Who suggested the £35,000? The Treasurer, I think, suggested the £10,000.
484. Who suggested the £35,000—do you know? No, I do not; but I have some explanation to give. The £25,000 was recommended by myself, and £10,000 was suggested as a proper charge to be put on the loan vote, we having expended nearly £11,000 on that length for the half-year. It was thought that this was a very large amount for that one portion of line, and that we might transfer it from loan to capital.
485. Who suggested it? I believe it was the Treasurer.
486. Are you sure? I believe I have a minute that I wrote on the subject.
487. I think you must have made some mistake? I never make mistakes.
- 6 Insert No. 488. You assert that the Treasurer suggested that that £35,000 should be put on the Estimates? The papers were returned to me, and I believe, from the Treasury. The Minister can be referred to. I stated that the expenditure had been an excessive one.
489. If it is a surmise that is another matter? It is not a surmise at all.
490. It is more than a surmise? It is more than a surmise.
491. That the Treasurer suggested that this vote of £35,000 should be put on the Estimates? That a portion of the amount chargeable to revenue should be transferred to loan.
492. Was that in reference to the then ascertained deficiency of the vote for working expenses? I do not know. I do not know that there was a deficiency.
- 7 did 493. Did you not know how much was paid for working expenses on this line of railway last year? I do not.
494. How much was voted for that purpose? I do not know.
495. Then how was it that you came to have a conversation about the expenditure of that sum? I never spoke of that expenditure at all.
496. You said that the Treasurer thought so much ought to go to loan? No, I spoke simply with reference to the ballasting and laying of a portion of the Parramatta railway. It had nothing at all to do with working expenses.
497. How do you make out that by Mr. Samuel increasing by £10,000 more than was necessary that loan vote, you would relieve the loan vote—or relieve the current expenditure? It would relieve the revenue, and not the loan vote.
- 498.

498. Was it done to relieve the Consolidated Revenue Fund of a part of the expenditure for working expenses—was that the object? If you take it in that way, it was.
499. I do not take it in any way, but I want to know what you and the Treasurer did? I did not see the Treasurer about it, but the papers passed through the office.
500. Was it arranged between you and the Treasurer that £10,000 more should be asked for than was required for that vote, so that the surplus might be applied to defray part of the working expenses? I do not think it was asked for in that way at all—not in the way you put it.
501. In what way then? As a large expenditure had been going on during the half-year, amounting to nearly £11,000, which was chargeable to revenue, and had been charged, and as that was an excessive expenditure, it was thought that the revenue should be relieved of that £10,000, and that it should be put on the loan vote.
502. What expenditure was that? For the Sydney and Parramatta Railway.
503. What do you mean—the relaying of the Parramatta line, or ordinary working expenses? I mean the relaying of the Sydney and Parramatta line.
504. Have you not already said that £25,000 was more than enough for it? I have not. I said that £25,000, in my estimate, would complete it.
505. I ask you again whether it was not agreed between you and the Treasurer that the £10,000 more than was necessary should be asked for, so that it might be devoted to working expenses;—so that you might cut down £35,000 to £15,000? It was not. I never saw the Treasurer on the subject.
506. How was it you said anything about the Treasurer at all? I said the papers were referred to him.
507. How do you know that the Treasurer had anything to do with this matter at all, if you never saw him—how do you come to mix his name up in it? I said that the papers came to me in the ordinary course of business.
508. How do you know that the Treasurer was cognizant of this matter if you never saw him? Because the papers distinctly stated that it was a proper charge to make—to take off £10,000; and he asked my opinion whether it might not be transferred.
509. Whether what might be transferred—and from what? Whether the amount for ballasting and relaying, charged to revenue (£10,000), might not be transferred to loan vote instead of to revenue.
510. In other words, whether part of the cost of the working of the railway line could not be taken out of loan? It is not working expenses, because there has been a special vote for the extraordinary expenses on that portion of the railway; and although the ballasting and relaying have been charged to revenue it was a proper amount to have been charged to capital originally.
511. Was not all the ballasting you laid on the Parramatta line, and all the sleepers paid for out of the two sums of £20,000 and £25,000, for which you had executive authority? The ballasting?
512. The ballasting, last year? No, it was all charged to revenue. The rails and sleepers are charged to the vote.
513. Did you not hear the Accountant say distinctly that the ballasting was charged on those votes? I did not hear him say so.
514. Will you venture to say that a single penny of that was paid out of revenue? I say that nearly the whole, since 1865, has been paid from revenue. I am not sure whether it was so before that.
515. You mean to say that the ballasting of the Parramatta line, during the last two years, has been paid out of the Consolidated Revenue Fund, and not out of the Loan Fund? I believe it has.
516. And if the Accountant says it is not so, he is not correct? No.
517. You do not know anything about it? Yes; I certify the accounts.
518. But you cannot tell us how much has been expended out of these two sums of £20,000? I believe the whole has been expended.
519. You cannot say whether the whole has been expended in relaying the line? In relaying the line and replacing Barlow rails with double-headed rails.
520. You say that the work has been completed all but within a few shillings? I did not say so.
521. You said it might cost a few shillings more? I spoke of the completion as far as the twelfth mile-post, and that there was one mile to finish.
522. Did you not say that the work was not urgently required at the present time? I said that it might stand over for a short time. It will have to stand over till we get the rails.
523. For a few years? No, not for a few years.
524. How long do you think that line will last without relaying? New sleepers will be probably required within twelve months of the present time; but in asking authority to relay that portion I thought it advisable to ask for money to relay to the Junction. I should probably have laid the whole by this time had it not been that there were no rails in the Colony.
525. Apart from that mile, how much more work is to be done—is it finished, or is anything more to be done? It is not done yet.
526. How much will it cost to finish it? That I cannot tell. It will not cost much.
527. Will it be £100? It may be, or more.
528. £200? I really have not seen it for three weeks; some few hundred pounds; I cannot say exactly.
529. Give us some idea—When were you last over the work? Three weeks ago. The road was relaid, and they were ballasting the line, but how far they had proceeded I cannot say exactly.
530. Are you not aware that a train has been running over this line for the last three weeks—Is it not open for traffic? I am not aware; it may be.
531. Can it be so without your knowledge? Yes; I do not know whether it is open or not. I do not think it is; but Mr. Mason is in charge of that line. He has not reported to me in regard to its completion.
532. It may cost a few hundred pounds, you think, to finish it? Yes.
533. If £11,000 only are expended out of the £25,000, £12,000 in all would suffice to complete the work? To complete that portion of the line I think it would.
534. Then £13,000 out of the £25,000 is not required, and yet you ask for £10,000 more? No. £10,000 is simply to replace the £10,000 on revenue.
535. That is to say, you take them out of vote and put them into loan—is not that what it comes to? There is no doubt it is to replace an excessive expenditure on revenue upon that charge during the year.
536. To conceal from Parliament the total amount of the working expenses, and to take £10,000 out of loan

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- loan—to deceive Parliament—to pretend that you require £35,000 by way of loan for relaying a line which will now only cost two or three hundred pounds to complete? This portion of the line ought to be charged to capital; I say that distinctly.
537. Is that any justification why that should be concealed from Parliament? I do not think it is.
538. Should we have known but for this examination that £35,000 was asked for to pay, in part, working expenses—should we have known it but for this examination? I do not know how you would have known it at all; but I say that this is fairly chargeable to capital.
539. What would you understand by this—relaying line to Parramatta, £35,000—would you understand that it would be required for the completion of that work? That it had either been expended or was required.
540. When we are told that we possess a balance of £13,000 out of the £25,000, the natural inference is that it is not required for that purpose? No doubt.
541. It turns out that it is not required for that purpose at all—does it not? I do not think so. It is precisely so, whether the money has been expended or asked for.
542. If you take £20,000, and say that ought to be loan —? But if the £20,000 ought to be charged to capital in the first instance, and has been charged to revenue —
543. If you choose to take £20,000 expended for working expenses, and say that ought to be taken out of loan, of course you can justify this in that way? But if it ought to have been charged to capital in the first instance, and has been charged to revenue, it is a proper charge.
544. Really, don't you think the Parliament ought to be informed of this manipulation? I do not think there is any concealment.
545. What else can it be—asking £35,000 for a work for which only £12,000 are required? I think it is a matter for the Government whether they will charge that matter to revenue or to loan.
546. But what justification is there for concealing that matter from Parliament? I do not think there was any attempt to conceal it.
547. Why did you take £10,000 from loan? I do not know, except —
548. Did you suggest it? No.
549. Did you agree to it? Yes.
550. Why not take £20,000? Because we did not want it.
551. Why stop at £10,000? Because during the last six months we had spent £10,000 on that part of the railway relaying it, and as that was an unusual expenditure —
552. You thought the working expenses were so great that a sum of money ought to be borrowed to pay them? I assure you I did not. I do not know what the working expenses were.
553. Then what do you mean by saying that £10,000 ought to go to loan? That is for the cost of relaying and ballasting a portion of the Parramatta line.
554. How much did it cost altogether? The ballasting and relaying of that I think cost £9,000.
555. What did the ballasting cost? I do not know.
556. But the ballasting and relaying from Burwood to Parramatta cost £9,000? I think it was from Burwood.
557. Does that include sleepers? No.
558. Only the relaying? The labour of relaying.
559. The labour of putting down the sleepers and rails? The real manual labour.
560. And not the cost of the ironwork and the wood? No, they are charged to separate votes; but the ballasting, which might have been charged as well to capital as any other portion, has been charged to revenue.
561. How much would it take to buy out and out rails for the whole distance, from Sydney to the junction at Parramatta—the whole distance, thirteen miles? I cannot tell.
562. Give me some idea? I cannot guess in a matter of that kind.
563. You could make a calculation; you know how many tons there would be to the mile? But I do not know the cost of them.
564. I can give you some idea of it? I could give an idea of it myself.
565. How many tons would there be to a mile? 118.
566. How much would it be per ton? I do not know. The price might be from £8 to perhaps £10.
567. Don't you know that it is much less than £8? I do not. Some are £10. I cannot tell exactly what they cost.
568. You do not know how much money was expended for the working expenses of these lines in the year 1869? No.
569. And you never did know? No.
570. You do not know how much was expended out of the two sums of £20,000 and the £25,000, authorized by Executive authority? I do not know the precise amounts, but I am satisfied that the £40,000 has been expended, and some portion of the £25,000.
571. Do you know how? No, it is no part of my business.
572. Why did you not ask for £50,000 instead of £35,000? I did not ask for it at all.
573. Why did you suggest it? I did not suggest it.
574. Did you suggest the £35,000? No, I did not.
575. *Mr. Samuel.*] Do you recollect what Ministry was in office in 1863-4? I think Mr. Holroyd was Minister for Works at that time.
576. Was Sir James Martin the head of that Ministry? He was.
- Mr. Wilson objected to the last question. Discussion ensued. Examination continued.
577. *Mr. Samuel.*] You stated I think that this re-riveting and relaying of this line in 1863 and 1864, arose in consequence of your inability to apply rails imported expressly for the purpose of this line? Yes.
578. I shall not prevent you from offering any explanation in reference to the question I am about to put to you. Will you please to state why it was that you were unable to relay this line with double-headed rails at the time you commenced to re-rivet and relay it with the Barlow rails? Simply because Mr. Rhodes had then got possession of ten and a half miles of rails imported for the extension; and as he used these for a temporary purpose we could not use them for the permanent way. I have an extract from a letter from Mr. Rhodes to Captain Martindale, which will explain the matter. Captain Martindale was Commissioner for Railways at that time. “Long negotiations took place, the Chief Commissioner opposing the granting of the rails by every means in his power, but ultimately the Minister for Lands and Works agreed.

agreed. (See his memo. attached to my letter, 21st April) : ' That I should be entitled to all such rails and chairs as might be in the possession of the Government and necessary to the carrying out of the works, including those which have already been sent for the permanent way, and which might not be required by the Government, upon the terms previously arranged.' That is, all the rails we had at the time for laying the line to Picton ; Mr. Rhodes was to use his own discretion as to whether he should use them for temporary purposes or not, and although I objected to that by all the means in my power, the Minister for Works at the time authorized Mr. Rhodes to take possession of these rails. We were not therefore in a position to relay the nine miles of double-headed rails on the Parramatta Railway.

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579. Will you please to inform the Committee whether at the time—during 1863 and 1864—any objection was taken by the Government then in power to the expenditure of this money. During the year 1863-4, was any objection taken by the Government in power to the expending of this money out of the loan fund for relaying this line with the Barlow rail? Not the slightest.

580. Have you heard it complained of anywhere, or on any occasion, that this expenditure, which occurred during 1863-4 for relaying this line with the Barlow rails, was an improper and unauthorized expenditure of the public money? No, but I have seen a statement made by the Accountant that this was an improper expenditure in regard to the re-riveting of these rails; but as Mr. Ashdown was thoroughly unacquainted with the circumstances of the case, he was the last man I know to give an opinion on the matter. ⁸ I may also state, as Mr. Ashdown has stated to-night that we purchased rails from Messrs. Peto, Brassy, and Betts I should like to know in what condition his books can be in when he stated here to-night that we purchased from them), that we made no such purchase. He stated that we purchased rails to the value of £2,527. I say, as a matter of fact, that we never purchased one shilling's worth of rails from Messrs. Peto, Brassy, & Betts, and on his statement to that effect I ⁹ request a thorough examination of his books, because I believe they are not to be relied upon in any particular.

⁸ As Mr. Ashdown has stated to-night, that we purchased rails from Messrs. Peto, Brassy, & Betts to the value of £2,527, I should like to know in what condition his books can be to enable him to make such a statement.

⁹ requested

581. Mr. Ashdown has told us that the whole of this vote of £20,000 is exceeded by £144, and that the whole was expended on this line to Parramatta—is that a fact? Both votes were expended on that line.

582. And the public funds have not suffered in any way by that expenditure? Not the slightest. The public have gained by having the Barlow rails down six or seven years longer than they otherwise would have done.

583. During the years which have elapsed since this expenditure was made, you have never, from any competent authority, had any complaint that you had acted improperly, or that the various Governments had acted improperly in expending this money in this way? Never.

584. Is the line between Sydney and Parramatta one that has been properly constructed? It is not.

585. Is it a line which, from its bad construction originally, has required an extraordinary expenditure upon it? It is.

586. Was it adapted in the first instance for traffic such as we have now upon it? It was no doubt intended for that, but the adaptation was very imperfect.

587. Did the line require an extraordinary expenditure upon it, in order to render it suitable for the present traffic? It did.

588. Is it the practice not only in railway companies, but has it been the practice elsewhere to charge extraordinary expenditure of this kind to capital and not to working expenses? To charge it to capital.

589. Do you remember (I ask you now professionally) that any amount charged to the loan account during your long experience in this Colony and elsewhere, has been improperly charged on this line? No; but many of the votes for loans have been very improperly expended.

Question of order raised about cheering; examination continued.

590. I would like to direct your attention to the vote of £35,000, which appears on the Supplementary Estimates for 1869, and I wish to ask you whether ever I had any personal communication with you in reference to that vote? No. I have previously stated so.

591. I would wish also to ask you whether this matter was not put to you by the Minister of your department—whether there was any portion of the large expenditure of that year fairly chargeable to the capital account? I should prefer to refer to the minutes. I have written a minute on that matter.

592. There is a minute: I will give it you? (*Minute handed to witness.*) This is Mr. Rae's minute to me. As the Estimates are now under consideration, will Mr. Whitton be good enough to furnish a statement of the total amount paid for ballasting on the line from Sydney to Parramatta, and for any other works which have been paid temporarily from revenue, though properly chargeable to capital, in order that a vote may be taken to relieve the working expenses vote from charges that don't belong to it?—J.R., 20/1/70." On my minute of 6th November, 1865, it was decided to charge the cost of ballasting and labour in relaying the Parramatta line, to revenue, and the rails and sleepers to the "capital" votes for relaying. It continues:—"The cost of ballasting and labour in relaying for 1869 was £8,097 2s. 4d. (exclusive of stores). As it is now proposed by the Minister to relieve 'revenue' of this charge, £10,000 should be added to the amount of £25,000 on Supplementary Estimates for 1869. The amount therefore to be voted for relaying the Parramatta line should be £35,000 instead of £25,000, and the vote for working expenses for 1869 should be credited with the amount of £8,097 2s. 4d., and the value of stores issued for this service.—J.W., 25/1/70. Approved.—J.S., 25/1/70."

593. Will you inform the Committee whether in writing that minute and in approving of that amount you considered, and still consider, that the £10,000 working expenses, incurred during the year 1869, were fairly chargeable to the capital account? It was; as I have stated previously, that amount should have been charged ¹⁰previously to capital, but it has been charged to revenue ¹¹and relieved the capital vote.

¹⁰ Omit previously
¹¹ to relieve

594. The estimate of £35,000 is in the following words: "Completion of the relaying of the line from Sydney to Parramatta"—do you consider that there is any concealment from Parliament in that item of any circumstance whatever? Not the slightest.

595. Were you ever asked by any person connected with the Government—by any Minister—to conceal anything? Never.

596. Did anyone ask you to so frame your estimate as to conceal anything? I am very much afraid that if he had I should have seriously offended him; I never concealed anything in my life, and I never intend.

597. There are two items on these Estimates—one for working expenses and the other for the cost of relaying this line? Taking those two items together do you think they expose anything whatever that is deceptive? There is nothing deceptive in the matter; I simply estimated the cost of completing this line at £25,000; and as we had expended a very large amount ¹²indeed in this relaying it was thought right to ¹²ⁱⁿ

transfer

- J. Whitton, Esq. transfer a sum to capital; but I have already stated distinctly that in my opinion that amount should have been in the first instance charged to capital and not to revenue.
- 24 Mar., 1870. 598. Were the working expenses in 1869 excessive, do you know? I do not know; but there is one matter which I should wish to state with reference to the supplementary estimates; I think it is extremely objectionable and highly disagreeable to the Railway Department that they should come here for supplementary estimates for working the line. In February last I suggested to the Commissioner that he should obtain from the Accountant monthly the cost of working the railway, so that I might keep within the expense for the working of the department sanctioned by Parliament; but up to the 24th of the present month that account was not rendered for January; it is impossible to carry on with such an Accountant as we have; how is it possible ¹⁴that the votes cannot be exceeded in that way.
- ¹⁵ discreditable 599. Has it been the practice at any time in your department to apply sums granted on votes of this House for an express purpose for other purposes? No, but it has been the practice of others to apply votes for special purposes to things entirely and utterly distinct, and with which they have no connection in any shape whatever.
- ¹⁴ to avoid exceeding the votes when business is conducted in such a way. 600. Where a sum of money has been voted for a particular purpose in the Works Department, in connection with the railway, has it been applied to another purpose? It has been, but I wish to observe not by me.
601. Has that been made a matter of complaint or charge against anyone? No; misappropriations which took place in 1866-7 have not been inquired into in any shape; but the matters which occurred in 1859-60 have been looked into.
602. Before these repairs—or whatever may be the proper term to apply to it—before the line was put into proper order, was the charge for the maintenance of the line between Parramatta and Sydney larger than it is at present, or is likely to be? It was very much larger than it is likely to be. It ¹⁵is a most expensive part of the railway.
- ¹⁵ was 603. I would like to go back again to the second vote of £20,000. That was taken in a different form from the first vote. The first was taken for relaying the line with double-headed rails; the second vote was taken for relaying the line? Yes.
604. Can you account for the votes being taken differently? The difference is simply this, that in the first vote it was the intention to replace the Barlow rails with double-headed rails; but finding that that was impossible, the money was devoted to the relaying of the line. In 1866 an application was made to Parliament for relaying the line, and out of that vote the rails intended to be used under the first vote were ¹⁶applied.
- ¹⁶ supplied. 605. Are you aware whether the vote was taken in this way (for relaying the line and not to replace double-headed rails, as in the first vote) to correct any difficulty which might arise in consequence of the line not having been laid with double-headed rails in the first instance? Undoubtedly. It was my intention ¹⁷to apply for it. I have endeavoured to find the papers upon the subject, but cannot.
- ¹⁷ in applying 606. All this relaying and re-riveting took place in 1863-4? Yes.
607. And did not occur in 1868, 1869, or 1870? No.
608. There have been successive administrations since? There have been.
609. Could you give the Committee any idea of the annual cost of keeping this line in repair before the year 1863? I cannot do so now, but the figures might be obtained from the books.
610. Was the cost then greater than it is now? I will not say as a fact, but I believe it was considerably more. That can be obtained from the accounts.
- ¹⁸ Omit indeed 611. When you ordered the line to be relaid with Barlow rails, was it reported to you that the line—In what state was the line in when you had it relaid? It was in a very bad state ¹⁸indeed, and almost dangerous to travel over. I find that in January, 1863, a report was made to me to ask me to provide materials to relay the line, and I wrote in the margin (20th January, 1863), "This matter must stand over for the present as there are no rails in the Colony for this purpose." There was another letter from Mr. Trotter on 2nd April, 1863, for similar rails; I wrote on the margin, "I have instructed Mr. Trotter to rivet the joints of the Barlow rails, and procure additional sleepers for relaying; by this means I believe the Barlow rails will make a tolerable road for some years to come." On that the expenditure took place.
612. *Sir James Martin.*] What was the length of line to be relaid—was it more than 11 miles? It was 13 miles.
613. Was it 13? It was a little over 13.
614. Where would 13 miles from Sydney take it? To the Junction.
615. You have told us that these repairs or relayings fall short of the Junction about a mile? The present ones do.
616. I am speaking of the present one. I am speaking of the work already done. How many miles is it? Twelve miles.
617. Are we to understand that the relaying of that would cost £75,000? I am not aware that any such sum has been voted.
618. You know how much two sums of £20,000 would come to—£40,000 and £35,000? Yes.
619. £75,000? Yes.
620. Are we to understand that this relaying cost £75,000? I have no doubt of it.
621. £7,000 a mile for new rails and new sleepers? It is a double line you must remember.
622. Would it cost that? £7,000 a mile?
623. £7,000 a mile? I have no doubt of it.
624. Has it cost that? I cannot say. The Accountant should be able to furnish you with the figures.
625. Has it cost within £20,000 of it? I have no doubt of it.
626. Do you know anything about the figures? I know what those figures are and what the total cost of relaying should be.
627. Are we to understand you to say that £75,000 is a reasonable sum for relaying a double line of rails twelve miles? Yes, I do.
628. £75,000? Yes.
629. The work now being done, will you undertake to say that it has cost more than £60,000? I will not say. There should be no difficulty in obtaining the information. The Accountant ought to be able to supply the whole of it; and if he cannot, I can, but not at the present moment.
630. What is the principal sum which you think ought to be charged to the loan fund and not to the Consolidated Revenue fund in this expenditure? I do not know the principal sum; but the whole line, from beginning to end, should have had new rails, new sleepers, and ballast. 631.

631. Don't you know that is not my question. I am not asking you what ought to have been done, but what particular part of the expenditure for the working expenses of 1869, in your opinion, ought to be charged to loan? The whole of the re-ballasting of the line. J. Whitton,
Esq.
632. How much is it? About £10,000. 24 Mar., 1870.
633. Did you not read a memorandum a short time ago, showing that it was only £8,000? That is ¹⁹stores— 19 Insert exclu-
sive of
634. What do you call "stores"? Things supplied to the department.
635. For what purpose—what are they? Tools and implements and other things. They could readily be ascertained from the Accountant's figures.
636. For what purpose? For re-ballasting the line.
637. The whole of the line? I do not say the whole of the line; that portion in regard to which the expenses have been incurred for last year.
638. Would anybody understand from this statement, "Completion of the relaying of the line from Sydney to Parramatta, £35,000," that it was intended to devote £8,000 or £10,000 to ballasting the line? It ought to have been charged to capital in the first instance, but was unfortunately charged to revenue. This being a proper charge to capital, the amount of £25,000 was increased by £10,000, making it £35,000.
639. Has it been the practice at all times to charge ballasting to capital? All extraordinary works.
640. Don't you see that is not an answer to my question? Yes.
641. You have not answered my question? I did answer it.
642. You did not? —
- Mr. S. Brown rose to order. Debate ensued. Examination continued.
643. I was asking you whether it has always been the practice, as far as you know, to charge the ballasting of lines to loans or to Consolidated Revenue? Generally to revenue, except in special cases.
644. What are the exceptions? The exceptions would be in a case like the Parramatta railway, which required to be reconstructed entirely. In such a case we charge to capital; in others to revenue.
645. Do you know any other exception in connection with our lines beside that? I do not.
646. That is the only case in which you apply that principle of charging re-ballasting to loan instead of to Consolidated Revenue? It is the only case; but I wish to explain that up to the present time it has been charged to revenue.
647. Even in that case, in the first instance, the charge was to revenue? Yes.
648. It was not until the preparation of these Supplementary Estimates that the principle was departed from, by setting down that sum to loan instead of to Consolidated Revenue? I think that up to 1865 the whole of the ballasting was charged to capital, but I cannot be positive.
649. And even this until the other day —? It was charged to revenue until the other day, but ²⁰ to 1865 ²⁰ Insert up the whole was charged to capital.
650. This is the first time since 1865 that you have departed from that principle? It is; but I wish to explain that the expenditure was very excessive during those six months.
651. You thought that a very excessive expenditure for those six months, and because of that you thought it right to charge this re-ballasting to loan? Not entirely on that account.
652. For what other reason? From the first, instead of being charged to revenue at all, it should have been charged to capital.
653. But your motive for charging it to capital was the very large expenditure which took place in the year 1869, under this head of working expenses? No doubt I thought it unfair to charge it to working expenses; it was a very large and excessive expenditure for those six months.
654. You would not have suggested this course had not the expenditure been so large, so you said? I said from the first that it should be charged to capital; that it was an excessive expenditure for that six months, and that I thought it should be charged to loan.
655. That is the reason—the large expenditure was the main reason of your conclusion? And from the fact that I thought it should have been originally charged to capital.
656. And that opinion was strengthened by the large increase of expenditure, which took place in 1869? Yes; I thought it unfair.
657. Is there anything in this proposition to vote £35,000 for relaying the Parramatta line, which would show that this expenditure is to be withdrawn from the Consolidated Revenue and cast upon loan? No, I do not think so.
658. And inasmuch as that is not shown is it not concealed? I do not think the fact is concealed.
659. Must not a fact be concealed that is not shown? So far as I am personally concerned there could be no concealment at all, because I have written upon the papers what were my reasons for transferring it.
660. I am not charging you with that. I say, if the figures do not show that it was intended to devote a portion of the £35,000 to this ballasting, which was before charged to the Consolidated Revenue Fund, and that it is nevertheless the intention to devote it, is not the effect to conceal it from Parliament? I do not know what was the intention of the Ministers.
661. I am not speaking of the acts of the Ministers, but of the Estimates alone. Inasmuch as the Estimates do not disclose the intention of devoting £10,000 towards the ballasting of the line—so far as that Estimate is concerned—is not the fact concealed? I can give no opinion on the act of the Government.
662. Is not a fact concealed that is not disclosed? You must pardon me, but I decline to answer that question.
663. When did you ascertain that the cost of ballasting this line was £8,000 or £9,000—when did you take out those figures? When I was written to by the Under Secretary to know what cost had been incurred in ballasting the line during the last six months.
664. How many days is that ago? I cannot tell you.
665. Was it since this matter has been discussed? It was not.
666. How long before? It was long before that. The papers will explain themselves—there are dates upon them. The paper from the Under Secretary is dated 20th January, and my reply the 25th January.
667. That is not very long ago? But it is before this matter was discussed.
668. Was it before or after this interview when the Treasurer, as you say, expressed himself in warm terms? —
669. *Mr. Samuel.*] Did you have any interview with me? No; ²¹not that I am aware of.
670. *Sir James Martin.*] Did you not say that you were present on some occasion when the Treasurer was present? No. 21 Omit not that
I am aware of.
- 671.

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24 Mar., 1870. 671. It was not you, it was Mr. Ashdown. You said you had no personal interview with Mr. Samuel; but you knew in some way or other that he approved of increasing this vote from £25,000 to £35,000? The papers explain themselves. I may have heard a conversation in the office about it, but I do not remember.

672. Did you not say that you knew that was his proposal? No, I beg pardon; I said "I understood"—but I had no conversation with the Treasurer on the subject. The papers explain the whole transaction.

673. You have already told us that Mr. Ashdown is in a position to know more about this expenditure than you, he having charge of the books? He ought to be.

674. Are we to understand from you that his statements, in your opinion, of the figures disclosed by these books are not correct—that they are not to be relied upon? It is my impression.

675. Have you any objection to state the ground of that impression? Simply that I think the amount which he states has been expended ²²has not been expended.

²² is not correct.

676. Is not that a matter which can be obtained by a competent person from an examination of the books? I think it ought to be inquired into.

677. Might it not be done easily now? No; I do not think it could be done now.

678. Between this and to-morrow? No.

679. How long would it take? I should be sorry to give my opinion, or to say how long it would take to put the books in proper order.

680. Do I understand you to say that he is not able to keep these books? That is distinctly my impression.

681. What are the grounds of your impression? He adopted a new mode of keeping the railway accounts, which was perfectly absurd ²³thoroughly impracticable.

²³ and

682. Will you explain what it is? I explained it to the Railway Committee the other day. If we are to go into the whole matter of railway accounts it will take me some time.

²⁴ sections.

683. Perhaps you can explain, briefly, what it is? The Accountant has divided the railway into different ²⁴lines. From Sydney to Parramatta is the Trunk Line; the Southern Line is from the Junction to Goulburn; the Western Line from the Junction to Penrith; the Mountain Line from Penrith to Mount Victoria. Then he has the Windsor and Richmond Line. And, having enumerated all the lines, he has a heading for general lines. I hope it will not be thought that there is any intention on my part to shirk the question in regard to the accounts. If it be the wish of the Committee I will go through the whole process.

684. We do not want to have a long statement of an hour or two; but if you can make a brief statement we have no objection. You do not know, and cannot tell us how these two sums, amounting to £40,000, have been expended? I have explained very clearly how they have been expended.

685. I think you have only told us how the sum of £11,000 has been expended? I have explained distinctly the manner in which the two sums of £20,000 have been expended.

686. Can you mention any other sum than £11,000? I cannot. It was not £11,000 exactly.

687. Can you mention any other sum? I do not remember the items, but I know that the whole of the £40,000 have been expended. There are sleepers, rails, and ballasting.

688. Can you give us the amounts? I cannot carry the whole in my head; it is impossible.

689. That is a matter for the Accountant? Entirely.

²⁵ Omit these.

690. *Commander Onslow.*] Had the ballasting of the Parramatta line cost £2,000 instead of £10,000, would you have recommended that that cost should have been applied to revenue or to capital? My impression from the first was that it should have been charged to capital throughout. But as we had only two sums of £20,000, we made the vote go as far as possible in purchasing ²⁵these rails.

²⁵ Omit these.

691. *Mr. Piddington.*] Can you tell the Committee from what account the ballasting and relaying of the line between Sydney and Burwood was carried to? It was paid from revenue partly. I am not positive, as I explained this evening before, that the ballasting of ²⁶lines was not carried to capital until 1865.

²⁶ Insert this line.

692. I mean in reference to this relaying of the line recently between Sydney and Parramatta—with reference to that portion of the line between Sydney and Burwood, to what account was the expenditure for that purpose carried? I am doubtful. I am not positive whether it was carried to capital or to revenue. My own impression is that up to 1865 it was charged to capital, and after that to revenue. The relaying has been going on from 1862 to the present time. It is impossible that I can remember, but if the Committee desire, it can be readily ascertained. It is quite clear that we are in a far different position to that of Companies at Home. We have simply to expend the amount voted in this Colony; at Home the Directors have the entire revenue of the lines, and can apportion as much as they please to renewals, and pay the balance to the shareholders. Here we have simply to expend the money voted and have no opportunity of charging any extraordinary expenditure. Therefore when extraordinary expenditure is required for relaying or ballasting a line, we have to ask Parliament for a special vote for the purpose.

693. Upon what grounds did you form your opinion that the amount of money expended during the last six months on working expenses was excessive? From the large amount of work we did; not excessive in point of quality, but from the amount we had to do in the time.

694. How did you arrive at the conclusion that £10,000 was the sum which ought to be carried from the ordinary expenditure to the loan fund? The amount is eight thousand and some odd pounds. The amount given to me is that amount without stores, and therefore I assume that £10,000 will be a fair amount to put on the Estimates to cover the cost.

695. Why did you limit yourself to the assumption that £10,000 would be a fair amount to cover the cost? Because that is the expenditure incurred in that year.

696. Was that the entire sum expended from the ordinary revenue which you thought excessive? It was the entire sum expended in six months on that portion of the line between Burwood and the Junction, and I considered that a fair charge upon capital.

697. Do you recollect how many miles of rails Mr. Rhodes demanded as the agent of Messrs. Peto & Company? I know that at the time I made my memorandum that he had ten and a half miles of rails, equal to a capital of £15,000. He seized upon ²⁷them to that extent.—He got permission to appropriate them to temporary purposes, when one-third the ²⁸length would have been sufficient ²⁹for the purpose.

²⁷ rails ordered for the line to Picton and
²⁸ Insert whole
²⁹ Omit for the purpose.

698. Ten miles and a half? Some of the rails were got for temporary purposes, and others for permanent purposes. These rails he seized for temporary purposes.

699. As a contractor? Yes; and he so damaged the rails that we could not use them for the extension.

700. Can you say the entire length of rails which remained in Mr. Rhodes' possession? No.

701. It might be three miles, or it might be ten? Three or four miles, I think. It could easily be ascertained from the books. J. Whitton, Esq.
702. *Mr. Hoskins.*] Were Messrs. Peto & Company charged for the damage caused to the rails? No³⁰
703. Then they have not paid the country for the damage at all? Some rails Messrs. Peto & Co. were charged for, but I think permission was given to use these rails for temporary purposes, and they were not charged. I believe I am incorrect in that—the charges were made simply for the damage done to the rails, and for rails not returned. 24 Mar., 1870. ³⁰ Insert but for their use.
704. *Mr. Campbell.*] Were you in the Colony when the Sydney and Parramatta Railway was carried on by a private Company? I was not.
705. Are you aware how many honorable gentlemen who now have seats in this House were connected with that railway as shareholders? I really cannot say.

NOTE.—I find, on reference to Messrs. Peto & Co.'s accounts, that the sum of £4,153 8s. 4d. was paid by them to the Commissioner for the use of rails for temporary purposes.—J.W., 7/4/70.

[1s. 3d.]

Sydney: Thomas Richards, Government Printer.—1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(SPECIFICATION, &c., OF NEW GOODS SHED AT REDFERN STATION.)

Ordered by the Legislative Assembly to be Printed, 7 April, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 15th March, 1870, That there be laid upon the Table of this House copies of the following Papers, viz. :—

“ Specification, accepted Tender, and all other Papers, except Plans, of
 “ new Goods Shed erected at Redfern Station; also, an Account of actual
 “ cost of double-headed rails, chairs, sleepers, and relaying of the Parra-
 “ matta Line of Railway, particularizing the expenditure of all sums of
 “ money which appear on the Loan Account for that purpose.”

(Mr. Byrnes.)

SCHEDULE.

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RAILWAYS.

No. 1.

A.

Great Southern Railway.—Goods Warehouse in the Sydney Station-yard.

SPECIFICATION for the erection and completion of a Goods Warehouse in the Sydney Station-yard.

1. The work to which this specification refers is the construction and erection of a goods warehouse and urinals complete in the station-yard at the Sydney Terminus, together with all the expenses of finding the whole of the materials, tools, scaffolding, labour, and every other thing which may be necessary for the full and proper completion of the work to the satisfaction of the Engineer-in-Chief, in strict accordance with this specification and the drawings herein referred to.

2. The whole of the materials used under this contract shall be of the best description of their several kinds, and subject to the approval of the Engineer; the whole to be executed in a good and workmanlike manner to his entire satisfaction.

3. The contractor must state in his tender the amount for which he will execute the whole of the work, in accordance with the drawings herein referred to and the conditions in this specification. He must also attach to his tender a schedule of prices, on which all additions or deductions from the work are to be made, in accordance with clause No. 5 of General Conditions.

4. The foundations must be excavated to the depths shown on the drawings, or to any other depth the Engineer may consider necessary. The trenches must be cut to a uniform width of their respective dimensions, no more being taken out than is necessary to get in the foundations; and all spaces left in the foundations, between the sides of the excavation and the masonry must be filled in up to and level with the surface of the ground with good strong clay or marl, and be well and firmly punned.

All surplus material from the foundation, or of any other description, must be removed to any distance within 300 yards where the Engineer may direct.

5. The walls of the building must be built in good sound sandstone, from the best Pymont quarries, or if from any other quarry it must be of equal quality to the best Pymont stone. They must be built in horizontal courses, 12 inches deep, and each stone must be laid on its natural bed, and be equal in thickness to that part of the wall in which it is used, that is, 18 inches in the base and piers, and 14 inches in the panels respectively. To have a bond throughout the whole of the work of not less than 18 inches. The whole of the beds and vertical joints must be boasted throughout. All the face joints, both inside and outside, must be tool-pitched to a proper joint line, and the faces between the joints on the outside must be hammer-pitched or rock-faced, and those on the inside must be axe-faced to a uniform surface throughout.

A chisel draft, $1\frac{1}{2}$ inch wide, must be worked on each side of the stones forming the outside angles of the building, and also upon each side of the projecting angles of the piers or pilasters, base and parapet walls to panels, and also round each of the arch stones over the doors, &c. The whole of the walls must be built in mortar, composed of one part good stone lime to one part of clean sharp sand.

The mortar in the whole of the joints, both on the inside and outside of the walls, must be raked out to the depth of $\frac{1}{2}$ an inch, and be pointed with the best Portland cement gauged 1 of cement to 1 of clean sharp sand. The mortar must be raked out whilst wet, and the pointing with cement done as the work proceeds.

6. The window-sills, steps, hearth and back hearth to the office, copings and corbels to gables, stone blocks for cranes, and the chimneys, are to be clean chiselled and cut clean.

7. Each block for carrying the sills of the floor-joists must be in one stone, and be squared at end, and are to be bedded in mortar and fixed as shown upon the drawing.

8. The stones carrying the timber pillars in the centre of the building must each be of the dimensions shown, be axe-faced, dressed throughout, and properly bedded in cement; and having a hole 12 inches square and 2 inches deep to receive the foot of the pillar.

9. The whole of the six loading-bays to be paved with axe-faced stone not less than 12 inches thick, neatly bedded and jointed in sand. The area of each stone to be not less than 1 square foot.

10. The partition wall in the office is to be built with bricks laid in mortar, and of the dimensions shown on the drawing.

11. The sleeper walls of offices to be of the dimensions shown on the plans, and must be well bedded and jointed in good lime mortar.

12. The piers for the cranes must be built of axe-faced stone laid in Portland cement mixed 1 to 1. Stones to be of the full dimensions of the piers, and laid in 12-inch courses, the top course being 1 foot 6 inches.

13. Glazed earthenware drain-pipes of the several dimensions shown are to be laid as shown by the drawings, to carry the water away from the rain-water pipes. The drain-pipes must be laid with sufficient fall to carry the water where required, and the joints must be securely fixed and stopped with clay, and the earth is to be well rammed in when the pipes are laid.

14. A damp course composed of the best Portland cement mixed with clean sharp sand in the proportion of 1 of sand to 1 of cement, must be laid on the whole of the external walls of the building to the full width, and not less than half an inch thick, neatly trowelled smooth.

15. Four 9-in. x 6-in. cast-iron air-bricks must be fixed in the walls of the office upon said coating of cement, so as to give a good ventilation to the floor timbers.

16. The internal walls of the offices must be rendered float and set, and the ceiling to the same must be lathed, rendered float and set. The laths must be of the best forest oak, or any other hardwood which may be approved by the Engineer.

17. The finished setting to the ceilings must be white, and the float and set materials to the walls must be coloured to such a tint as may be directed by the Engineer.

18.

18. The walls in the interior of the goods warehouse are to receive two good coats of lime whitening.

19. All the timber used is to be of the best description of black-butt, ironbark, or timber of an equal quality and strength, except where it is otherwise provided in this specification or shown on the drawings, sawn square, and to the sizes (long lengths) and scantlings shown thereon, in work free from wany edges, stakes, sap and loose dead knots, the whole being perfectly seasoned.

20. The deals which may be used for the folding-gates, sashes, and frames, office fittings, fascias, soffits, &c., must be of the best red Memel or Petersburg deals or battens, as the case may require.

21. The whole of the roof timbers must be of black-butt, excepting the tie-beams, which must be of ironbark. The roof is to consist of fourteen pairs of queen-post principals, framed and placed as shown on the plan and detail drawing. The outer ends of the tie-beams are to project over the walls, and be securely fixed to the wall-plate or tem-plate. The inner ends are to be scarfed and bolted to the corbel pieces, which are to be notched and secured to the longitudinal tie 12 in. 12 in., which is to be mortised to receive the tenons at the upper ends of the wrought and chamfered ironbark pillars, and secured thereto with bed bolts as shown. The lower ends of the pillars are to be set in white lead in the stone blocks before described.

The ends of the longitudinal tie are to be securely fixed to tem-plates and built in the walls, and where scarfs are necessary they are to be on the pillars. The purlins and ridges are to be in long lengths, properly scarfed and notched on, and securely fixed to the backs of the principal rafters and the blocks shown on the detail drawing. The ends of the purlins are to be built into the walls. The valley gutters must be formed with $1\frac{1}{2}$ -inch deal or cedar boards fixed upon cleats secured to the under sides of the purlins as shown by the detail drawing, and have sufficient fall to carry the water into the down pipes fixed to the sides of the pillars. The roof is to be furnished with all necessary wrought-iron straps, bolts, and spikes as shown.

22. A fascia and soffit of deal wrought and beaded is to be fixed to the ends and underside of the projection of the tie-beams, and to be blocked where necessary.

23. The roof of the office is to be framed as shown. Tie-beam 9 in. x 3 in., king-post 9 in. x 3 in., rafters 4 in. x 3 in., hip rafters 9 in. x $1\frac{1}{2}$ in., purlins 4 in. x 3 in., wall-plates 4 in. x 3 in., ceiling joists 6 in. x 2 in. spaced as shown. Short pieces of 4 in. x 3 in. quartering are to be trimmed into the ceiling joists where necessary, to carry a 1-inch wrought and beaded soffit and fascia. The whole to be properly and securely fixed, and provided with all necessary bolts, straps, &c. Gutter between roof and wall to be of $1\frac{1}{2}$ -in. deal, with fall to carry the water into both cistern heads.

24. The timber used in the platforms is to be hardwood. The planking is to be ironbark, 9 in. x 3 in. in long lengths, closely laid and securely spiked to the joists, and all inequalities are to be adzed down. The joists, blue or grey gum or black-butt, 9 in. x 3 in., are to be spaced as shown by the detail drawing, and notched 1 inch on to the bearers and well spiked thereto, and to the wall-plates 6 in. x 3 in., which are to be in long lengths, properly halved, and spiked together where necessary, and well bedded in mortar on the walls. The bearers, 10 in. x 10 in., are to be blue or grey gum or black-butt, in long lengths, notched to receive the joists, and be properly halved and bolted together where necessary, and be bedded in mortar on stone blocks as shown by the drawing.

25. Four flights of steps, each 2 ft. 6 in. wide, must be fixed where shown on the drawings.

26. The floor of the office must be framed with 6 in. x 2 in. hardwood joists, on $4\frac{1}{2}$ in. x 3 in. wall-plates, and covered with $1\frac{1}{2}$ -in. G & T best Baltic pine boards wrought on one side, and $2\frac{1}{2}$ -in. mitred mar-gins to the hearthstone; joists 18 in. from centre to centre.

27. There are to be six cranes fixed where shown on the plan. Each crane is to be 16 ft. long on the gib, 12 ft. 8 in. high in the clear. The cross-stays for the cranes are to be hardwood, approved by the Engineer, 6 in. x 6 in., framed and securely bolted to each other, and to the tie-beams and wall-plates or tem-plates. Each crane is to lift not less than 2 tons, and have all the necessary cast and wrought iron work, endless rope chain, &c., complete, engine-turned, fitted and fixed complete and ready for use. These cranes to be first approved by the Engineer.

28. Sixteen pairs of 3-inch folding gates, wrought throughout, must be fixed where shown by the drawings; the framing to be cyphered, stopped, and shouldered, filled with inch-battens, ploughed, tongued, and beaded. One of the gates is to have a wicket-door, 5 feet high, and 2 feet wide in the clear, hung with a pair of $3\frac{1}{2}$ inch butt-hinges to the framing of the doors, having a 7-inch iron rim lock, best brass furniture, and two keys to the same.

29. Hang the sixteen pairs of folding gates with 3-inch by $\frac{1}{2}$ -inch wrought-iron bands each side of the gate, as shown on the drawing, with $1\frac{1}{2}$ -inch strong hooks, tapped and bolted through the walls, and four $\frac{3}{4}$ -inch bolts through each, at top and bottom rail. See detail drawing.

30. Each pair of gates to have $2\frac{1}{2}$ -inch x $\frac{1}{2}$ -inch strong iron knuckle bar fastenings, with plate and staple screwed on each gate, having a strong padlock and key to each, approved by the Engineer.

31. Each pair of gates is to have a long tail bolt, 7 feet 6 inches long, with handle stud hook fastening and plates; the bolt to shoot into a hole in the soffit of the arch; also, a 24-inch strong iron bolt, $\frac{3}{4}$ inch diameter, to shoot into the hardwood sills, or into hardwood stops securely fixed in the ground, as may be required.

32. One leaf of each of the end gates is to be kept open by a strong hook and eye, and staple attached to the gates, and the hardwood stops 8 inches x 8 inches x 2 feet securely fixed in the ground for that purpose.

33. All the other gates are to be kept open by similar hooks eyes and staples, secured to the gates, and leaded into walls of the building.

34. Hardwood stills 18 inch x 6 inches are to be fixed to the openings for the short gates in the sides of the buildings; they are to be well bedded in mortar, and the ends let into and well secured in the walls.

35. Below each of these gates a fender of hardwood is to be fixed; it is to be of the scantlings shown, properly framed and bolted together, and securely fixed in its place.

36. The entrance door and the door from the office to the warehouse are to be 2-inch, 4-panel bead and flush and square-framed cedar doors, hung with $3\frac{1}{2}$ -inch wrought-iron butts, to 5-in. x 3-in. wrought and rebated frames.

37. The inner doors to be $1\frac{1}{2}$ -inch 4-panel doors, moulded on both sides, hung to the framing of the lobby, and to have $1\frac{1}{4}$ -inch wrought and rebated jambs in the partition wall, and furnished with 6-inch architraves.

38. Each door is to have a 7-inch Carpenter's patent rim lock, with the best brass furniture, and two keys.

39. A 2-inch wrought and moulded fanlight is to be fixed over the entrance door; it is to be hung on pivots, and have all necessary stops, pulleys, and line complete.

40. All the doors and folding gates are to be of wrought cedar.

41. The framing for the entrance lobby is to be of deal, 3 inches x 3 inches, wrought, framed, and stop-chamfered, and securely fixed to the walls and floor, and covered on the top and sides with inch deal boarding, grooved, tongued, and beaded on both sides. A 3-inch O.G. moulding is to be planted under the soffit, and round the upper edge on the inside.

42. The window-frames for the warehouse are to be of hardwood, 4½-in. x 3-in., wrought and rebated, and hardwood weathered and rebated sills, and fixed in openings 6 feet high and 4 feet wide. The sashes are to be 1½-inch wrought deal, with plain cyphered bars, glazed with hammered plate glass, and fixed with proper stops in the hardwood frames.

43. The windows in the office are to be 2-in. deal, wrought and moulded sashes, double hung in proper box frames, with proper wire lines, weights and pulleys complete. To be glazed with best crown glass. The fanlight over the entrance door is also to be glazed with the best crown glass.

44. ¾-in. linings and 6-in. architraves must be fixed to doors and windows in the office. 1½-in. deal window boards must be fixed to the office windows.

45. A moulded skirting, 1 in. thick and 9 inches high, is to be fixed round the walls of the offices.

46. 1½-in. deal wrought louvre boards, housed into 4½-in. x 3-in. wrought and beaded frames, must be fixed in the circular openings in the gables.

47. A mantel-piece with 9-in. jambs and frieze and 1½-in. moulded shelf, approved by the Engineer, must be fixed in each office, together with a half-registered stove.

48. The roofs must be covered with Morewood & Co.'s No. 24-gauge galvanized corrugated iron. The lap at the ends must not be less than 8 inches, and the lap at the sides not less than one corrugation.

49. The sheets must be secured to each other at the sides and ends, and also to the purlins and hip rafters, with galvanized iron screws placed 1 foot apart.

50. All the nuts and screws, &c., must be fixed with proper lead-washers to prevent leakage in the roof. The whole of the iron sheets must be hammered to fit one another at the edges before being fixed.

51. Galvanized iron eaves guttering, of the description and dimensions shown on the drawings, must be fixed to the eaves of the building.

52. Galvanized iron rain-water pipes are to be fixed to the pillars between the roofs, and also to the outer walls, where and in the manner shown by the drawings. Each pipe is to be 4 inches internal diameter, and have a large cistern head, and all necessary bends, elbows, and shoes, &c., for effectually draining the water from the roof into the glazed earthenware drain-pipes.

53. An iron railing with 1-inch round bars must be securely fixed to the steps to the office with lead, and to have a strong rounded hand-rail fixed to the top.

54. The gutter between the roofs is to be of the dimensions shown on the detail drawing, and be lined with 5-lb. lead in one width and sufficient to cover the top of the purlins under the iron of the roof, and must have a lap of 9 inches at each joint, and be properly doubled at the edges at the joints and under the roof to prevent leakage.

55. The gutter between the office and the warehouse is to be lined with 5-lb. lead, dressed as above described over the purlin on one side, and turned up 6 inches and covered with an apron or flashing-piece 4 inches wide let into and pointed with cement in the wall of the warehouse.

56. 4-lb. lead 24 inches wide is to be dressed to the corrugated iron covering of the roofs, lapped and nailed with lead-headed nails to the ridge rolls and hips of the warehouse and office. The flashings to the walls to be of 4-lb. lead 10 inches wide, with one side fixed under coping.

57. The flashings to the chimney bases must be of 4-lb. lead 10 inches wide. The whole of the lead both for gutters and flashings must be in long lengths, and the joints in the flashings must not have a less lap than 6 inches.

58. Paint four times both sides of the gates, doors, and windows; paint four times door-linings, mantel-pieces, fascias, soffits, eaves, guttering, cistern-heads, and rain-water piping; paint four times iron railing of office, also iron and wood work of the cranes. The iron-work on the gates to be finished a good black.

59. Any other work usually painted but omitted to be specified is to be painted four times.

Urinals.

60. A portion of the bank and the site of the cesspit is to be excavated in the manner and to the depths shown by the drawing, and the earth is to be well rammed in at the back of the walls as the works proceed. The surplus is to be removed to where directed, not exceeding 300 yards distance.

61. The walls are to be built with the best hard burnt bricks laid in mortar (as before described), and grouted at every course. The retaining wall is to be built with curved ends, and to a batter of 1 in 8 and of the dimensions shown.

62. The front walls are to be panelled, arches are to be turned over the entrances, and also in the cesspit, the walls of which are to be built in brick as before described. A stone corbel course is to be built as shown, to carry the flagging for covering the pit and also the 4½-inch partition walls as shown.

63. The flagging for the floors of urinals and water-closet, and the covering and bottom of the cesspit is to be 6 inches in thickness, hammer-dressed, square-jointed in mortar, and bedded in sand. The covering is to be bedded in mortar on the walls and corbel course before described.

64. A 6-inch glazed earthenware drain-pipe is to be built into the wall of the cesspit, laid where directed and in the manner before described for drain-pipes.

65. A hammer-dressed stone trough or channel 12 in. x 12 in. closely jointed and bedded in sand is to be fixed in the urinals, and be provided with a 6-inch iron grating at one end as shown.

66. The coping on the walls is to be of the dimensions shown, chiseled-dressed and weathered, closely jointed and bedded in mortar.

67. A watercourse or channel formed of bricks laid in cement 1 to 1 is to be formed at the back of the retaining wall as shown.

68. The slabs for the urinals (a drawing of which will be provided) are to be of cast-iron. The lower ends are to be cemented into a chase or channel cut in the stone flagging, and the sides are to be bolted through the brickwork.

69. The end walls and spaces between the iron slabs of the urinals, and also the inside of the $4\frac{1}{2}$ brick risers to water-closet, are to be covered with cement (as before described) $\frac{3}{4}$ -inch in thickness. The joints of the brickwork, where seen, are to be raked out, filled in, and pointed with cement; and the whole of the internal walls to have two coats of lime-white.

70. The coping to the $4\frac{1}{2}$ brick risers is to be of hardwood, 6-in. x 3-in., in one length, wrought and rounded, bedded in mortar, and built into the walls as shown.

71. The plates for the roof are to be of hardwood, 6-in. x 3-in., in long lengths, placed as shown, and the ends to be built into the brickwork.

72. The roof is to be of corrugated galvanized iron, 24 gauge; the side joints to be lapped one corrugation and riveted together at every 12 inches. The ends are to be screwed to the plates at every 12 inches.

73. A half-round galvanized iron gutter is to be properly fixed to the plate at the eaves, and to be furnished with a 3-inch galvanized-iron pipe, to convey the rain-water into the cesspit, or into the drain-pipe, as may be directed.

74. No advantage shall be taken of any omission in this specification or in the drawing of any particular work which may be necessary to make the building complete; the intention of this contract being that the whole of the work shall be carried out in a satisfactory manner, notwithstanding any omission which may have taken place of matters obviously necessary for the due completion of the works.

75. Each person tendering must enclose with his tender a Treasury deposit receipt of £50, without which his tender will not be taken into consideration. Such deposit will be returned to him when the successful tenderer has completed the necessary bond, or in the event of fresh tenders having to be called for, excepting in the case of the person whose tender may be accepted; and should he fail to find the necessary security within the time named in the specification, then this said deposit of £50 shall be forfeited by him to the Commissioner.

This is the specification marked "A," referred to in the annexed Articles of Agreement and Bond, dated the fifteenth day of October, A.D. 1868.

Witness—J. J. LEE.

JOHN TAYLOR.
J. B. HOLDSWORTH.
JOHN SANDS.

B.

GENERAL CONDITIONS.

Interpretation clause.

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

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

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

Instructions to be obeyed.

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

Drawings, specification, &c.

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

Extra works, omissions of works, &c.

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

Net measurements.

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

Labour,

Labour, materials, plant, &c.

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

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

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

Setting out works.

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

Contractor to be represented.

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

Progress of works.

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

Cancellation of contract.

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

Time of completion.

13. The contractor shall complete the whole of the works comprised in this contract, on or before the 30th day of June, 1869; 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 £50 sterling per week, or for every part of a week that shall elapse after such specified time until their completion, and which sum or sums may be deducted from any money payable to the contractor under this or any other contract. No certificate will be given after the date specified for the completion of the contract, until the whole of the works shall have been properly completed to the satisfaction of the Engineer-in-Chief.

Copies of drawings, &c.

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

each and every breach of this condition, shall pay to the Commissioner for Railways the sum of £500 as and for liquidated damages; and the sum or sums payable as such damages may be deducted from any sum or sums due to the contractor under this or any other contract with the Commissioner for Railways; and any permission to assign over 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 labourers of every class employed on the works to which these Conditions refer, shall be paid their wages in full, in money, current coin of the Colony, at least once in every month; and no ticket or other system of payment by provisions, liquors, or goods, will on any pretence be allowed; nor shall the contractor or any person or persons employed by him, or in any way connected with him, establish any shop for the supply of provisions, liquors, or goods; nor shall the contractor oblige his workmen to take provisions, liquors, or goods of any kind from any person in particular. The workmen of every class shall be paid on the works if it be possible, or in some building adjoining, and in no case shall they be paid at a public-house, or other place where liquors or refreshments are sold.

Power to the Commissioner to pay workmen's wages.

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

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, as 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 recontract with any other person or persons to proceed with and complete the same, upon such terms, stipulations, and conditions as shall be deemed expedient; and all the then remaining materials, implements, and plant aforesaid may be used in and applied for the purposes of the works; but on the final completion of the works, the surplus of such materials, implements, and plant shall cease to belong to the Commissioner, and shall become the property of the said assignees or trustees, without any allowance for or payment by the Commissioner, or on account of any loss or diminution, wear, tear, or injury they may have sustained in the meantime.

Security.

21. The contractor will be required to provide two approved persons as sureties to enter with him into a bond to the Commissioner for Railways, in the penal sum of £1,000, or a cash deposit of £500, 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, or provide the cash deposit, within six days from the acceptance of the tender, or should the contractor fail to execute the contract for the due performance of the works mentioned in the said tender, or to execute and to procure the due execution by the persons so approved of as sureties of the bond required hereunder for securing the due completion of the works to be done under the said contract, within fourteen days after the acceptance of 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 90 per cent. of the value of the work satisfactorily executed, and the remaining 10 per cent. will be paid after the Engineer has certified that the whole of the works have been completed to his entire satisfaction. And it is expressly declared that the obtaining a certificate from the Engineer that the work done by the contractor has been satisfactorily executed, or completed to his satisfaction, shall be a condition precedent to the contractor having any right or cause of action in respect of any work done, or materials provided, and to the contractor having any right of action or claim to the payments from time to time to be made hereunder, as well as to the final payment upon the whole of the work being finished.

JOHN WHITTON.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 12 August, 1868.

The General Conditions, marked "B," referred to in the annexed Articles of Agreement and Bond, dated the fifteenth day of October, 1868.

JOHN TAYLOR.
J. B. HOLDSWORTH.
JOHN SANDS.

Witness—J. J. LEE.

No. 2.

C.

Goods Warehouse and Office at the Sydney Terminus.

September 29, 1868.

I hereby agree to provide all necessary labour, tools, scaffolding, and materials of every description, and to execute the whole of the works required in the construction and erection of a goods warehouse, office, and urinals, in the Station-yard at the Sydney Terminus, in strict accordance with the drawings and specification, and to the satisfaction of the Engineer, for the sum of £8,495, or exclusive of urinals for the sum of £8,300.

SCHEDULE of Prices before referred to.

	£	s.	d.
Excavation for foundation, drain-pipes, &c., earth per cubic yard	0	2	6
Do. do. rock do.	0	5	6
Brick-work, as per specification	1	18	6
Masonry, axe-faced, with boasted beds and joints do.	3	19	6
Do. clean chisel-dressed, per cubic foot	0	5	6
H.-w. timber of any scantling, sawn, framed, and fixed, per cubic foot	0	7	0
Do. wrought, do.	0	8	6
Wrought deal 1-inch, per sup. foot	0	0	10
Do. 1½-inch, do.	0	1	6
Render float and set walls, per sup. yard	0	2	6
L. p. f. and set ceilings, do.	0	2	6
¾-inch render in cement, 2 sand to 1 cement, per sup. yd.	0	3	9
1-¼ inch G. & T. Baltic pine flooring-boards, per square	2	12	0
No. 24-gauge Moorewood & Co's. galvanized corrugated iron do.	3	0	0
Milled lead in ridges, flashings, gutters, &c., per lb.	0	0	5
Painting 4 coats white lead in oil, per sup. yard	0	2	0

JOHN TAYLOR,
Mamno Cottage, Cleveland-street, Sydney.

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 fourteen 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 Crown Solicitor in Sydney, a bond to the Commissioner for Railways, in the penal sum of £1,000, for the securing such performance.

J. B. HOLDSWORTH,
458, George-street, Sydney.
JOHN SANDS,
George-street, Sydney.

To the Commissioner for Railways, Sydney.
Noted—E.B.

Should the foregoing tender be accepted, I the undersigned hereby undertake to deposit with the Commissioner for Railways, within fourteen days from the notification of the acceptance of the said tender, the sum of £500, as security for the due performance of the contract.

JOHN TAYLOR,
Mamno Cottage, Cleveland-street, Sydney.

NOTE.—

NOTE.—A sum of £50 has been deposited with the Colonial Treasurer, which sum I agree to forfeit to the Commissioner, should I fail to find the necessary security, and to complete the bond at the time specified.

JOHN TAYLOR,
Cleveland-street.

Examined.—J.R., 23/9/68.

NOTE.—The deposits receipt of last tender being still in your office, I have to request you to attach it to this tender.—J.T.

The Tender marked "C," referred to in annexed Articles of Agreement and Bond, dated the fifteenth day of October, A.D. 1868.

JOHN TAYLOR.
J. B. HOLDSWORTH.
JOHN SANDS.

Witness—J. J. LEE.

No. 3.

Government Railways.—(Minute Paper.)
New Goods Warehouse, Sydney Station.

Advertisement, inviting tenders to be opened on 1st September next, sent to Gazette this day.—R.M., 10/8/68, P. Works.

No. 4.

Department of Public Works,
Sydney, 1 September, 1868.

Estimated cost...	...	...	...	...	...	£7,534	18	5
Amount of tender	...	...	...	...	...	9,650	0	0
						<hr/>		
						£2,115	1	7

The tenders for the undermentioned work, two in number, are referred to the Engineer-in-Chief for Railways for report.

JOHN RAE.

Goods Warehouse, Sydney Railway Terminus, B.C.

The following tenders have been received :—

No. 1—George Michael	...	...	...	...	...	£10,763	3	4½
No. 2—John Taylor	...	...	...	...	...	9,650	0	0

Both these tenders are in my opinion much too high, the lowest being £2,115 ls. 7d. above the estimate. I therefore recommend that fresh tenders be invited.—J.W., 2/9/68.

Approved.—J.B., 3/9/68.

Advertisement herewith.—J.W., per W.H.Q., 3/9/68.

See Gazette—Fresh tenders invited to be opened 15th September instant.—R.M., 4/9/68, P. Works.

Treasury asked to return deposits—receipts returned, 8/9/68.—U.S. for Finance and T., 8/9/68.

No. 5.

Department of Public Works,
Sydney, 15 September, 1868.

The tenders for the undermentioned work, four in number, are referred to the Engineer-in-Chief for Railways for report.

GERALD HALLIGAN,
(For the U.S.)

Goods Warehouse, Railway Terminus, Redfern, B.C.

Tenders to be opened on Tuesday week.—J.B., 18/9/68.

The lowest offer is that of John Taylor, the amount being £8,550; but as the sum is £1,000 above the estimate, I recommend that fresh tenders be invited.—J.W., 18/9/68.

Railways, B.C., 18/9/68.—G.H., for the U.S.

Mr. Whitton, 19/8/68, R.M.

Advertisement herewith.—J.W., 19/9/68.

Advertisement to Gazette, inviting fresh tenders to be opened 29th instant.—R.M., 21/9/68, Public Works.

Noted for advertisement, 21/9/68.

To be placed with tenders opened to-day. Mr. Moody, 29/9/68, G.H.

No. 6.

Department of Public Works,
Sydney, 29 September, 1868.

Additional Goods Accommodation, Sydney Station.

Estimated cost	£7,534 18 5
Amount voted	20,000 0 0
Amount of tender	8,495 0 0

The tenders for the undermentioned work (four in number) are referred to the Engineer-in-Chief for Railways for report.

JOHN RAE.

Goods Warehouse, Redfern Railway Terminus. B.C.

List of Tenders.

No. 1. Allan Maclean	£8,882 0 0
2. Hanwright & Co.	Informal.
3. John Taylor... ..	£8,495 0 0
4. William Stoddart	£8,571 0 0

I still think the tenders high, but as this is the third time that tenders have been invited, I do not think any lower offers likely to be made. The lowest tender is that of John Taylor (£8,495), and I recommend its acceptance.

J.W. 1/10/68.

Approved, J.B. 2/10/68.

Railways to accept. B.C., 2/10/68.—J.R.

Accepted, 3/10/68.

Specification with number of plans required for contract.

Mr. Whitton, 5/10/68.—R.M.

Two drawings; specification herewith.—J.W., p. W.H.Q., 8th October, 1868.

Commissioner. Solicitor advised. Tender and specification.—R.M., 9/10/68.

Under Secretary for Finance and Trade, returning receipts of unsuccessful tenders. 19/10/68.

Department of Public Works,
Railway Branch,
Sydney, 20 October, 1868.

Goods Warehouse, Sydney.

P.W., 68/2848. Mr. Jno. Taylor has duly executed his contract.—R. MOODY.

P. Works. B.C. Please let me have the papers; Stoddard's receipt is with them, also Taylor's.—

H.H. Mr. Moody.

Will Mr. Quodling be so good as to let me have papers.—R.M.

Papers herewith.—W.H.Q., 21/10/68.

No. 7.

THE COMMISSIONER FOR RAILWAYS TO MR. JOHN TAYLOR.

Department of Public Works,
Railway Branch,
Sydney, 3 October, 1868.

SIR,

I have the honor to inform you that your tender of 29th September last, to construct a Goods Warehouse at the Redfern Railway Terminus, for the sum of £8,495 (eight thousand four hundred and ninety-five pounds), in accordance with plan and specification, is accepted; and to state that the Crown Solicitor has been instructed to prepare the usual bond and contract.

I have, &c.,

JAMES BYRNES,

Commissioner for Railways.

No. 8.

THE CROWN SOLICITOR TO THE COMMISSIONER FOR RAILWAYS.

Crown Solicitor's Office,
Sydney, 17 October, 1868.

SIR,

Referring to the instructions contained in your letter of the 9th instant, No. 2579, I have the honor to transmit the accompanying bond, executed by Mr. John Taylor and his sureties, for the fulfilment of his contract to erect a goods warehouse at Redfern Station.

J. B. Holdsworth
and J. Sands.

The notice, agreement, specification, and general conditions herewith, and the two drawings in your office, have been signed and witnessed in the usual manner.

I have, &c.,

(For the Crown Solicitor),

J. J. LEE.

Mr. Whitton to note, 20/10/68.

Noted.—W.H.Q., 21/10/68.

No. 9.

11

No. 9.

THE COMMISSIONER FOR RAILWAYS, *Dr.* to JOHN TAYLOR.*Goods Warehouse, Sydney.*

18 August, 1869.		£	s.	d.	£	s.	d.
To amount of contract		8,495	0	0			
Extras on do.		485	8	10			
		<hr/>			8,980	8	10
Additional Works (not included in contract).							
Turntables and buffer-stops		239	16	11			
Culverts and drains (and connecting with main sewer in Devonshire-street).....		508	16	3			
		<hr/>			748	13	2
		<hr/>			£9,729	2	0

No. 10.

The Vote of "£20,000, 23 Vict. No. 10, to replace 9 miles of Barlow rails with the double-headed rails between Sydney and Parramatta, being one-third of the distance."

The expenditure of the above appears from the Railway books to have been as under:—

Replacing Barlow rails with double-headed and T rails.

	Rails, Chairs, &c.	Wages, &c.	
1860. August and October.....	£831 3 4	.....
1862. August to December.....	3,888 2 8	406 7 9	
1864. May to November.....	91 7 7	264 8 3	
1865. September to December	6 16 8	239 19 3	
1866. January to May	472 17 9	53 17 9	
	<hr/>		
	£5,290 8 0	964 13 0	£6,255 1 0

Riveting and relaying Barlow rails.

	Rivets, sleepers, tools, and store issued for this work.	Wages, &c.	
1863-4. May, 1863, to April, 1864	£6,583 8 5	4,767 10 10	11,350 19 3
1865. May, T rails and other materials purchased from Peto & Co.			2,538 1 1
			£20,144 1 4

The £144 1s. 4d. in excess of the Vote has been paid out of £178 10s. proceeds of old Barlow rails supplied to Department of Harbours and Rivers, and paid to credit of the Vote on 11th May, 1863.

The following is a summary of the quantity of rails and other permanent way materials charged against this Vote:—

Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Keys.
Tons. cwt. qrs. lbs.					
318 1 3 12	86 8 0 14	9 11 2 24	2 12 2 0	8 0 0 2	12,000
and	and	and	and	and	
218 24 ft.	1,750	440	880	3,516	
2 21 "					
232 10 0 0 T rails.					

A. ASHDOWN,
Accountant for Railways.
17/3/70.

The Vote of "£20,000, 29 Vic., No. 23, towards relaying the Line from Sydney to Parramatta Junction," appears from the Railway books to have been expended as follows:—

1866. Cash for sleepers	£1,590 0 0	
Rails and other materials.....	5,129 18 7	£6,719 18 7
1867. Cash for sleepers	558 11 9	
Rails and other materials	3,384 14 2	3,943 5 11
1868. Cash for sleepers	526 15 6	
Rails and other materials	5,913 11 5	6,440 6 11
1869. Cash for sleepers	2,003 19 2	
Rails and other materials	5,436 0 6	7,439 19 8
		£24,543 11 1

The cost of labour and ballast for the above has been charged to the Votes for "Working Expenses." The excess of £4,543 11s. 1d. beyond the Vote of £20,000 has been paid in part from the proceeds of sales of old Barlow rails, which have been paid to the credit of this Vote, amounting, to end of January, 1870, to £3,147 10s.

A. ASHDOWN,
Accountant for Railways.
17/3/70.

ADDENDA 1,

ADDENDA 1.

The Engineer for Existing Lines to The Commissioner.
Government Railways—Existing Lines.

Votes for Relaying.

REFERRING to your minute, 69/784, calling upon me to estimate the cost of the relaying between Ashfield and Burwood, in order that you might get Executive authority for the expenditure, seeing that the balance of the Votes for relaying was insufficient to cover the cost,—I have to call your attention to the fact that there was one Vote of £20,000 for the purchase of rails, and another of the same amount for relaying.

Now, as there are only five miles of double way relayed, viz., between Sydney and Ashfield—and this could not honestly have cost more than £17,000, as the labour and ballast were charged to Revenue—it follows that there should be a balance of £23,000. There must either be some error, or a misappropriation of the Votes.

I thing, therefore, the matter should be inquired into at once.

JAS. H. THOMAS.
17/3/69.

Accountant, for report.—J.S., 19/3/69.

The Vote of £20,000, 23 Vic. No. 10, "to replace 9 miles of Barlow rails with the double-headed rail between Sydney and Parramatta, being one-third of the distance," appears from the books to have been expended as follows:—

In 1860.	August and October—Rails chairs, &c., were charged, amounting to	£831	3	4
1862.	August to December— Do. do.	£3,888	2	8
	And during same period—Cash paid for relaying line at Long Cove Viaduct and Old Parramatta Station Yard	406	7	9
				4,294 10 5
1863.	From May, 1863, to April, 1864, inclusive—			
	Cash for wages for riveting and relaying Barlow rails	6,583	8	5
	Rivets, sleepers, tools, and other stores issued for the above work	4,767	10	10
				11,350 19 3
1864.	May to November—			
	Cash—wages for relaying	264	8	3
	„ sleepers	83	2	6
	Stores issued.....	8	5	1
				355 15 10
1865.	May—T rails and sundry materials from Peto & Co. are charged, amounting to	2,538	1	1
	September to December—			
	Cash—wages, relaying	239	19	3
	Stores issued	6	16	8
				246 15 11
1866.	January to May—			
	Cash for relaying, wages	53	17	9
	„ sleepers	472	10	0
	„ stores issued	0	7	9
				526 15 6
				£20,144 1 4

The £144 ls. 4d. in excess of the Vote has been paid out of £178 10s. the proceeds of Barlow rails supplied to Department of Harbours and Rivers, and paid to credit of the Vote on 11 May, 1863.

It would appear from the foregoing that a misappropriation has been made of the sum of £11,350 19s. 3d., paid for riveting and relaying Barlow rails or maintenance of the line, and the further sum of £2,538 1s. 1d., paid to Peto & Co. for T rails—not double-headed rails, amounting in all to £13,889 0s. 4d., out of a Vote of £20,000, the terms of which are specifically "to replace 9 miles of Barlow rails with the double-headed rail between Sydney and Parramatta, being one-third of the distance."

The remainder of the expenditure comprises wages paid for relaying, amounting to 964 13 0
And the value of rails and other permanent way material issued, amounting to 5,022 5 6

The Vote of £20,000, 29 Vic., No. 23, towards relaying the Line from Sydney to Parramatta Junction, has been expended in part as follows:—

1866.	May to September—			
	Cash for sleepers.....	1,590	0	0
	Rails, &c., issued.....	5,129	18	7
				6,719 18 7
1867.	July to November—			
	Cash for sleepers.....	558	11	9
	Rails, &c., issued.....	3,384	14	2
				3,943 5 11
1868.	March to December—			
	Cash for sleepers.....	526	15	6
	Rails, &c., issued.....	5,913	11	5
				6,440 6 11

The following is a summary of the rails and other permanent way materials charged to these Votes, from which I presume the Engineer for Existing Lines can ascertain whether the proper quantities have been charged for the distance of line relayed.

To Vote, 23 Vict., No. 10:—											
Rails.		Chairs.		Fish-plates.		Bolts and Nuts.		Spikes.		Keys.	
Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.
318	1 3 12	86	8 0 14	9 11 2 24	2 12 2 0	8 0 0 2				12,000.	
232	10 0 0 T rails	and		and		and					
	218 24 ft.	1,758		440		880		3,516			
	2 21 ft.										
To Vote, 29 Vic., No. 23.											
Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.		
1,131	18 1 13	373	8 3 16	51 1 1 17	14 16 2 17	32 13 1 8				36,604	

A. ASHDOWN,
Accountant.
12/4/69.

Mr. Thomas, for report.—J.S., 23/4/69.

I have had all the double-headed and T rails measured between Sydney and Parramatta, and find that the quantity agrees to within a fraction of the above.

It

It will be seen, however, by this return furnished by the Accountant, that, as I stated, there should be a large balance to the credit of relaying, in place of the Minister having to obtain Executive authority for an additional expenditure, had not the Votes been misappropriated in the manner they have been; as there is no doubt that the riveting the old Barlow rails, costing upwards of £11,000, was as much a charge on working expenses as the ordinary repairs of the lines; whereas the very cost of labour and ballast of the relaying was charged by me to working expenses, so that I at least cannot be accused of reducing the cost of working the line by improperly charging such items to capital.

J.H.T.,
22/5/69.

Mr. Thomas takes credit to himself for charging ballast and relaying to "working expenses"; but he only did so on my instructions, approved by the Minister. See M.P. 65/1630.—J.W., 16/7/69.

The Engineer-in-Chief to The Commissioner.

69/326.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 15 July, 1869.

Alleged misappropriation of Votes for relaying line from Sydney to Parramatta.

THE Accountant appears to me to have the most ludicrous notions of what he calls misappropriations of public moneys, and evidently the term is one which he does not understand.

In 1860 a sum of £20,000 was voted by Parliament to replace Barlow rails with double-headed rails.

In 1863 my attention was called by Mr. Trotter to the very bad condition of the whole line between Sydney and Parramatta, and he suggested the relaying of a portion of the distance with double-headed rails. *At this time there were no rails of this description in the Colony* available for this service, and I therefore gave instructions, in order to provide for the public safety, to have the whole of the Barlow rails riveted and additional sleepers provided, the cost being charged to the Vote of £20,000. By this arrangement the Barlow rails on a great portion of the line have lasted six years longer than they otherwise would have done.

In 1866 another Vote of £20,000 was obtained, not for laying down the double-headed rail, but for relaying the line. Both these sums (£40,000) have been expended in replacing 12 miles of Barlow rails with double-headed rails and 2 miles with T rails, and relaying the Barlow rails throughout.

The Accountant says, in an elaborate paper which must have taken much time to prepare, that the riveting and relaying of the Barlow rails, which cost £11,350 19s. 3d., was a misappropriation of the Votes from Parliament, as this sum is clearly chargeable to maintenance of the line.

I might ask the Accountant what is the difference between relaying the Barlow rails and replacing such rails with double-headed rails? Are they not both *maintenance of the line*? Are they not both properly charged to the Votes which were given by Parliament for maintaining the Sydney and Parramatta Line in safe working condition? Where then is the misappropriation?

I do not blame the Accountant for not understanding these matters, because his experience of railway accounts does not extend beyond a period of about two years; but I do blame him, and his conduct deserves the severest condemnation, for bringing forward charges of misappropriation of public Votes when no misappropriation has been made, and when the papers produced only exhibit his want of knowledge of the meaning of the terms used in the accounts.

The Accountant does not consider it a misappropriation of public money to sell Barlow rails and supplement Parliamentary Votes, thereby expending money without the sanction of Parliament.

He does not consider it a misappropriation of Parliamentary Votes to lay in sidings on the Northern Railway and debit the cost to the Vote for the extension of the Morpeth Railway; nor does he consider the Vote for the extension of the railway to Bathurst misappropriated when the money is being used for laying in sidings at Penrith. These are gross misappropriations, and probably there are many others of a similar kind.

But the most extraordinary statement made by the Accountant is, that the Government paid to Peto & Co. for T rails a sum of £2,538 1s. 1d., when as a matter of fact the Government never paid one shilling to Peto & Co. for rails.

In what condition can the books be when such statements as these are made by the Accountant? Does the Accountant understand the original books, or were they so kept as to be useless? It is quite time that a thorough investigation be made into the matter, with a view to ascertain what reliance can be placed upon the official records of the expenditure and receipts shown by the railway accounts.

The paper prepared by the Accountant bears on the face of it the fact that it was concocted by the Engineer for Existing Lines and himself, and no doubt considered by both of them a very able document; but unfortunately the subject is one upon which they are both very "innocent," and it can therefore cause no surprise that they have signally failed in showing any misappropriation of the two £20,000 Votes obtained for relaying and replacing with double-headed rails a portion of the line from Sydney to Parramatta.

I may however here state that it is no portion of the Accountant's duty, nor does it become his position, to question the correct appropriation of any document bearing my signature, and in future he would do well to attend strictly to his own duties, which if satisfactorily performed, will find full scope for all his energies.

For the information of the Commissioner, I may remark that for the ordinary repairs of the line and rolling stock, in fact "working expenses," a Vote is obtained yearly from Parliament, but if any extraordinary repairs or renewals are required, special application is made to Parliament for the necessary funds. The repairs on the line from Sydney to Parramatta were heavy, and could not be carried out under the money voted for working expenses, and therefore Parliament was applied to for extra Votes. These were obtained (two of £20,000 each), and have been expended for no other purpose than that for which they were voted.

JOHN WHITTON.

ADDENDA 2.

* * * I wish to call the Commissioner's attention to the account furnished, showing the expenditure under the Vote of £20,000; the Accountant making an available balance of £4,878 4s. 9d., when the actual balance on this and a former Vote is only £2,954 19s. 9d.

It appears that a number of Barlow rails were sold, and the amount I presume paid into the Treasury, to the credit of Revenue, yet this amount £1,923 5s. is brought forward to supplement the Vote of £20,000, without any authority from Parliament. In fact, this sum £1,923 5s. is not available, and could not be drawn from the Treasury.

J.W.
16/1/69.

Accountant to explain.—J.S., 19/1/69.

If the Commissioner will refer to M.P. 69/133 which accompanied the account herein mentioned, he will find an explanation of the balance of £4,878 4s. 9d. still available under the Vote of 20,000 for relaying line to Parramatta.

The £1,923 5s., part thereof being proceeds of sale of "old Barlow rails," was not paid to the credit of Revenue, as was formerly most improperly the custom, but has been paid to the credit of the Vote above mentioned; and the balance above stated is in fact available, and can be drawn from the Treasury for services performed thereunder.

A.A., 20/1/69.

Mr. Whitton to see and return for mail.—J.S., 21/1/69.

All

All money expended upon railways is, or ought to be voted by Parliament. If the Accountant's view of this matter be correct, anything belonging to the railways may be sold, and the money so obtained may be used to supplement the Votes which have been sanctioned by Parliament.

In the present instance, £20,000 was voted for a special purpose; but Barlow rails having been sold for the sum of £1,923 5s., this amount is added to the Vote of £20,000, making a total of £21,923 5s., or £1,923 5s. is proposed to be expended without any parliamentary authority.

If hundreds can be used in this way, it may easily be converted into thousands. In my opinion the Accountant's method of dealing with this matter is incorrect. J.W., 25/1/69.

Commissioner, 25/1/69.

Will Crown Solicitor advise me on this question.—J.S., 25/1/69.

The Crown Solicitor to The Commissioner for Railways.

69/735. No. 69/242

Crown Solicitor's Office,
Sydney, 3 March, 1869.

Sir,

I have the honor to return the papers relating to the Vote of £20,000 for relaying railway line between Sydney and Parramatta, and to state that the sum of £1,923 5s., the produce of the sale of the old rails taken up in course of relaying line, cannot be carried to the credit of this Vote and expended as part thereof.

The proceeds of the sale of the old rails will have to be paid into the Treasury and carried to the proper credit there, and can only be expended under the authority of an Act of Council, in the same way that all other moneys received on account of the Government are expended.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

I wish to know if any other Vote has been supplemented by similar means; if so, what Vote or Votes, and to what amount?—J.S., 9/3/69.

Mr. Ashdown, 9/3/69.

Looking no further back than 1863, the Accountant begs to furnish herewith a summary of amounts that have been paid to the Treasury to the credit of Loan Votes,—a course which he is informed has prevailed in the Service generally.

As the whole of these Votes have been expended, together with the amounts referred to, and by which they have been supplemented, the Accountant presumes, from the tenor of the within letter, that it will be necessary to obtain "Parliamentary Indemnity" as well for the erroneous receipt of these amounts by the Treasury to the credit of the Votes as for the erroneous sanction by the Auditor General of their expenditure.

With regard to the sum of £1,923 5s., proceeds of "old Barlow rails" paid to the Treasury to the credit of the Vote 29 Vict. 23, £20,000 "towards relaying Line to Parramatta," this amount being unexpended no such indemnity will be required, and the amount can be transferred as directed in the letter of Crown Solicitor to the proper credit there—whatever that may be.

To Commissioner.

A. ASHDOWN,

Accountant.

18/3/69.

Mr. Whitton to see.—J.S., 20/3/69.

See Memo. 69-130.—W.H.Q., 31/3/69.

SUMMARY of Amounts paid to Treasury to credit of Loan Votes, and re-expended by Railway Department.

	£		£ s. d.
23 Vic., No. 10.....	20,000	To replace nine miles of Barlow rails with double-headed rails :— 11 May, 1863.—per Harbours and Rivers Department, for 25½ tons Barlow rails at £7	178 10 0
20 Vic., No. 30.....	312,000	Extension—West Maitland to Singleton :— Dec., 1862.—For twelve Dobbin carts sold to Commissioner for Roads, in July, 1862. (See statement of Engineer-in-Chief, 23 April, 1863)	120 0 0
25 Vic., No. 19.....	20,000	Morpeth Extension :— 14 May, 1863. Cheque for non-performance of contract, forfeited	68 18 2
25 Vic., No. 19.....	250,000	Extension—Penrith to Bathurst :— 14 July, 1864.—Willis, Merry, & Co., for repair of engine	60 0 0
20 Vic., No. 30.....	178,000	Picton Extension :— December, 1864. Bubb & Son, for 32 tons 18 cwt. of old iron, at £4	131 12 0
25 Vic., No. 19.....	688,000	Goulburn Extension :— March, 1865. Murnin & Brown, for railway plant, &c.....	223 17 0
25 Vic., No. 19.....	60,000	Windsor & Richmond Line :— April, 1865. J. & R. Thurston, for repairs of ballast engine. See M.P. 64/2088.....	67 19 2
23 Vic., No. 10.....	2,200	Machinery and Workshops :— March, 1863.—Fitzroy Dock, for bending boiler-plates. (See Quodling's memo., 30 March, 1863.)..... May, 1863.—Peto, Brassey, & Betts, for punching plates of Menangle Bridge. (See Memo. Engineer-in-Chief, 12 May, 1863.)	5 12 6 15 12 6
19 Vic., No. 38.....	62,500	Completion of Lines—Extension, West Maitland :— Feb., 1863.—Prices of land purchased from Smith; sold, Colonial Treasurer	886 0 0
20 Vic., No. 30.....	189,000	Extension to Penrith :— Nov., 1865.—Land sold by Richardson & Co. Dec., „ — Do. do.	98 15 6 56 1 4
25 Vic., No. 19.....	250,000	Extension to Bathurst :— Nov., 1864.—Old materials of Toll-bar sold to Ellison	40 0 0

The Engineer-in-Chief to The Commissioner.

69-130.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 31 March, 1869.

Crediting Loan Votes.

THE Summary of Amounts paid to Treasury to credit of Loan Votes, furnished by the Accountant to show how previous Votes have been improperly supplemented, proves most distinctly the reverse of what the Accountant intended, as in nearly every Vote referred to the original Votes have *not* been supplemented.

The Accountant fails to see the difference between crediting a Vote by the sale of articles purchased out of *such* Vote, and improperly supplementing a Vote by the sale of articles purchased out of a Vote obtained from Parliament for *other purposes*.

The distinction is very easy of comprehension, and I trust there will be no necessity for any further correspondence on the subject.—J.W., 31/3/69.

Accountant, 2/4/69.—J.S.

The Accountant to The Commissioner.

THE Accountant has never alleged that the Loan Votes have been *improperly supplemented* by the payments made to them; on the contrary, he maintains that all realizations of property acquired and paid for out of "Capital" should be refunded to "Capital" in reduction of the cost of the particular works to which they may appertain, and the amounts applied to the liquidation of the Loans voted for their construction.

The Summary of Amounts referred to distinctly proves that the *original Votes have been supplemented* as therein stated, no matter from what source, whether from the sale of articles originally purchased, and which involved an expenditure in the first instance from the particular Votes credited or otherwise; and although the expenditure of such amounts would to their extent render unnecessary the creation of additional Loans, yet, as contended for by the Engineer-in-Chief in his observations in these papers, dated 25/1/69, and in accordance with the opinion of the Crown Solicitor, as expressed in the concluding part of this letter on this subject, dated March 3, 1869, *such expenditure can only be made with the authority of Parliament*, and in the instances referred to *no such authority has yet been obtained*.

A. ASHDOWN,
Accountant.
15/4/69.

Mr. Whitton to sec.—J.S., 27/4/69.

The Engineer-in-Chief to The Commissioner.

It is quite clear to me that the Accountant can not or will not understand this matter, and I shall not therefore give myself any further trouble to try to convince him that his views are incorrect.—J.W., 2/6/69.

Seen.—J.S., 2/6/69.

Sydney: Thomas Richards, Government Printer.—1870.

[1s.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(SUPPLEMENT TO CORRESPONDENCE IN REFERENCE TO RAILWAY PLANT AND STATISTICS.)

Ordered by the Legislative Assembly to be Printed, 7 April, 1870.

FURTHER RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 12th March, 1869, That there be laid upon the Table of this House,—

- “(1.) Copies of all Letters, Reports, and any other Papers, referring to the imperfect construction and inferior workmanship of eighteen Railway Carriages, lately imported for the Great Western Line; together with Invoices for the same.
- “(2.) Copies of all Reports on the condition and proposed relaying of the permanent line of Railway between Sydney and the Parramatta Junction.
- “(3.) Number and condition of Engines employed in working the Great Southern, Western, Windsor and Richmond lines of Railway, number of Engines in steam daily, average number of miles run daily by each Engine, number of Carriages of each description, and all other rolling stock, classified, with their state and condition clearly set out, and the number of years each description has been in use.
- “(4.) Number of Break-vans, Trucks, Carriages, and any other rolling stock constructed, or ordered to be constructed in the Colony, for the Railway Department, during the tenure of office of the late Government.
- “(5.) Copies of all Specifications and Schedules prepared by the Engineer for Existing Lines, by order of the late Government, for additional rolling stock; with Advertisements for Tenders.
- “(6.) Number of Tenders received for such rolling stock by present Government, and names of parties who tendered.”

(Mr. Byrnes.)

SCHEDULE.

No.	<i>Radial Carriages.</i>	PAGE.
1.	Engineer for Existing Lines, drawing attention that the Carriages were laid up, and showing what action he had taken in the matter, 4-3-69, with Commissioner's Minute thereon, 8-3-69	2
2.	Engineer for Existing Lines, showing carrying capacity of Rolling Stock in connection with the loss sustained in this respect by the defective Carriages, 8-3-69; reporting with reference to Commissioner's Minute of 8-3-69, 12-3-69	2
3.	Commissioner to Mr. Thomas, in reply, 20-3-69; with Mr. Thomas' rejoinder of, 24-3-69	3
4.	Commissioner to Mr. Thomas, further Minute respecting, 25-3-69; with Mr. Thomas' rejoinder, 1-4-69	3
5.	Traffic Manager respecting leaky state of Carriages, 7-4-69; with Mr. Thomas' report thereon, 14-4-69	4
<i>Relaying Line.</i>		
1.	Minute of Commissioner to Accountant for a detailed Statement of Expenditure of Votes for relaying, 23-12-68	4
2.	Statement applied for, 13-1-69	4
3.	Engineer for Existing Lines reporting that the relaying was urgently required, and suggesting that the rails for the Extensions should be made available, 12-1-69	4
	Mr. Whitton's report thereon, 14-1-69	5
	Commissioner's Minute requesting Mr. Whitton to supply Rails, 15-1-69	5
	Mr. Whitton's reply	5
4.	Engineer for Existing Lines to the Commissioner preferring charge of misappropriation of Votes for relaying, 12-4-69	5
	Mr. Whitton's reply, 15-7-69	6

RAILWAYS.

Radial Carriages.

No. 1.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

Government Railways (Existing Lines).—Minute Paper.

Radial Carriages.

I AGAIN call the Commissioner's attention to the fact that there are 18 of the newly imported long Radial Carriages laid up,—being from their defective construction and bad workmanship dangerous to run, and the traffic thus deprived of a very large proportion of our Rolling Stock which has cost upwards of £15,000.

On the 4th April, 1868, I reported upon the bad workmanship in these carriages, and advised that a Board of competent persons unconnected with the Department should be appointed to inspect them.

This was done, and their report will speak for itself.

On the 10th March, 1868, I forwarded cost of damage done to them by sea-water.

On the 8th October, 1868, I sent in an estimate of what it would cost to put them in decent repair.

On the 23rd October I wrote to the Traffic Manager advising him, on account of their unsafe condition, to discontinue their use.

On the 16th November the Acting Traffic Manager (Mr. Carlisle) wrote me regarding complaints of passengers about these carriages, and I in reply sent him a copy of my previous memo. to Mr. Owen.

On the 19th November I reported one of the links breaking, and called attention to the bad workmanship generally.

On the 27th November I reported the unusual wear and tear there was on the tyres of these carriages, notwithstanding the radial bar arrangements they were fitted with.

On the 4th December I again referred to the defects in these carriages.

On the 29th December I called attention to the unsafe condition of these carriages.

The Commissioner then ordered me to get them all altered at once, and I shortly after sent in a draft advertisement calling for tenders for their alteration; but since then I have never heard anything more regarding the matter, so that the carriages are still lying idle and exposed to the weather.

JAS. H. THOMAS, 4/3/69.

This proves to me that it is almost next to useless to direct Mr. Thomas to do what is required by the Commissioner, for if my Minute of 13/11/68 had been carried out this delay of work would not have arisen, as the alterations in question would have been long since completed.

I hope Mr. Thomas will have this done as directed.—J.S., 8/3/69.

No. 2.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

Government Railways (Existing Lines)—Minute Paper.

Radial Carriages.

I THINK it desirable that I should add to my Minute of the 4th instant regarding the Radial Carriages, a return showing what is the carrying capacity of all our passenger rolling stock, in order that you may see what proportion these 18 carriages bear to the whole:—

	Passengers.
6 old 1st class carriages will carry	108
2 coupe do. do.	32
14 open 2nd class do.	504
9 enclosed do. do.	360
24 open and enclosed do.	960
11 composite do.	264
6 do. do.	192
Total	2,420

	Passengers.
The 12 Radial Carriages, 2nd class, will carry	480
„ 6 do. 1st. class do.	192
Total	672

It will thus be seen that these 18 carriages would add over one-fourth to the carrying capacity of the entire stock at present in use.

A very large proportion indeed, when we consider that during holiday times it is necessary to fit a lot of cattle waggons for the accommodation of the public.

JAS. H. THOMAS, 8/3/69.

Seen; return to Mr. Thomas with previous Minute.—J.S., 9/3/69.

Mr. Thomas, 1/3/69. To be returned, as they are required to be copied.

Received.—12/3/69, J.H.T.

3

I respectfully submit that it will be seen that this Minute is not justified by the facts, and if only grounded on this case I feel wants but the *whole* of the Minutes to be read to exonerate me from such a censure as "that it is almost next to useless to direct me to do what is required by the Commissioner."

On the 13th November the Commissioner did instruct me in his Minute to get these carriages altered without delay, and I, in accordance therewith, recommended that the work be done by contract, and that tenders be invited—the draft advertisement for which I enclosed.

Although I have never seen the papers since or had any reply to my recommendation that tenders be called for the performance of the work, I now find by a Minute of the Commissioner (written on the back of draft advertisement forwarded by me) dated 18/12/68, and which he has evidently forgotten, *decided* "that the matter must stand over for the present," and no doubt for some cogent reason.

But even had this Minute of the Commissioner, of the 18/12/68, not existed, I submit that there is nothing in the correspondence or facts to show that the delay was attributable to me or that "it was almost useless to direct me to do anything." I, having made a recommendation, had no other course open to me but to wait for authority to proceed, as the work was of considerable magnitude.

Looking at this censure, which is a most severe one, and which I have most clearly proved, is not justified by the facts; in this case it would appear (if not contradicted) as if it was called for by a repeated neglect of duty on my part, whereas it is the first time I have to my knowledge fallen under the Commissioner's displeasure from a similar or any other cause, and I would therefore respectfully ask what other (if any) cases of a like nature there are which could lead the Commissioner to arrive at the conclusion he evidently has.

J.H.T., 12/3/69.

No. 3.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

Government Railways.—Minute Paper.

Radial Carriages.

REFERRING to Mr. Thomas' Minute of 12/3/69, I desire to remind Mr. Thomas that had he carried out my order of 13/11/68, instead of questioning the propriety of the directions given and suggesting other mode of doing what was so urgently required, as he alleges, the whole of the work would have been completed by this time.

Mr. Thomas' reference to a Minute of mine to the effect that "the matter must stand over," could have had no effect in the cause of delay through my Minute of 13/11/68 not being carried out, as the paper was not seen by Mr. Thomas as he admits, and the only cogent reason for my Minute, was simply that the matter was to be allowed to remain over until I could have a proper opportunity of personally pointing out to Mr. Thomas the necessity of his carrying out my wishes on all occasions, but more especially when conveyed in writing. I am not in the habit of acting without justifiable reasons, and what I said in my Minute of 8/3/69 I still adhere to, and I trust the next I shall hear on the subject will be that my instructions have been obeyed.

J.S., 20/3/69.

In explanation of the course pursued by me in this matter, I would respectfully point out that the Commissioner's Minute of 13/11/68 *did not state how* the work was to be carried out, but merely that "Mr. Thomas will have the whole of these carriages altered without delay," and I surely cannot be charged therefore with questioning the directions given, by suggesting other modes of doing what was so urgently required, when I never received any specific instructions as to *how*, but merely an order for its *being* done, and I assumed, as would any other officer in my position, that it was left to me as the professional head of the branch to decide upon the most expeditious and economical mode of carrying out the instructions, and from my experience of work done by day-labour as compared with contract, I have no doubt the course I proposed was the best, especially as it effects an expenditure of over £1,000.

I certainly had not seen the Commissioner's Minute stating "that it must stand over for the present," as none of the papers were returned to me until I called attention to the delay in mine of 4/3/69, which Minute I took myself to the Commissioner and read it in his presence, and although I have seen him repeatedly since, yet he has not pointed out any neglect of duty on my part in carrying out his instructions, and he may rest assured that I never will neglect doing so, but I am even now at a loss to know how to proceed, seeing that the Commissioner has called for a copy of the specification and form of tender which I have supplied.

This job being all ironwork cannot be done in the carriage-shed, and the locomotive smiths have all their fires going to keep pace with the engine-repairs, besides which a large portion of the work being castings must of necessity be sent out to be done.

J.H.T., 24/3/69.

No. 4.

THE COMMISSIONER FOR RAILWAYS TO THE ENGINEER FOR EXISTING LINES OF RAILWAYS.

Government Railways.—Minute Paper.

Radial Carriages.

Mr. Thomas' reply to my Minute of 20/3/69, is simply frivolous.

Mr. Thomas is fully aware the workshops have been erected at great cost, and are maintained with a staff of officers, also at great cost, to carry out such like works, whether alterations or repairs, and I have heard a good deal of the new system of task-work which I had supposed was to meet such cases as the present, without inviting public tenders and the loss of time consequent thereon—however, I apprehend when I give directions to have work done, it is reasonable to suppose the usual methods will be resorted to, and so far as I can learn, I cannot see any reason why the present case should be made an exception.

J.S., 25/3/69.

I am very sorry that the Commissioner can deem me capable of writing anything frivolous on matters of business concerning the working of the Branch under my charge, for I have had but one object in view throughout, viz. :—that of getting the work performed expeditiously and economically; however, as the Commissioner does not consider the recommendation made by me, for having a large work like this done by Contract, worthy of attention, I shall endeavour to carry out his instructions—by inviting likely parties to take the job by task, although I may state that it does not come under that class of work to which this system was or ever has been applied, so that there is no departure from the usual method, and consequently this can hardly be considered an exceptional one.

J.H.T., 1/4/69.

Seen—J.S., 14/4/69.

No. 5.

No. 5.

Government Railways—Memorandum to Manager.

Penrith Station,
6th April, 1869.

Sir,

I beg leave to inform you the roofs of the long carriages are in a very leaky state, and in some of them there is scarcely a dry place for anyone to sit on.

I am, &c.,
ED. HIGGS.

To the Commissioner, *pro* E. Owen.—J.R.N., 7/4/69.
Mr. Thomas—J.S., 12/4/69.

This has already been reported to me, and steps taken to remedy it. These carriages are certainly a disgrace to the builders, and have been a source of trouble and annoyance from the first, as the correspondence would show, for they are not only from their faulty construction dangerous to run on a straight road—and consequently necessitates an entire alteration in the underframes—but the whole of the panelling is going to pieces, and will have to be renewed before they can be painted, yet they are perfectly new carriages, and cost £15,000.

J.H.T., 14/4/69.

Relaying Line.

No. 1.

MINUTE OF THE COMMISSIONER FOR RAILWAYS TO ACCOUNTANT, RAILWAY OFFICE.

Vote, £20,000—Relaying line.

THE COMMISSIONER wishes to have, without delay, a detail account of expenditure of the Vote for relaying the line between Parramatta and Sydney.—R.M., 23/12/68.

No. 2.

STATEMENT of Amounts expended from Vote of £20,000 for relaying Line, Sydney to Parramatta.
Loan Act, 29 Vict., No. 23.

Date.	Particulars of Expenditure.	Total.	
1866	Sleepers, &c.	£	s. d.
	Rails, chairs, &c.	2,116	7 9
		5,130	6 4
			7,246 14 1
1867	Sleepers, &c.	558	11 9
	Rails, chairs, &c.	3,384	14 2
			3,943 5 11
1868	Sleepers, &c.	503	0 6
	Rails, &c.	5,913	11 5
			6,416 11 11
		£	17,606 11 11
	Memo. :—		
	Balance on previous Vote	561	11 8
	„ Vote unexpended.....	2,393	8 1
			2,954 19 9
	Add proceeds of old Barlow rails		1,923 5 0
		£	4,878 4 9

A. ASHDOWN,
Accountant.
13/1/69.

No. 3.

THE ENGINEER FOR EXISTING LINES OF RAILWAYS TO THE COMMISSIONER FOR RAILWAYS.

Rails for relaying Line.—Government Railways—Existing Lines.

In my Minute of 21st ultimo, forwarding Indent for rails, &c., I drew the Commissioner's attention to the fact that the work of relaying between Ashfield and Burwood was urgently required to be done, and recommended that some of the rails (17,000) in the yard be used for the purpose, to be replaced by those ordered from England.

As I have received no reply to this Minute, and I find we have now used all the best of the Barlow rails which were reserved from sale for renewals, thus causing the work to be still more urgently required—I again draw the Commissioner's attention to the matter.

JAS. H. THOMAS.
12/1/69.

Can

The Vote of £20,000, 29 Vict., No. 23, towards relaying the line from Sydney to Parramatta Junction, has been expended in part as follows:—

1866. May to September—							
Cash for sleepers	...	...	...	...	...	£1,590	0 0
Rails, &c., issued	...	...	...	...	...	5,129	18 7
							6,719 18 7
1867. July to November—							
Cash for sleepers	...	...	...	...	...	558	11 9
Rails, &c., issued	...	...	...	...	...	3,384	14 2
							3,943 5 11
1868. March to December—							
Cash for sleepers	...	...	...	...	...	526	15 6
Rails, &c. issued	...	...	...	...	...	5,913	11 5
							6,440 6 11

The following is a summary of the rails and other Permanent Way materials charged to these Votes, from which I presume the Engineer for Existing Lines can ascertain whether the proper quantities have been charged for the distance of line relaid:—

To Vote, 23 Vict., No. 10.

Rails.		Chairs.		Fish-plates.		Bolts and Nuts.		Spikes.		Keys.
Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	lbs.
318	1 3 12	86	8 0 14	9	11 2 24	2	12 2 0	8	0 0 2	12,000
232	10 0 0	T rails and		and		and		and		
218—24ft.		1,758		440		880		3,516		
2—21ft.										

To Vote, 29 Vict., No. 23.

Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	Tons	cwt. qrs. lbs.	lbs.
1,131	18 1 13	373	8 3 16	51	1 1 17	14	16 2 17	32	13 1 8	36,604

A. ASHDOWN,

Accountant.
12/4/69.

To Commissioner.
Mr. Thomas for report.—J.S., 23/4/69.

I have had all the double-headed and T rails measured between Sydney and Parramatta, and find that the quantity agrees to within a fraction of the above.

It will be seen, however, by this return furnished by the Accountant that, as I stated, there should be a larger balance to the credit of relaying, in place of the Minister having to obtain Executive authority for an additional expenditure, had not the Votes been misappropriated in the manner they have been; as there is no doubt that the re-rivetting the old Barlow rails, costing upwards of £11,000, was as much a charge on working expenses as the ordinary repairs of the lines. Whereas the very cost of *labour* and *ballast* of the relaying was charged by me to working expenses, so that I at least cannot be accused of reducing the cost of working the line by improperly charging such items to capital.—J.H.T., 22/5/69.

Mr. Thomas takes credit to himself for charging ballast and relaying to working expenses, but he only did so on my instructions, approved by the Minister. See M.P. 65/1630.—J.W., 15/7/69.

The Engineer-in-Chief to The Commissioner for Railways.

Department of Public Works,
Railway Branch,
Engineer's Office, Sydney, 15th July, 1869.

Alleged misappropriation of Votes for relaying Line from Sydney to Parramatta.

THE Accountant appears to me to have the most ludicrous notions of what he calls misappropriations of public moneys, and evidently the term is one which he does not understand.

In 1860, a sum of £20,000 was voted by Parliament to replace the Barlow rails with double-headed rails.

In 1863, my attention was called by Mr. Trotter to the very bad condition of the whole line between Sydney and Parramatta, and he suggested the relaying of a portion of the distance with double-headed rails. At this time there were no rails of this description in the Colony available for this service, and I therefore gave instructions, in order to provide for the public safety, to have the whole of the Barlow rails re-riveted, and additional sleepers provided, the cost being charged to the Vote of £20,000.

By this arrangement the Barlow rails on a great portion of the line have lasted six years longer than they otherwise would have done.

In 1866, another Vote of £20,000 was obtained, not for laying down the double-headed rail, but for relaying the line. Both these sums (£40,000) have been expended in replacing 12 miles of Barlow rails with double-headed rails, and 2 miles with T rails, and relaying the Barlow rails throughout.

The Accountant says, in an elaborate paper which must have taken much time to prepare, that the rivetting and relaying of the Barlow rails, which cost £11,350 19s. 3d., was a misappropriation of the Votes from Parliament, as this sum is clearly chargeable to "maintenance of the line."

I might ask the Accountant what is the difference between relaying the Barlow rails and replacing such rails with double-headed rails?

Are they not both *maintenance of the line*? Are they not both properly charged to the Votes which were given by Parliament for maintaining the Sydney and Parramatta Line in safe working condition? Where then is the misappropriation?

I do not blame the Accountant for not understanding these matters, because his experience of railway accounts does not extend beyond a period of about two years; but I do blame him, and his conduct deserves the severest condemnation for bringing forward charges of misappropriation of public Votes, when no misappropriation has been made and when the papers produced only exhibit his want of knowledge of the meaning of the terms used in the accounts.

The Accountant does not consider it a misappropriation of public money to sell Barlow rails and supplement Parliamentary Votes, thereby expending money without the sanction of Parliament.

He does not consider it a misappropriation of Parliamentary Votes to lay in sidings on the Northern Railway and debit the cost to the Vote for the extension of the Morpeth Railway. Nor does he consider the Vote for the extension of the Railway to Bathurst misappropriated when the money is being used for laying in sidings at Penrith. These are gross misappropriations, and probably there are many others of a similar kind.

But

But the most extraordinary statement made by the Accountant is that the Government paid to Peto & Co. for T rails a sum of £2,538 1s. 1d. when as a matter of fact, the Government never paid one shilling to Peto & Co. for rails.

In what condition can the books be when such statements as these are made by the Accountant? Does the Accountant understand the original books or were they so kept as to be useless? It is quite time that a thorough investigation be made into the matter with a view to ascertain what reliance can be placed upon the official records of the expenditure and receipts shown by the railway accounts.

The paper prepared by the Accountant bears on the face of it, the fact that it was concocted by the Engineer for Existing Lines and himself, and no doubt considered by both of them a very able document; but unfortunately the subject is one upon which they are both very "innocent," and it can therefore cause no surprise that they have signally failed in showing any misappropriation of the two £20,000 Votes obtained for relaying and replacing with double-headed rails a portion of the line from Sydney to Parramatta.

I may, however, here state that it is no portion of the Accountant's duty, nor does it become his position to question the correct appropriation of any document bearing my signature, and in future he would do well to attend strictly to his own duties, which if satisfactorily performed will find full scope for all *his* energies.

For the information of the Commissioner, I may remark that for the ordinary repairs of the line and rolling stock, in fact "working expenses," a vote is obtained yearly from Parliament, but if any extraordinary repairs or renewals are required, special application is made to Parliament for the necessary funds.

The repairs on the Line from Sydney to Parramatta were heavy, and could not be carried out under the money voted for working expenses, and therefore Parliament was applied to for extra votes. These were obtained (two of £20,000 each) and have been expended for no other purpose than that for which they were voted.

JOHN WHITTON.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(STATISTICS.)

Ordered by the Legislative Assembly to be Printed, 3 May, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 3rd February, 1870, That there be laid upon the Table of this House, a Return showing,—

- “ 1. The number of miles of Railway open.
- “ 2. The number of passengers.
- “ 3. The tons of goods.
- “ 4. The total earnings for coaching.
- “ 5. The total earnings for goods.
- “ 6. Total combined earnings.
- “ 7. The total expenditure.
- “ 8. The net earnings.
- “ 9. Amount of capital invested.
- “ 10. The rate of interest.
- “ 11. The average working expenses per cent. on earnings—on the Southern, Western, Richmond, and Northern Railways, from 1st January, 1869, to 31st December, 1869.”

(*Mr. Piddington.*)

RAILWAY STATISTICS.

ANSWERS TO MR. PIDDINGTON'S QUESTIONS.

No. 1.	.....	Miles.	317
” 2.	.....	Passengers.	759,635½
” 3.	.....	Tons.	714,113 16 3 25
” 4.	.....	£	109,427 1 9
” 5.	.....	s.	155,547 17 3
” 6.	.....	d.	264,974 19 0
” 7.	.....		173,928 16 4
” 8.	.....		91,046 2 8
” 9.	..... On lines open for traffic		5,000,000 0 0
” 10.	.....	Per cent.	1·820
” 11.	.....		65·639

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVES FOR TRAVELLING STOCK.)

Ordered by the Legislative Assembly to be Printed, 3 May, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 8 April, 1870, That there be laid upon the Table of this House, a Return showing,—

- “(1.) The Number of Reserves for travelling stock and teams on the main road from Maitland to Cassilis.
- “(2.) The extent of such Reserves, if any; as also situation of same.
- “(3.) The number of Reserves for travelling stock and teams on the main road from Maitland to Tamworth.
- “(4.) The extent of such reserves, if any; as also situation of same.
- “(5.) How many of these Reserves have been declared open for use.”

(Mr. Lee.)

17. Reserves for Travelling Stock:—*Mr. Farnell*, on behalf of Mr. Lee, moved, pursuant to Notice No. 2, That there be laid upon the Table of this House, a Return showing,—
- (1.) The number of reserves for travelling stock and teams on the main road from Maitland to Cassilis.
 - (2.) The extent of such reserves, if any; as also situation of same.
 - (3.) The number of reserves for travelling stock and teams on the main road from Maitland to Tamworth.
 - (4.) The extent of such reserves, if any; as also situation of same.
 - (5.) How many of these reserves have been declared open for use.
- Question put and passed.

- 1st. No land has been set apart for that purpose.
- 2nd. Nil.
- 3rd. No land has been set apart for that purpose.
- 4th. Nil.
- 5th. No reserves.

1870.

NEW SOUTH WALES.

CROWN LANDS.

(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 5.

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.	Locahty.	Area.	To what Purpose dedicated.	Reqn No. of Papers.
Araluen	St Vincent	..		Parish of Araluen at Araluen	a. r. p. 8 3 37	General Cemetery	MS
Bathurst	Bathurst	..	Part of 6	Town of Bathurst	9 0 0	Public Recreation	68-2649
Booigal	Nicholson	..	..	Parish of Booigal, adjoining E L Moore's 160 acres.	800 0 0	Permanent Common	70-429 69-5201
Bundarra	Hardinge	1	63	Village of Bundarra	2 0 0	Public School	68-3547
Do.	Do.	..	..	On the Bundarra River, at its junction with Baker's Creek	800 0 0	Permanent Common	68-4234
Deniliquin, South	Townsend	..	..	Parish of South Deniliquin, at South Deniliquin.	1 0 8	Presbyterian Burial Ground	68-6059
Do. do.	Do.	..	..	Do. do.	0 3 0	Wesleyan Burial Ground	"
Do. do.	Do.	..	..	Do. do.	0 1 22	Independent Burial Ground	"
Do. do.	Do.	..	..	Do. do.	0 0 34	Jewish Burial Ground	"
Do. do.	Do.	..	..	Do. do.	2 2 32	General Burial Ground	"
Dora	Northumberland	Portions 50 & 50A		Parish of Dora, at the north east corner of W Deeves's portion 21, of 10 acres 1 rood and 17 perches.	1 2 0	Church of England Church and Parsonage	68-3966
Grafton, North	Clarence	3	50	City of Grafton	2 0 0	Public School	70-100
*Do. do.	Do.	..	135	Do. Parish of Great Marlow	10 0 0	General Cemetery	69-1502
Gundagai, North	Clarendon	..	..	Parish of North Gundagai, adjoining Thomas Broughton's 327 acres.	640 0 0	Permanent Common	69-5454
Howlong	Hume	..	..	Town of Howlong, to the east of Hol beach-street.	95 0 0	Public Recreation	69-6547
Maryland	Buller	1, 9, & 10	5	Village of Maryland	1 2 0	Wesleyan Church and Minister's Residence	69-3762
Mirari Creek	Durham	Portion 54'		Parish of Fingal, Mirari Creek	9 1 36	Public School	69-3467
Moruya (near)	Dampier	Portion 300		At Moruya Heads	2 0 0	Do	69-4439
Musclebrook	Durham	..	..	Town of Musclebrook	0 1 8	Site for School of Arts	69-5790
Nelligen	St Vincent	3	4	Do Nelligen	0 1 30	Public School	69-2639
Parramatta, South..	Cumberland	..	..	Macquarie-street, Parramatta South	1 0 0	Do	69-5181
Do. do.	Do.	..	..	At the intersection of Macquarie and Church Streets, Parramatta.	0 0 10½	Public Fountain	68-4760
Do. North..	Do.	..	..	Market-street, Parramatta North	1 0 0	Site for Market	68-4760
Do. South.	Do.	..	..	Between George-street and the Parramatta River and E Lockyer's 30 perches and J. M'Arthur's 850 acres	0 2 19	Public Wharf	68-4797
Sydney (Darlington)	Do.	..	..	At Darlington, on the western side of Old Newtown Road.	0 1 7	Site for Municipal Council Chambers	69-3493
Tenterfield	Clive	..	..	Parish of Tenterfield, near the Road from Grafton to Armidale.	600 0 0	Permanent Common	69-6155
Warialda	Burnett	6, 7, & 8	56	Town of Warialda	1 2 0	Roman Catholic Church and Presbytery.	69-2330
Wollombi Brook	Hunter	..	..	Near the Road from Jerry's Plains to the Bulga.	1 2 0	Wesleyan Church and Minister's Residence	69-498
Woodburn	Richmond	2, 3, 4, & 5	4	Parish of Riley, Village of Woodburn	2 0 0	Public School	69-4394

* This land was improperly described as in Grafton South, in the Abstract submitted to Parliament and published in a Supplement to *Government Gazette* of 16th July, 1863.

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED AS SITES FOR CITIES, TOWNS, AND VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 4.

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 1st November, 1869, to 15th February, 1870.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Moama	508 acres ...	10,700 acres..	Parishes of Moama and Tataila	2 Nov., 1869, folio 2827
Woodburn	85 „ ...	475 „ ...	County of Richmond, Rocky Mouth, Richmond River.	19 „ „ 3002
Eringonia	98 „ ...	280 „ ...	County of Gundabooka, Warrego River, at Eringonia.	19 „ „ 3003
One-tree	140 „ ...	98 „ ...	County of Waradgery, on the road from Booligal to Hay.	24 Dec., 1869 „ 3281
Nymboida	112 „ ...	298 „ ...	County of Fitzroy, on the Nymboida River ...	8 Feb., 1870
Bibbenluke	242 „ ...	458 „ ...	Parish of Burnima, on the Bombala River ...	8 „

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED AS SITES FOR CITIES, TOWNS, AND VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 4.

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 15th February to 14th March, 1870.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
Wombat	127 acres ...	188 acres ...	County of Harden, Parish of Wilkie, at Wombat.	11 March, 1870, folio 599.

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, AS THE SITES FOR FUTURE VILLAGES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 4.

ABSTRACT of Crown Lands reserved from Sale until surveyed, as the Sites for future Villages, during the period from 15th February to 14th March, 1870.

No.	Locality.	Area in square miles.	Government Gazette in which the description is published.
	County of Urana, near Goree, Yanko Creek.....	.....	7 March, fo. 560.

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 4.

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 November, 1869, to 15th February, 1870.

No.	Locality.	Area.	Government Gazette in which the description is published.
88	County of Wellesley, Parish of Bungee, on the McLaughlin River	182 acres...	12 Nov., 1869, fol. 2923
225	County of Sandon, Parishes of Harnham and Kentucky, on Kentucky Ponds	54 " ...	16 " " 2958
19	County of Camden and Cumberland, Upper Nepean and Cataract Rivers	276 s. miles	" " "
340	County of Ashburnham, at J. Norris' house, to include the Main Spring at back of Coffee Hill	10 acres...	19 " " 3003
341	County of Ashburnham, near the head of Boree Creek, at Daddy King's Old Station	40 " ...	19 " " 3004
342	County of Ashburnham, at Smith's Old Swamp Station, Boree Creek ...	95 " ...	" " "
343	County of Ashburnham, at Little Caves, about 2½ miles above the junction of Livingstone Hill and Boree Creeks	50 " ...	" " "
79	County of Clyde, East Bogan Run, No. XIX, at Boomi Creek, near the Dam	600 " ...	" " "
652	County of Goulburn, Parish of Cookardina, on Cookardina Creek, portion 95	128a. 3r. ...	" " "
653	County of Goulburn, Parish of Cookardina	5 acres...	" " "
344	County of Gordon, on Wandoo Wandong Run, McKellar's Gap Spring	40 " ...	" " "
654	County of Wynyard, on Hillas' Creek, Murrumbidgee River	145 " ...	" " "
655	County of Goulburn, Parish of Cookardina, adjoining J. Post's 320 acres	170 " ...	" " "
436	County of Harden, Parish of Galong, on Spring Creek	150 " ...	23 " " 3035
...	County of Nicholson, Parish of Booligal	1,825 " ...	26 " " 3071
437	County of Waradgery, Woollondool Run, on the road from Hay to Booligal	159a. 1r. ...	14 Dec., 1869, fol. 3200
149	County of Gresham, Doughboy Hollow Crossing-place	1,280 acres...	14 " " 3215
655	On the Murrumbidgee River, on the Benongal Run	1,120 " ...	" " "
656	On the left bank of the Murrumbidgee River, on the Benongal Run	640 " ...	" " "
657	On the left bank of the Murrumbidgee River, on the Benongal Run	1,280 " ...	" " "
658	County of Urana, on the Urangeline Creek, on the Brookong Run	640 " ...	" " "
659	County of Urana, on the Urangeline Plain Reserve, Brookong Run	640 " ...	" " "
660	County of Urana, Cross Plain Reserve, Urangeline Creek, Brookong Run	640 " ...	" " "
661	County of Urana, Grove Reserve, Urangeline Creek, Brookong Run ...	640 " ...	" " 3216
662	County of Urana, 4-mile Sand Hill Reserve, on the Urangeline Creek ...	640 " ...	" " "
663	County of Urana, Old Washpen Reserve, Urangeline Creek, Brookong Run	640 " ...	" " "
664	County of Urana, Dogtrap Reserve, Brookong Run	2,560 " ...	" " "
665	County of Urana, Curby Bill Reserve, Brookong Run	1,280 " ...	" " "
666	The Seven Oaks Swamp Reserve, Brookong Run	640 " ...	" " "
667	County of Urana, Boree Waterhole Reserve, Brookong Run	960 " ...	" " "
668	County of Urana, 5-mile Sand Hill Reserve, Brookong Run	640 " ...	" " "
669	Gum Swamp Reserve, County of Urana, Brookong Run	480 " ...	" " "
670	County of Urana, Spaniard Reserve, Brookong Run	1,920 " ...	" " "
671	County of Urana, Green Gunyah Reserve, Brookong Run	900 " ...	" " "
672	County of Urana, Irvine's Plain Reserve, Brookong Run	640 " ...	" " "
673	County of Wakool, on the right bank of the Edward River, Burrawong Run	3,200 " ...	" " "

No	Locality.	Area.	Government Gazette in which the description is published.
674	On the Edward River, at the south-east corner of Burrawong Run	1,600 acres ...	14 Dec., 1869, fol. 3216
675	On the right bank of Billabong Creek, on the Cockitgedong Run	2,400 " ...	" " "
676	County of Urana, on right bank of Billabong Creek, Cockitgedong Run	2,400 " ...	" " "
677	County of Urana, on the Coonong Watercourse, Coonong Run	640 " ...	" " "
678	County of Wakool, Edward River, Kialat Run	850 " ...	" " 3217
679	County of Wakool, near North Wakool Head Station, North Wakool Run	1,920 " ...	" " "
680	County of Wakool, on the Salisbury Plain Run	640 " ...	" " "
681	County of Townsend, at the south-east corner of the Salisbury Plain Run	3,200 " ...	" " "
682	County of Cairra, on Monkum Creek, Tala Run	2,240 " ...	" " "
683	County of Cairra, on Monkum Creek, Tala Run	2,380 " ...	" " "
684	County of Cairra, at junction of Talpee and Monkum Creeks, Tala Run	3,200 " ...	" " "
685	County of Townsend, opposite junction of Murrumbidgee and Lachlan Rivers, Wagoora Run	3,200 " ...	" " "
686	County of Townsend, on West Moonbria Run	640 " ...	" " "
687	County of Townsend, on West Moonbria Run	640 " ...	" " "
688	County of Townsend, near the Lower Dam, Polygonum Creek, West Moonbria Run	320 " ...	" " "
689	County of Townsend, at Dead Man's Swamp, West Moonbria Run	320 " ...	" " "
690	County of Townsend, near Dead Man's Swamp	160 " ...	" " "
691	County of Cairra, at north-west corner of Yanga Run	3,200 " ...	" " "
692	County of Cairra, on east bank of Yanga Lake, Yanga Run	3,200 " ...	" " "
693	County of Cairra, on east side of Lake Yanga	3,200 " ...	" " "
694	County of Townsend, at north-west corner of Yanko Block B Run	640 " ...	" " "
695	County of Townsend, junction Creek Reserve, Yanko Block B Run	640 " ...	" " 3218
696	County of Townsend, Barraboul Swamp Reserve	640 " ...	" " "
697	County of Townsend, Jung Jung Swamp Reserve, Yanko Block B Run	640 " ...	" " "
698	County of Townsend, near Emu Swamp, Yanko Block C Run	640 " ...	" " "
699	County of Townsend, Delta Swamp Reserve, Yanko Block C Run	640 " ...	" " "
700	County of Townsend, Lake Walla Reserve, Yanko Block C Run	640 " ...	" " "
701	County of Townsend, Nileona Swamp Reserve	640 " ...	" " "
702	County of Townsend, East Waterhole Reserve	40 " ...	" " "
703	County of Townsend, Emu Swamp Reserve, Yanko Block D Run	640 " ...	" " "
226	County of Vernon, Lagoon Reserve, Waterloo Run	160 " ...	" " "
434	County of Harden, parish of Gooramna, at the confluence of Mackay's Creek with the Boorowa River	700 " ...	21 Dec., 1869, " 3249
435	County of Harden, parish of Gooramna, on Boorowa River	700 " ...	" " "
734	County of Mitchell, parish of Gillinbah	230 " ...	24 Dec., 1869, " 3280
305	County of Burnett, parishes of Eales and Hadleigh, on the Gwydir River	480 " ...	" " "
306	County of Burnett, at Warialda Creek	4 square miles	" " "
438	County of Harden, parish of Wombat, at the Old Chinese Dam, Demon- drille Creek	230 acres ...	" " "
439	County of Monteagle, Murringo Run	1,000 " ...	" " "
5	County of King, parish of Cullarin, on the Main Southern Road, near Fish River	106 " ...	" " "
12	County of Argyle, parish of Marulan, near Marulan	19 " 3 rds.	" " "
2	County of Macquarie, at Taree, near the Dawson and Manning River	241 " 2 "	" " "
13	County of Argyle, parish of Goulburn, Run of Water Creek	100 " ...	" " 3281
14	County of Argyle, parish of Collector, at Collector	600 " ...	" " "
12	County of Cook, on the Bathurst Road, at Blackheath	4 square miles (about)	25 Jan., 1870, " 189
13	County of Cook, on the Bathurst Road, at the Weatherboard Run	2½ square miles	" " "
742	County of Mitchell, parishes of Gillenbah and Yarabee	1,330 acres ...	" " "
91	County of Dampier, parish of Congo, at the mouth of Tuross River	2½ " ...	4 Feb., 1870, " 274
80	County of Narran, on Bend Run, Tallawanta, Birie River	348 " ...	8 Feb., 1870, " 306
4	County of Cumberland, parish of Narrabeen, at Pitt Water	180 " ...	" " "
8	County of Bligh, parish of Bungaba, at a Lagoon at south boundary of J. Brennan's 100 acres	4 ac. 2 r. 30 p.	" " "
149	County of Rous, parish of South Gundurimba	31 acres	" " "
440	County of Bourke, at Brangulgan, at south-east corner of H. Wallace and G. King's 40 acres	12 square miles	" " "
89	County of Wallace, parish of Murro, portion 12, containing about 25 acres	25 acres ...	" " "
90	County of Dampier, parish of Murrabrine, on Keuhencarry Creek	200 " ...	" " "
735	County of Urana, on Billabong Creek, containing about 260 acres	260 " ...	" " "
736	County of Waradgery, parish of South Hay, portion 22	338 " ...	8 Feb., 1870, " 307
737	County of Wynyard, parish of Calafat	40 " ...	" " "
738	County of Hume, parish of Castlestead	40 " ...	" " "
739	County of Hume, parish of Bungowannah	32 " ...	" " "
740	County of Hume, Walla Walla Run, parishes of Walla Walla and Creighton	300 " ... (about)	" " "
741	Walla Walla Run, county of Hume, parish of Walla Walla	108 acres ...	" " "
77	(Extension) Yarranongany Spring, county of Gunderbooka, Warrego River	103 " ...	" " "

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 4.

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 15th February to 14th March, 1870.

No.	Locality.	Area in Square Miles.	Government Gazette in which the description is published.
743	County of Goulburn, Parish of Cookardina, Cookardina Creek.....	17 ac. 1 r.	22 Feb., 1870, fol. 434
92	County of Cowley, Parish of Congwarra	37 ac. 2 r. 16 p.	1 Mar., 1870, fol. 494
95	County of Wallace, Parish of Numbla, portion 6.....	64 acres	4 " " 534
9	County of Brisbane, Parish of Cherson, Isis River	42½ "	" " " "
744	Yaddabool, County of Wakool, Baalpool Run	640 "	7 " " 556
745	Wyhmburga, County of Wakool, Baalpool Run	400 " (about)	" " " "
746	At Murgah, Baalpool Run	640 " "	" " " "
747	Jerrabat, Baalpool Run	640 " "	" " " "
748	At Jobbing Creek, Baalpool Run.....	640 " "	" " " "
749	At Neimur, Baalpool Run.....	640 " "	" " " "
750	On right bank of Billabong Creek, on Bundyulumbah Run.....	1,200 " "	" " " "
751	On right bank of Billabong Creek, on Bundyulumbah Run	1,000 " "	" " " "
752	On right bank of Billabong Creek, Carromboon Run	1,920 " "	" " " "
753	On right bank of Billabong Creek, 1 mile below Dickson's Woolshed, Carromboon Run	2,400 " "	" " " "
754	County of Townsend, on right bank of Billabong Creek, Carromboon Run	960 " "	" " 557
755	On left bank of Edward River, Chah Sing Run	960 " "	" " " "
756	On right bank of Billabong Creek, Coonargo Run	1,450 " "	" " " "
757	At Fantagundy, on Billabong Creek, Coonargo Run	1,920 " "	" " " "
758	On Billabong Creek, 5 miles below Coonargo Village Reserve, Coonargo Run	1,920 " "	" " " "
759	At the intersection of Billabong Creek with west boundary of Coonargo Village Reserve, Coonargo Run	3,200 " "	" " " "
760	Opposite S. Wilson's portion 8-66, Billabong Creek, Coree Run ..	1,440 " "	" " " "
761	On left bank of Billabong Creek, Coree Run	1,280 " "	" " " "
762	Opposite Coree Dam, on Billabong Creek, Coree Run.....	800 " "	" " " "
763	On left bank of Billabong Creek, Coree Run.....	960 " "	" " " "
764	On right bank of Billabong Creek, North Currabunganung Run ..	640 " "	" " " "
765	On right bank of Billabong Creek, at south-east corner of North Currabunganung Run.....	640 " "	" " " "
766	County of Townsend, near outbreak of Thulabun Creek, South Currabunganung Run	1,920 " "	" " " "
767	On left bank of Billabong Creek, South Currabunganung Run	3,200 "	" " " "
768	Union Dam Creek Reserve, Lower Deniliquin Run	640 "	" " " "
769	Billabong Creek, North Jerilderie Run	3,200 " (about)	" " " "
770	Billabong Creek, North Jerilderie Run	3,200 " "	" " " "
771	Billabong Creek, South Jerilderie Run	2,240 " "	" " " "
772	On left bank of Billabong Creek, South Jerilderie Run	2,240 "	" " 558
773	On left bank of Billabong Creek, South Jerilderie Run	1,000 "	" " " "
774	On left bank of Billabong Creek, at north-east corner of Kirarbiri Run	3,200 "	" " " "
775	On left bank of Billabong Creek, Kirarbiri Run	2,560 "	" " " "
776	At North-west corner of Kirarbiri Run.....	720 "	" " " "
777	At Stuckey's Bridge, Mathoura Run	3,200 "	" " " "
778	At Banks' Bridge, Mathoura Run	3,200 "	" " " "

No.	Locality.	Area in Square Miles.	Government Gazette in which the description is published.
779	County of Townsend, Hill's Plain, Mathoura Run	1,760 acres (about)	7 Mar., 1870, fol. 558
780	Half Moon Swamp, on the Mathoura Run	640 "	" " "
781	On right bank of Billabong Creek, Mooloomoon Run	3,200 "	" " "
782	On north bank of Edward River, Mooloomoon Run.....	1,400 "	" " "
783	On north bank of Edward River, Mooloomoon Run	1,920 "	" " "
784	At south-east corner of portion No. 1, of 320 acres, Murgah Run ...	160 "	" " "
785	On right bank of Edward River, portion of Murgah Run	1,920 "	" " "
786	On right bank of Edward River, Murgah Run	960 "	" " "
787	On right bank of Edward River, Murgah Run	1,200 "	" " "
788	On left bank of Billabong Creek, Murgah Run	2,000 "	" " 559
789	On a branch of Puckleally Creek, Nyang Run	640 "	" " "
790	At junction of Neimur River with Middle Creek	640 "	" " "
791	On right bank of Billabong Creek, Puckawidgee Run	640 "	" " "
792	On left bank of Billabong Creek, portion of Quiamong Run	2,400 "	" " "
793	On right bank of Urana Creek, Urana Run	640 "	" " "
794	Near Watt & Thompson's northern portion of 320 acres, portion of Urana Run	640 "	" " "
795	Near south-west corner of Coonong Run, on the Urana Run	640 " (about)	" " "
796	On right bank of Billabong Creek, North Wanganilla Run	1,920 " "	" " "
797	On right bank of Billabong Creek, North Wanganilla Run	1,920 " "	" " "
798	On right bank of Billabong Creek, North Wanganilla Run.....	1,920 " (about)	" " "
799	On left bank of Billabong Creek, South Wanganilla Run	1,440 " "	" " "
800	On left bank of Billabong Creek, South Wanganilla Run	1,920 " "	" " "
801	On the left bank of Billabong Creek, South Wanganilla Run	1,920 " "	" " "
802	On right bank of Billabong Creek, portion of Windouran Run	640 " "	" " "
803	On right bank of Billabong Creek, portion of Windouran Run	1,280 " "	" " "
804	On south bank of Billabong Creek, portion of Woorooma Run	400 " "	" " "
805	On south bank of Billabong Creek, portion of Woorooma Run	320 " "	" " "
806	County of Urana, at Broughton's Old Dam, North Yathong Run ...	730 " "	" " 560
807	County of Urana, on right bank of Billabong Creek, North Yathong Run	1,440 "	" " "
808	County of Urana, on left bank of Billabong Creek, South Yathong Run	640 "	" " "
809	County of Urana, on left bank of Billabong Creek, about 60 chains above Brennan's Dam, Billabong Creek, South Yathong Run ...	960 "	" " "
810	On the left bank of the Billabong Creek, portion of Zara Run	3,200 "	" " "
811	County of Townsend, on right bank of Billabong Creek, portion of Zara Run	1,280 "	" " "

1870.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR PRESERVATION OF WATER SUPPLY OR OTHER PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 4.

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 the 14th March and 14th April, 1870.

No.	Locality.	Area in square miles.	Government Gazette in which the description is published.
409	County of Darling, Parish of Manilla, on the road from Tamworth to Manilla, on the Dinawarindi Run.....	194 acres ..	18 March, fol. 655.
410	County of Nandewar, Parish of Burburgate, Burrell Run.....	55 „, 2rds.	„ „ 656.
6	County of St. Vincent, Parish of Goba, on Buckenboursa Creek.....	5 ac. 1 r. 28 p.	„ „ „
7	County of St. Vincent, Parish of Goba, containing 5 acres 1 rood and 15 perches.....	5 ac. 1 r. 15 p.	„ „ „
5	County of St. Vincent, Parish of Goba, on Buckenboursa Creek.....	12 ac. 3rds.	„ „ „
—	County of Finch, at Mogul, Barwon River.....	500 acres ...	„ „ „
—	County of Goulburn, Parishes of Albury and Bungabarina, on the road from Jinderra to Albury.....	180 „ ...	„ „ 657.
67	County of Livingstone, at Albermarle.....	1,360 „ ...	4 April, „ 781.
68	County of Livingstone, at Yougara.....	1,450 „ ...	„ „ „
69	County of Livingstone, at Poolula, on the Blenheim Run.....	1,150 „ ...	„ „ „
70	County of Livingstone, at Henley, on the Darling River.....	1,280 „ ...	„ „ „
71	County of Livingstone, the Old Stockyard Creek, Henley Run.....	1,280 „ ...	„ „ 782.
72	County of Werunda, Culeowathaca, Merry Run.....	1,280 „ ...	„ „ „
73	County of Werunda, at Tunninka, on the Merry Run.....	1,440 „ ...	„ „ „
38	County of Tara, Frenchman's Creek Reserve, Moorna Run.....	1,920 „ ...	„ „ „
39	County of Tara, portion of the Ana Branch Run.....	960 „ ...	„ „ „
812	County of Townsend, on the right bank of the Edward River, portion of Morrigo Run.....	2,000 „ ...	„ „ „
813	County of Waradgery, on Murrumbidgee River, portion of Mungadal Run.....	1,600 „ ...	„ „ „
814	County of Waradgery, on left bank of Murrumbidgee River, Mungadal Run.....	3,200 „ ...	„ „ „
815	County of Waradgery, on the east boundary of Mungadal Run, portion of Mungadal Run.....	640 „ ...	„ „ „
816	County of Waradgery, on the Mungadal Run.....	640 „ ...	„ „ „
817	County of Wakool, at the north-east corner of Nyang Run, on left bank of Edward River.....	800 „ ...	„ „ „
441	County of Clarendon, Parish of Bilda, at Camp Gully, on the Oura Run.....	160 „ ...	5 „ „ 784.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(CORRESPONDENCE—CONDITIONAL PURCHASE OF WILLIAM JAMES ARTHUR.)

Ordered by the Legislative Assembly to be Printed, 5 April, 1870.

RETURN to an *Order*, made by the Honorable the Legislative Assembly of New South Wales, dated 15th March, 1870, That there be laid upon the Table of this House,—

“ A Copy of all the Correspondence and Documents that have passed
“ between the Government and any person or persons relative to a Condi-
“ tional Purchase made by William James Arthur in the Parish of St. Julian,
“ County of Durham, and which has been declared forfeited.”

(Mr. Wilson.)

SCHEDULE.

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CROWN LANDS.

No. 1.

[Alienation Act, section 13.]

C.P., No.

Land Agent's No. 22 of 1868.

Application for the Conditional Purchase, without competition, of 40 acres unimproved Crown Land, under section 13 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this 16th day of April, 1868, at half-past 3 o'clock.

WM. DUDDING,
Agent for the Sale of Crown Lands
at Patrick's Plains.

16 April, 1868.

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 40 acres; and I herewith tender the sum of £10, 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.

To the Agent for the Sale of Crown Lands
at Singleton.

I am, &c.,
WILLIAM JAMES ARTHUR,
By his father, JAMES ARTHUR,
Gresford.

Description:—

County of Durham, parish of St. Julian, 40 acres; on the head of a creek running into Webber's Creek.

Mr. Maitland, senior, to measure, if unobjectionable.—J.S.A., for S.G. B.C., 5 June, 1868-70.

No. 2.

[Alienation Act, section 13.]

C.P., No.

Land Agent's No. 38 of 1868.

Application for the Conditional Purchase, without competition, of 40 acres unimproved Crown Land, under section 13 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this 16th day of July, 1868, at 11 o'clock.

WM. DUDDING,
Agent for the Sale of Crown Lands
at Patrick's Plains.

16 July, 1868.

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 40 acres; and I herewith tender the sum of £10, 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.

To the Agent for the Sale of Crown Lands
at Singleton.

I am, &c.,
WILLIAM DRINKWATER,
Gresford.

Description:—

County of Durham, parish of Tangorin, 40 acres; on a branch of Webber's Creek, and about $\frac{1}{4}$ of a mile from Matilda Ellen Arthur's selection of 60 acres, made 16th April, 1868.

Mr. Maitland, senior, to measure, if unobjectionable. B.C., 29 August, 1868, No. 111.—J.S.A., for S.G.

No. 3.

[Alienation Act, section 21.]

C.P., No. 68,2709.

Land Agent's No. 57 of 1868.

Application for the Conditional Purchase, without competition, of 40 acres unimproved Crown Land, under section 21 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £10, this 29th day of October, 1868, at 12 o'clock.

WM. DUDDING,
Agent for the Sale of Crown Lands
at Patrick's Plains.

29 October, 1868.

SIR,

I am desirous of purchasing, without competition, under the 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres, which adjoins my conditional purchase of 40 acres, made on the 16th April, 1868; and I herewith tender the sum of £10, being a deposit, at the rate of five shillings (5s.) per acre, on the area for which I apply.

I am, &c.,
WILLIAM JAMES ARTHUR,
 By **JAMES ARTHUR,**
 Gresford.

To the Agent for the Sale of Crown Lands
 at Singleton.

Description:—

County of Durham, parish of St. Julian, 40 acres; on a creek running into Webber's Creek, and adjoining my selection of 40 acres, made 16th April, 1868, on the south-west corner, and running south-west, north and east, to point of commencement.

Mr. Seccombe (if first C.P. is satisfactory) to measure if unobjectionable. B.C., 19 December, 1868.—C. J. FINCH, for Sur. Gen.

This portion has been already surveyed.—G. T. SECCOMBE, 7 April, 1869.

No. 4.

MR. LICENSED SURVEYOR MAITLAND TO THE SURVEYOR GENERAL.

Maitland, 10 December, 1868.

SIR,

Referring to your instructions herein of the 5th June, 1868 (68-70), I do myself the honor to Appendix A. report survey of the land therein indicated, and enclose a plan thereof.

I have, &c.,
D. M. MAITLAND,
 Licensed Surveyor.

Report.—Date of survey, 18th April, 1868.—D. M. MAITLAND.

Chartered, &c.—B.C., 22/2/70.

The portion herein referred to has been now selected by Charles Drinkwater.—69-4650.

No. 5.

MESSRS. RUSSELL & HOLDEN TO THE SECRETARY FOR LANDS.

Mort's Buildings,
 No. 179, Pitt-street, Sydney,
 11 February, 1869.

SIR,

On behalf of Mr. William Drinkwater we have the honor to submit the following facts for your consideration:—On the 16th day of April, 1868, one James Arthur, a settler in the district of Singleton, selected, under the 13th clause of the Crown Lands Alienation Act, two selections—one of 60 acres, in the name of his daughter, Matilda Ellen Arthur, in the parish of Tangorin (since forfeited); and the other of 40 acres in the name of his son, William James Arthur, in the parish of St. Julian. On the 16th day of July, 1868, Mr. Chas. Drinkwater selected, in the name of his son, William Drinkwater, under the same clause, a block of 40 acres upon the same creek, and about a quarter of a mile below the selection of William James Arthur, which it now appears was described by the Land Agent (who prepared the application) as about a quarter of a mile below the selection of Matilda Ellen Arthur, being the other selection taken up on the same day as that of William James Arthur.

Relying upon the Land Agent's description, Mr. Drinkwater at once occupied the selection which his father described to the Land Agent, and has continued to reside upon it to the present time; he has also made considerable improvements upon it.

James Arthur, the father of William James Arthur, having discovered that Drinkwater's selection had been wrongly described, on the 29th day of October, 1868, applied for the selection occupied by Drinkwater, in virtue of the occupation, and in the name of William James Arthur. We are in a position to prove beyond all doubt that neither the selector nor any of his family have ever occupied the selection taken up in the name of William James Arthur on the 16th day of April, and in virtue of which occupation the selection occupied by Drinkwater is claimed. It has merely been occupied by a servant in the employ of the selector's father, who has now a flock of sheep upon it; and even he did not reside there until after the expiration of one month from the day upon which the deposit for the selection was paid.

It is submitted in the first place that the Government could not have provided Mr. Drinkwater with land answering the description given by the Land Agent, as all land upon the creek below Matilda Ellen Arthur's selection had been already purchased. And secondly, that the mistake in the application having arisen entirely through the misdescription given by the Land Agent, the Government should protect Mr. Drinkwater, and allow him to amend the description, as it is certain beyond all doubt that he never intended to select anywhere else but where he at once erected his hut, and has ever since occupied as his home.

It is only within the last few days that Mr. Drinkwater has discovered the Land Agent's error, and we now have to request, on his behalf—

- (1st.) That the Land Agent may be instructed to amend the description given to the selection.
 (2nd.) And that William James Arthur's application for the same may be cancelled.

We have, &c.,
RUSSELL & HOLDEN.

Herewith:—

Appendix B.

- (1.) Statutory declaration of Charles Drinkwater.
 (2.) Sketch showing selections.

The facts of this case are so fully stated in this letter that nothing more need be added.

From the statutory declaration enclosed, it appears evident that the name of the wrong parish was inserted in Drinkwater's description by a mistake of the Land Agent's.

The points for decision are specified in the last part of this letter.—3 March.

The Land Agent to report and explain how the error was committed.—W.F., B.C., 11 March, 1869.

[Enclosure to No. 4.]

DECLARATION.

In the Colony of New }
 South Wales. }

I, CHARLES DRINKWATER, of Gresford, in the Colony of New South Wales, farmer, do solemnly and sincerely declare that on the sixteenth day of July, one thousand eight hundred and sixty-eight, I visited Singleton for the purpose of making a conditional purchase in the name of my son, William Drinkwater, under the thirteenth clause of the Crown Lands Alienation Act of 1861. I called upon the Government Land Agent there and told him that I wanted to select a piece of land on one of the selections rented by Doctor Lindeman in my son's name, as we were shepherding a flock of sheep for Dr. Lindeman, and that the land I wanted to select was a piece of 40 acres, between James Arthur's purchased land and one of the selections he made on the 16th day of April then last. I told him that the piece of land I wanted was on a branch creek; the agent then asked me if it was half a mile from Arthur's; I answered no, that it was close to one of the selections before mentioned, he then said he had better describe it as about a quarter of a mile from it, as that would suffice, and did so accordingly; he then advised me to see that the selection was occupied within one month from that day, as being so close to Arthur's he (Arthur) might try to make my son forfeit it. He asked me if I knew whether the 40 acres I wished to select were near the selection taken up in Arthur's son's name, or that taken up in his daughter's name; I said I did not, but that it was close to the upper selection. He asked me if I knew the name of the parish; I told him that I did not know anything about parishes; he then said it must be near Matilda Ellen Arthur's selection, in the parish of Tangorin. I mentioned to him several times that the 40 acres I wished to have were in Dr. Lindeman's rented section. Not doubting that the selection was properly described by the Land Agent I paid the deposit, and my son immediately went to reside on the 40 acres described by me, cleared the land, and planted tobacco beds, and we have had Dr. Lindeman's sheep folded upon it every night since, except when they went to be shorn and for water, and my son has continuously resided upon it as his usual home ever since, and paid the deposit. Neither William James Arthur nor any of his family have ever resided upon the selection taken up on the 16th day of April, 1868, as his or their usual home. 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 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 more entire suppression of voluntary and extrajudicial oaths and affidavits."

CHARLES DRINKWATER.

Taken and declared, at Clevedon, in the said Colony, this 16th day of February, }
 one thousand eight hundred and sixty-nine, before me,—

JAMES MCCORMACK, J.P.

No. 6.

THE LAND AGENT, SINGLETON, TO THE UNDER SECRETARY FOR LANDS.

Court House, Singleton,
 March 15, 1869.

SIR,

Under a separate envelope I have this day returned the papers noted in the margin (received yesterday) from the Department of Lands, which have reference to a conditional purchase made in this Office on the 16th July, 1868, I beg to report that the application of Charles Drinkwater was prepared in conformity with his directions, yet at the same time his idea of the locality of the land he wished to select was incorrect; he appeared under the impression that there was only one branch of Webber's Creek, and settled himself down on that branch, which is in the parish of St. Julian.

With respect to the error alleged to have been committed by me (by Messrs. Russell and Holden) I would most respectfully submit that the particulars of the land Drinkwater attempted to describe to me, as far as I can recollect, were such as to lead me to a wrong conclusion respecting the position of the land he actually wanted. He was satisfied with the application prepared after it was read to him.

I have, &c.,

WM. DUDDING,
 Crown Lands Agent.

With respect to the mistake said to have been committed by the Land Agent, he states that to the best of his recollection the land described to him by Drinkwater was that which he (the Agent) specified for him in the application. On the other hand there is the statutory declaration with 69/1947 that the land pointed out to the Agent is that on which Drinkwater has settled down, and which he has improved. The application made by Messrs. Russell and Holden is to allow Drinkwater's description to be amended, and Arthur's C.P. to be cancelled.—W.W.S., 20th.

Declaration of
 C. Drinkwater.
 Land tracing.
 Letter from
 Messrs. Russell
 and Holden to
 Hon. Minister
 for Lands.
 Copies of des-
 criptions of
 Arthur and
 Drinkwater's
 selections.
 2. Letter from
 Licensed Sur-
 veyor Maitland.
 Application of
 W. J. Arthur by
 his father, James
 Arthur.

No. 7.

MINUTE OF THE SECRETARY FOR LANDS.

Drinkwater v. Arthur.

MESSRS. Russell and Holden, solicitors for Drinkwater, say, "We are in a position to prove beyond all doubt that neither the selector nor any of his family have occupied the selection taken up in the name of William James Arthur, on the 16th day of April, and in virtue of which the selection occupied by Drinkwater, is claimed." I think Messrs. Russell and Holden should be required to produce the proof upon this point, and a report from the Land Agent obtained. The solicitors aforesaid say also, "The mistake in the application having arisen entirely through the misdescription given by the Land Agent." This is an assumption entirely without proof. It is denied by the Land Agent and has an exceedingly vague foundation even in Drinkwater's declaration, which shows either ignorance of, or inability to give, a description of the locality he intended. The case exhibits very strongly the inconvenience of the practice of allowing Land Agents to prepare these descriptions. But so long as such a practice exists it is obvious that no Land Agent can be fairly held responsible for any error in a description conveyed to him by another person supposed to know, and to be able to state, what he means, and who puts his meaning on paper through the mouth or the pen of the Land Agent.

Refer accordingly.—W.F., March 24, 1869.

No. 8.

THE UNDER SECRETARY FOR LANDS TO THE LAND AGENT, SINGLETON.

Department of Lands,
Sydney, 6 April, 1869.

SIR,

With reference to your letter of the 15th ultimo, explaining that the land applied for by Charles Drinkwater, in the name of his son, William Drinkwater, was described by you in accordance with his directions,—I am directed to request that you will ascertain, and report to this Department, with as little delay as practicable, whether William James Arthur has fulfilled the conditions of residence, with regard to the 40 acres conditionally purchased by him on the 16th April last, and which is the land occupied and claimed by Drinkwater.

I have, &c.,
M. FITZPATRICK.

No. 9.

THE UNDER SECRETARY FOR LANDS TO MESSRS. RUSSELL & HOLDEN.

Department of Lands,
Sydney, 6 April, 1869.

GENTLEMEN,

With reference to your letter of the 11th February last, in which you state that you are in a position to prove that neither William James Arthur nor any of his family ever resided upon the land selected by him at Patrick's Plains, on the 16th April last, and in view of which the selection occupied by William Drinkwater, but erroneously described in his application is claimed by the latter, I am directed to request that you will accordingly furnish the proof alluded to, with the view to the relative merits of the case being duly considered.

I have, &c.,
M. FITZPATRICK.

No. 10.

THE CROWN LANDS AGENT, SINGLETON, TO THE UNDER SECRETARY FOR LANDS.

Court House, Singleton,
April 20, 1869.

SIR,

In acknowledging the receipt of your letter, dated 6th April, 1869 (and numbered as per ^{69,2847} margin), requesting me to ascertain and report whether William James Arthur has fulfilled the conditions of residence, with regard to the 40 acres of land conditionally purchased by him on the 16th April last, I beg to enclose, herewith, the usual proof of residence in such cases.

I have, &c.,
WM. DUDDING,
Crown Lands Agent.

[Enclosure in No. 10.]

Proof of residence, &c., upon a Conditional Purchase of 40 acres of Crown Lands, made by William James Arthur, at Singleton, on the 16th April, 1868.

WE, the undersigned, being uninterested in the purchase herein referred to, certify that we know Mr. William James Arthur to have permanently resided upon, and improved as his usual home, the conditional purchase of 40 acres of Crown Lands in the County of Durham, made by him at Singleton on the 16th April, 1868.

As witness our hands :—

Names.	Calling.	Address.
George Brooke.....	Farmer.....	Gresford.
Thomas Faulkner	Farmer.....	Gresford.
George Lawrence	Farmer.....	Lostock.
John Hagan.....	Tobacco Manufacturer	Gresford.

Dated this 19th April, 1869.

No. 11.

MESSRS. RUSSELL & HOLDEN TO THE SECRETARY FOR LANDS.

Mort's Buildings, Pitt-street,
Sydney, 21 April, 1869.

SIR,

In reply to your letter of the 6th instant, we have the honor to enclose three statutory declarations in further support of proof of non-residence, also a certificate of Dr. Lindeman, J.P., corroborating some of the facts stated in our application.

We have, &c.,
RUSSELL & HOLDEN.

The enclosed declarations appear to bear out the statements of Messrs. Russell and Holden.—
W.W.S., 23rd.

Await further report of Land Agent; re-submit therewith.—W.F., 3 May, 1869.

Land Agent's report in the meantime received; now herewith.—5th. (See No. 9.)

I recommend compliance with the application on behalf of Drinkwater, by Messrs. Russell and Holden, in their letter of 11th February.—W.F., 12 May, 1869.

[Enclosure in No. 11.]

DECLARATION.

In the Colony of New }
South Wales. }

I, EMMA DRINKWATER, of Gresford, in the Colony of New South Wales, spinster, do solemnly and sincerely declare, that during the time my brother William was residing upon his free selection, I saw the child William James Arthur and his mother, almost daily, and many times a day, upon James Arthur's homestead, three or four miles away from my brother's ground; and I declare, to the best of my belief, that the child and his mother never were on the selection taken in his name, or ever slept away from the homestead during that period. 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 more entire suppression of voluntary and extra-judicial oaths and affidavits."

EMMA DRINKWATER.

Taken and declared at Trevallyn, Paterson River, in the said Colony, this }
16th day of April, one thousand eight hundred and sixty-nine, before me,— }

G. B. TOWNSHEND, J.P.

[Enclosure in No. 11.]

DECLARATION.

In the Colony of New }
South Wales. }

I, WILLIAM DRINKWATER, of Gresford, in the Colony of New South Wales, free-selector, do solemnly and sincerely declare, that neither William James Arthur [an infant about (3) three years old], nor any of his family, ever resided upon the free selection made in his name on the 16th of April, 1868, nor did any one reside upon it for nearly four months after that date, and then it was resided upon by a man named Falkner, a shepherd of James Arthur, who had a flock of James Arthur's sheep upon it. 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 more entire suppression of voluntary and extra-judicial oaths and affidavits."

WILLIAM DRINKWATER.

Taken and declared at Trevallyn, Paterson River, in the said Colony, this }
16th day of April, one thousand eight hundred and sixty-nine, before me,— }

G. B. TOWNSHEND, J.P.

[Enclosure in No. 11.]

DECLARATION.

In the Colony of New }
South Wales. }

I, ARTHUR LINDEMAN, of Cawarra, Gresford, in the Colony of New South Wales, gentleman, do solemnly and sincerely declare that, during the time Drinkwater had the charge of my father's sheep from about the 10th of May last past, I frequently went to inspect them, and in doing so passed close to the selection made by James Arthur on the 16th of April; and I never, on any occasion, saw the child Wm. J. Arthur there, or any of his family; and that during all the time Wm. Drinkwater resided upon his selection, that neither the child or his parents resided there; but on several occasions I have seen them all at James Arthur's homestead, about four miles away, during that period. 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 more entire suppression of voluntary and extra-judicial oaths and affidavits."

ARTHUR LINDEMAN.

Taken and declared at Clevedon, in the said Colony, this 12th day of }
April one thousand eight hundred and sixty-nine, before me,— }

JAMES M'COORMACK, J.P.

[Enclosure

[Enclosure in No. 11.]

At the request of William Drinkwater I certify what I know relative to his conditional purchase, which appears to have been sold to another while resided upon by him. His father, Charles Drinkwater, who has charge of a flock of sheep of mine, asked me if I would object to his son's selecting a piece of land in one of my leased sections to make a home upon and to cultivate, while receiving wages for shepherding my sheep; I replied certainly not; and he then described and pointed out to me the piece of land he wished to select. There was no other land on my leased sections or in that neighbourhood that could at all answer the description.

H. J. LINDEMAN,
April 21, 1869.

No. 12.

THE UNDER SECRETARY FOR LANDS TO MASTER W. J. ARTHUR.

Department of Lands,
Sydney, 19 May, 1869.

SIR,

I am directed to inform you, that the application, made by you at Singleton, on the 29th October, 1868, for the conditional purchase of 40 acres of land, has been cancelled, the land having been previously selected by William Drinkwater under a wrong description, which the Secretary for Lands has allowed to be amended.

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.,
MICHAEL FITZPATRICK.

[Enclosure in No. 12.]

C.P.

THE Consolidated Revenue Fund Dr. to Master William James Arthur.

For a refund of the deposit paid by him on a conditional purchase of 40 acres of land, selected on the 29th October, 1868, and now cancelled.	
	Amount to be Refunded.
Amount of deposit paid on 40 acres	£10 0 0
This deposit was credited to the Consolidated Revenue Fund on Audit Office, Sydney, 18 .	18 .

MICHAEL FITZPATRICK,
Under Secretary for Lands.

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 187 , from the above sum of pounds shillings and
pence sterling, on behalf of

Teller,

Bank of

No. 13.

THE UNDER SECRETARY FOR LANDS TO THE LAND AGENT, SINGLETON.

Department of Lands,
Sydney, 19 May, 1869.

SIR,

I am directed to inform you, that the application of William James Arthur, on the 29th October, 1868, for the conditional purchase of 40 acres of land, has been cancelled, the land having been previously selected by William Drinkwater under a wrong description, which the Secretary for Lands has allowed to be amended.

2. A form for refund of deposit has been forwarded for the signature of the applicant, the nature of which you will be so good as to explain to him, if required.

I have, &c.,
M. FITZPATRICK.

No. 14.

S

No. 14.

THE UNDER SECRETARY FOR LANDS to MESSRS. RUSSELL & HOLDEN.

Department of Lands,
Sydney, 19 May, 1869.

GENTLEMEN,

With reference to your letter of the 21st ultimo, enclosing three statutory declarations, corroborative of certain statements in your former letter of the 11th February last, on behalf of William Drinkwater, I am directed now to state, for your information, that the Secretary for Lands has decided that Drinkwater's purchase may stand, and Arthur's application has been therefore cancelled.

I have, &c.,
M. FITZPATRICK.

No. 15.

MR. LICENSED SURVEYOR MAITLAND to THE SURVEYOR GENERAL.

Maitland, 19 May, 1869.

SIR,

Referring to your instructions herein, of the 29th August, 1868 (68-111), I do myself the honor to report survey of the portion therein and above indicated, and enclose a plan thereof.*

I remain, &c.,
D. M. MAITLAND,
Licensed Surveyor.

Appendix C.

REPORT :—Date of survey, 5th May, 1869, not resident.—D. M. MAITLAND.
Applicant to show cause.—T.H.L.

No. 16.

THE UNDER SECRETARY FOR LANDS to THE LAND AGENT, SINGLETON.

Department of Lands,
Sydney, 29 July, 1869.

SIR,

I am directed to apprise you of an alteration which has been made in the description of William Drinkwater's conditional purchase, 68-1744, 40 acres at Patrick's Plains, on the 16th July, 1868, and to request that you will note your books in accordance therewith. The description will read as follows :—County of Durham, parish of St. Julian, on Myall Creek, a branch of Webber's Creek, being portion No. 6, parish of St. Julian, lot M, of sale at Singleton on the 27th December, 1865.

I have, &c.,
G. J. ARMYTAGH,
(For the Under Secretary.)

No. 17.

THE UNDER SECRETARY FOR LANDS to MR. W. DRINKWATER.

Department of Lands,
Sydney, 7 September, 1869.

SIR,

Information having been received that you have not resided on the 40 acres of land, conditionally purchased by you at Patrick's Plains on the 16th July, 1868, as required by the 18th clause of the Crown Lands Alienation Act, I am directed to inform you that it will be necessary for you to prove, within one month from this date, by the testimony of at least two disinterested and respectable persons, that your conditional purchase is your usual home and residence; and that in default of your doing so the purchase in question, and any additional ones held by you in virtue thereof, will be considered forfeited, and submitted to sale by auction with as little delay as possible.

2. A form of proof is annexed, which you should get duly signed, and forward to this Department within the time prescribed.

I have, &c.,
MICHAEL FITZPATRICK.

No. 18.

MESSRS. RUSSELL & HOLDEN to THE SECRETARY FOR LANDS.

Mort's Buildings,
No. 179, Pitt-street, Sydney,
21 September, 1869.

SIR,

In reply to your letter to Mr. William Drinkwater, of the 7th instant, requiring proof of residence upon the conditional purchase of 40 acres in the county of Durham, made by him on the 16th July, 1868, we now beg to enclose a proof, signed by several well known persons.

Immediately

Immediately previous to our application on his behalf, of the (? 11th) 5th February last, there had been an impounding by the father of William James Arthur of the sheep in William Drinkwater's possession, and as there was a great probability of a breach of the peace being committed, if he remained upon the land, we could not advise him to remain in possession during the period that our application was before the Government.

The day upon which we received your letter of 19th May last, informing us that the application had been granted, we apprised Mr. Drinkwater of its contents, and with our advice he immediately resumed his occupation, and has continued to reside upon the land up to the present time.

We have, &c.,

RUSSELL & HOLDEN.

In accordance with decision of Secretary for Lands on 69-4356 (see letter 21 April, 1869), Wm. James Arthur's original conditional purchase has been included in list of forfeitures, about to be submitted for approval of Executive Council. Should the four additional purchases, made on 9th ultimo, be forfeited also, or having been made prior to declaration of forfeiture of the original conditional purchase, and in ignorance of the intention to forfeit apparently, should they not rather be cancelled? It seems questionable whether in a case like this, applicant should forfeit the whole of the deposits (£50).—W.W.S., 26.

It may be a hard case, but parties who accept legal privileges, subject to certain conditions, must be presumed to do so with their eyes open to the consequences of the non-fulfilment of such conditions. It appears clear to me that additional conditional purchases must follow the fate of the original, and be equally liable to forfeiture.—W.F., October 29, 1869.

Additional conditional purchase applications, 69-2878, 2879; 69-3519, 3520, are included in forfeited list. 4/11/69.—69-13-507.

[Enclosure in No. 18.]

PROOF OF RESIDENCE.

WE, the undersigned, being uninterested in the purchase herein referred to, certify that we know Mr. William Drinkwater to have continuously resided upon, as his usual home, the conditional purchase made by him on the 16th July, 1868, of 40 acres of Crown Lands in the County of Durham, with the exception of the period during which his application of the (? 11th) 5th February last, through his solicitors, Messrs. Russell & Holden, was before the Minister for Lands.

As witness our hands:—

Names.	Calling.	Address.
Herbert H. Brown.....	Grazier	Colstown, Gresford.
C. A. Long	Grazier	Colstown, Gresford.
his		
John × Harris	Farmer	Bowhill, Gresford.
mark		
his		
George × Turner	Farmer	Coleston, Gresford.
mark		
H. S. Lindeman.....	Wine Grower	Cawarra.

Dated this 13th September, 1869.

This certificate may, perhaps, be considered satisfactory.—5/10/69.—W.W.S., 5th.

Residence for a certain period, excepting a part of such period, is not residence for the whole period. But if applicant can produce proof that he had been illegally dispossessed, or kept away by force, from his residence, declaration might be satisfactory.—W.F., October 12, 1869.

No. 19.

THE UNDER SECRETARY FOR LANDS TO MR. W. DRINKWATER.

Department of Lands,
Sydney, 21 October, 1869.

SIR,

Referring to your proof of residence on your conditional purchase of the 6th July, 1868, at Patrick's Plains, forwarded under date the 21st ultimo, I am directed to inform you, that you should produce proof that you were illegally dispossessed, or kept away by force, from the land during the period in which you state you were non-resident, when the certificate might be considered satisfactory.

I have, &c.,

M. FITZPATRICK.

No. 20.

MESSRS. RUSSELL & HOLDEN TO THE SECRETARY FOR LANDS.

Mort's Buildings,
No. 179, Pitt-street, Sydney,
5 November, 1869.

SIR,

In reply to your letter to Mr. Drinkwater of the 21st ultimo, requiring further proof of the fact of his being illegally dispossessed, or kept away by force, from his selection during the period in which his application was before the Government, we have the honor to enclose a certificate from Henry John Lindeman, Esq., J.P., and can, if necessary, procure further proof.

216—B

To

To show what our client has had to endure for the sake of retaining his selection, we enclose an original note, received by him about the 16th July last, purporting to be from the infant selector, William James Arthur, and written some two months after we had advised Mr. Drinkwater of the contents of your letter to us of the 19th May last, "that Drinkwater's purchase may stand, and Arthur's application has been therefore cancelled."

It was a few days after the receipt of this note, namely, on the 27th July, that the father of William James Arthur went upon Drinkwater's selection and demanded the sheep in his possession; he was prevented from taking them, and the consequence was that a charge of pound rescue was brought by James Arthur, the father, before the Singleton Bench against Charles Drinkwater, our client's father, a very old man, who lives with and shepherds for his son. The result we enclose on a separate sheet of paper, marked C, in the handwriting of Mr. Dudding, the Clerk of Petty Sessions, who is also the Government Land Agent at Singleton. Mr. Drinkwater was undefended in consequence of the return day of the summons not giving him sufficient time to obtain professional assistance. He handed the enclosed papers, marked D, to the Bench, which was read in Court, and he appealed also to Mr. Dudding, who was sitting in the Court at the time, whether this statement was not correct, but Mr. Dudding would not assist him. Our client is a poor man, and can ill afford to be so unjustly deprived of his earnings, or to bring the matter before a higher tribunal. Since he resumed possession, with our advice in May last he has made his selection his *bonâ fide* residence, although since he was fined for pound rescue he has been obliged, at great inconvenience, to make arrangements to have his sheep folded elsewhere. In the meantime James Arthur has been making further selections for his infant son, and is endeavouring to enclose Drinkwater, so that he can go neither in or out without going upon the selections surrounding.

Whilst our client was daily and anxiously awaiting the decision of the Government, contained in your letter to us of the 19th May last, he was deprived of a home, and lived out in the open bush, watching his sheep, with nothing at night to cover him but a few sheets of bark, and upon resuming occupation, with the authority of the Government, he has been dragged into paying the damages in an action for pound rescue for preventing sheep being taken off land, which the Government had given Arthur notice did not belong to him (Arthur).

Taking all this into consideration, coupled with the fact of our having procured abundant proof that the infant William James Arthur has all along been a trespasser, even upon the 40 acres he selected under the 13th section of the Alienation Act, we beg to request that Mr. Drinkwater may be provided with a certificate of residence, and also that the selections made by William James Arthur, or by his father on his behalf, may be forfeited with as little further delay as possible.

We have, &c.,

RUSSELL & HOLDEN.

The Secretary for Lands has decided that Arthur's conditional purchases are to be forfeited, and under the representations now made, Drinkwater's residence may be accepted as satisfactory.—W.W.S., 11 November.

Approved.—W.F., November 15, 1869.

[Enclosures in No. 20.]

Wm. Jas. Arthur to Mr. W. Drinkwater.

Myall Creek, near Gresford,
16 July, 1869.

Dear Sir,

I beg leave to give you notice to leave the property upon which you are now living, against Wednesday next, the 21st day of July, 1869; if not, the sheep thereon will be impounded and the yard levelled, together with the hut, fence, or any other building erected thereon.

I beg leave to remark that I have received instructions to do so.

I remain, &c.,

WILLIAM JAMES ARTHUR.

D.

THE land in question is undoubtedly my son's, as when I found Mr. Arthur was disputing his right and title to the land I had the whole cause laid before the Minister for Lands. After some considerable delay a letter was sent to my lawyer from the Minister for Lands, saying that my son could hold possession of the land, as his claim to the right and title to the land in question, land being allowed him. The letter is held with my lawyer, but have had no means of receiving since the serving of the summons, as he resides in Sydney, and I was also informed that notice had been sent to Mr. Arthur to the same effect, and therefore Mr. Arthur must have trespassed to impound the sheep, knowing he had no legal right to do so. I should also think that Mr. Dudding must be aware that my son's claim has been allowed by the Minister for Lands.

Arthur v. Drinkwater.—"Pound Rescue."

THE defendant sentenced to pay fine of 40s. and 6s. 4d. costs in 7 days; in default of payment distress to issue, and in default of sufficient distress, defendant to be imprisoned in Maitland Gaol 14 days, also to pay £2 2s. professional costs.

JAMES SMITH, P.M.

£2	0	0	
0	6	4	Total... £4 8 4
2	2	0	

Received from Drinkwater, £4 8 4
W. DUDDING, C.P.S.

£4 8 4
Court House, Singleton,
3 August, 1869.

Cawarra,

Cawarra, October 26, 1869.

I HEREBY certify that I know William Drinkwater was dispossessed of the land he free selected, from the fact that the Drinkwater family shepherded a lot of sheep belonging to me, and the father, Drinkwater, asked me if I would allow him to fold my sheep at night on their selection so that his son might reside upon it. The sheep were folded there for several months after the selection was made; then they were impounded by James Arthur, who claimed the land in right of an infant son. This James Arthur then placed his own sheep there, or ran them over it. Wm. Drinkwater is a very poor man, and had then to reside where he could gain his daily bread, being deprived of doing so on the selection which he was cultivating with that view; he vacated it therefore during the time occupied by the appeal he made for redress to the Minister for Lands, but re-occupied it immediately he received a letter confirming his right to it, which seems to have availed them very little, as he has suffered much persecution from James Arthur since, and his father has suffered also much loss and annoyance.

H. J. LINDEMAN.

No. 21.

THE UNDER SECRETARY FOR LANDS TO MR. W. DRINKWATER.

Department of Lands,
Sydney, 23rd November, 1869.

SIR,

With reference to your letter of the 13th September last, furnishing proof that you are carry- See enclosure to No. 18.
ing out the requirements of the Crown Lands Alienation Act of 1861, as regards residence on your conditional purchase of 40 acres of land in the district of Patrick's Plains, I am directed to inform you that the proof adduced by you is considered satisfactory.

2. I am to remind you that it will be necessary for you, before the expiration of three years and three months from the date of your purchase, to furnish the declaration required by section 18 of the Act above referred to, as to your continuous residence on the land for that period, and the value of your improvements, and that should the same not appear to be satisfactory, the Government will not be bound in any way by this communication to the acceptance of it.

I have, &c.,
MICHL. FITZPATRICK, U.S.

No. 22.

J. BOWIE WILSON, Esq., M.P., to THE UNDER SECRETARY FOR LANDS.

Sydney, 6 December, 1869.

SIR,

May I request the favour of being informed of the reasons for the cancellation of Mr. William James Arthur's selection of 40 acres, county of Durham, parish of St. Julian, selected 16th April, 1868, as it has been represented to me that Mr. James Arthur has strictly acted up to the requirements of the Act as to residence, and that improvements to the value of £40 are already on the ground.

I have, &c.,
J. BOWIE WILSON.

No. 23.

THE UNDER SECRETARY FOR LANDS TO J. BOWIE WILSON, Esq., M.P.

Department of Lands,
Sydney, 7 December, 1869.

SIR,

In reference to your letter of the 6th instant, inquiring the reason of the cancellation of William James Arthur's C.P. of 40 acres, made at Patrick's Plains on 16th April, 1868, I am directed to inform you that under the statements contained in certain declarations forwarded to this Department from residents in the district, by Messrs. Russell & Holden, the above purchase was declared forfeited, not cancelled, for non-residence.

Four additional purchases, made in virtue of the said purchase, were also at the same time declared forfeited by direction of the Minister for Lands, in the *Government Gazette* of the 23rd ultimo.

2. It may be added that a C.P., made by Arthur on the 29th October, 1868, was cancelled on the ground of its having been previously (*i.e.* on the 16th July, 1868) selected by Wm. Drinkwater; a slight error appears to have been made in the description given by Drinkwater, but not sufficient, in the opinion of the Minister, to invalidate his application, which was evidently intended for the land which he actually took possession of, and which was subsequently taken up by Arthur.

I have, &c.,
G. J. ARMYTAGE,
for U.S.

No. 24.

MR. W. J. ARTHUR TO THE SECRETARY FOR LANDS.

Myall Creek,
14 December, 1869.

SIR,

Having reference to your letter of the 7th instant to the Honorable John Wilson, in answer to a letter of inquiry from that gentleman, respecting the cancellation of my conditional purchase of 46 acres, made at Patrick's Plains on the 16th April, 1868, in which you say, "I am directed to inform you

you that under the statements contained in certain declarations forwarded to this department from residents in the district, by Messrs. Russell & Holden, the above purchase was declared forfeited."

As I am at a loss to know what statements the declarations referred to contain to cause you to declare my conditional purchase forfeited, I would most respectfully beg to be informed what they are, as I have in every way fully complied with the provisions, as regards residence and improvement, of the Crown Lands Alienation Act of 1861. On the other side I beg to forward a certificate from several gentlemen, resident in this district, with whom I am well acquainted, and who can certify to my residence on the land.

I have, &c.,
his
WILLIAM JAMES × ARTHUR.
mark.

Letter handed in by Mr. Hoskins, M.P., who represents the case as one of great injustice to Arthur, and states that Drinkwater has never fulfilled any of the conditions required by law.—W.F., Jan. 10, 1870.

The action taken with respect to Arthur's and Drinkwater's conditional purchases, is shown in the accompanying letter to Dr. Wilson, in reply to 69-14710. (See letter of 7th December.)

Drinkwater's proof of residence was accepted as satisfactory by decision on 69-13507 No., and Arthur's purchases were declared forfeited in accordance with decision on 69-11320 No.—W.W.S., 14th.

[Enclosures in No. 24.]

WE, the undersigned, residents on Myall Creek and surrounding district, do hereby certify that we are well acquainted with William James Arthur, of Myall Creek, and we also know the 46 acres of land selected by him on the Myall Creek, and that we have known him to be permanently resident on the said selection since April, 1868, and it is the only place of residence we are aware of, belonging to the said William James Arthur.

PATRICK SULLIVAN, farmer, Allwood.
JOHN TURNER, farmer, Lostock.
WM. KELLY, farmer, Upper Paterson.
W. O'NEIL, farmer, Lostock.
GEO. BROOKE, stockowner, Tea Tree.
JAS. KELLEHAR, farmer, Lostock.
JAS. IRWIN, farmer, Myall Creek.
JAS. FAULKNER, Myall Creek.
WM. BRUMSBY.
JOHN BROOKEE.

High-street, West Maitland,
23 December, 1869.

I BEG to certify that having acted as assistant to Mr. Licensed Surveyor Seccombe, in May, 1869, when the conditional purchases, taken up in the name of William James Arthur, parish of St. Julian, were surveyed, we found the applicant resident upon his land, as required by the clause of the Act requiring such residence.

L. P. DUKE.

MINUTE OF THE UNDER SECRETARY.

WILLIAM James Arthur's selections were cancelled apparently on the enclosed statutory declarations that the selector, a child three years of age, lived with his father at a place three miles distant. These are very precise and quite irreconcilable with the present declarations, unless, as seems probable, there is a misunderstanding in the latter as to the locality. I see no ground to doubt the propriety of the decision arrived at.

No. 25.

THE UNDER SECRETARY FOR LANDS to J. HOSKINS, Esq., M.P.

Department of Lands,
Sydney, 27 January, 1870.

SIR,

With reference to the letter lately handed in by you from William James Arthur, complaining and protesting in the matter of his forfeited conditional purchases in the parish of St. Julian, county of Durham, and forwarding the certificate of several parties as to his compliance with the residence clause of the Act,—I am directed to explain that Arthur's selections were forfeited in consequence of certain statutory declarations, which were forwarded to this department, that the selector, a child three years of age, lived with his father at a place three miles distant. These are very precise, and quite irreconcilable with the certificate now forwarded by Arthur, unless, as seems probable, there is a misunderstanding in the latter as to the locality.

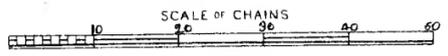
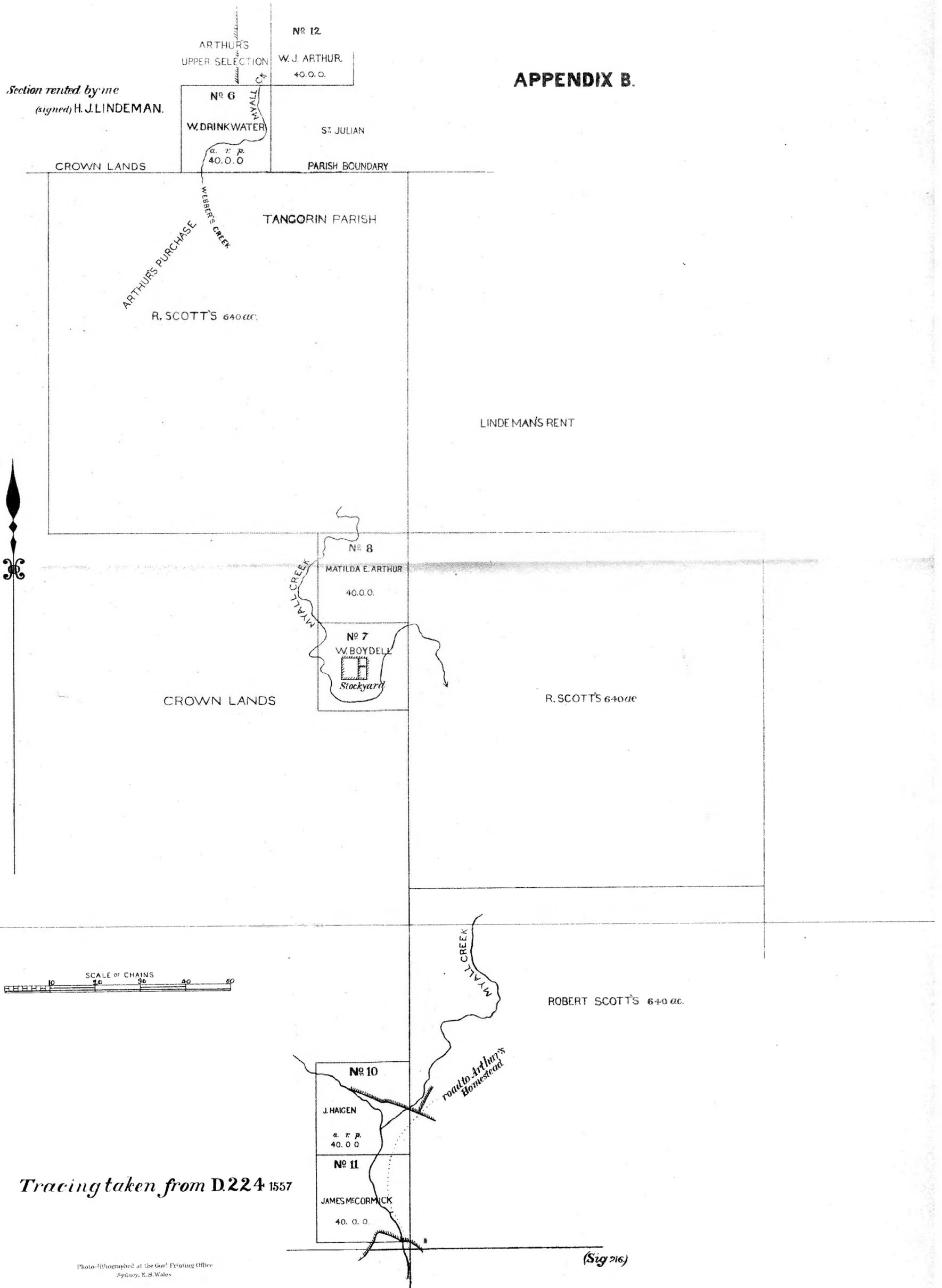
There appears no ground for doubting the propriety of the decision arrived at.

I have, &c.,
A. O. MORIARTY.

[Three Plans.]

APPENDIX B.

*Section rented by me
(signed) H. J. LINDEMAN.*



Tracing taken from D.224 1557

Photo-lithographed at the Govt Printing Office
Sydney, N.S. Wales

(Sig 216)

APPENDIX C.

PLAN

OF 40 ACRES IN THE
PARISH OF TANGORIN,
COUNTY OF DURHAM,
APPLIED FOR AS A CONDITIONAL PURCHASE
UNDER 13th CLAUSE C. L. ACT, 1861.

BY

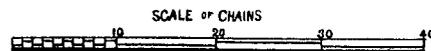
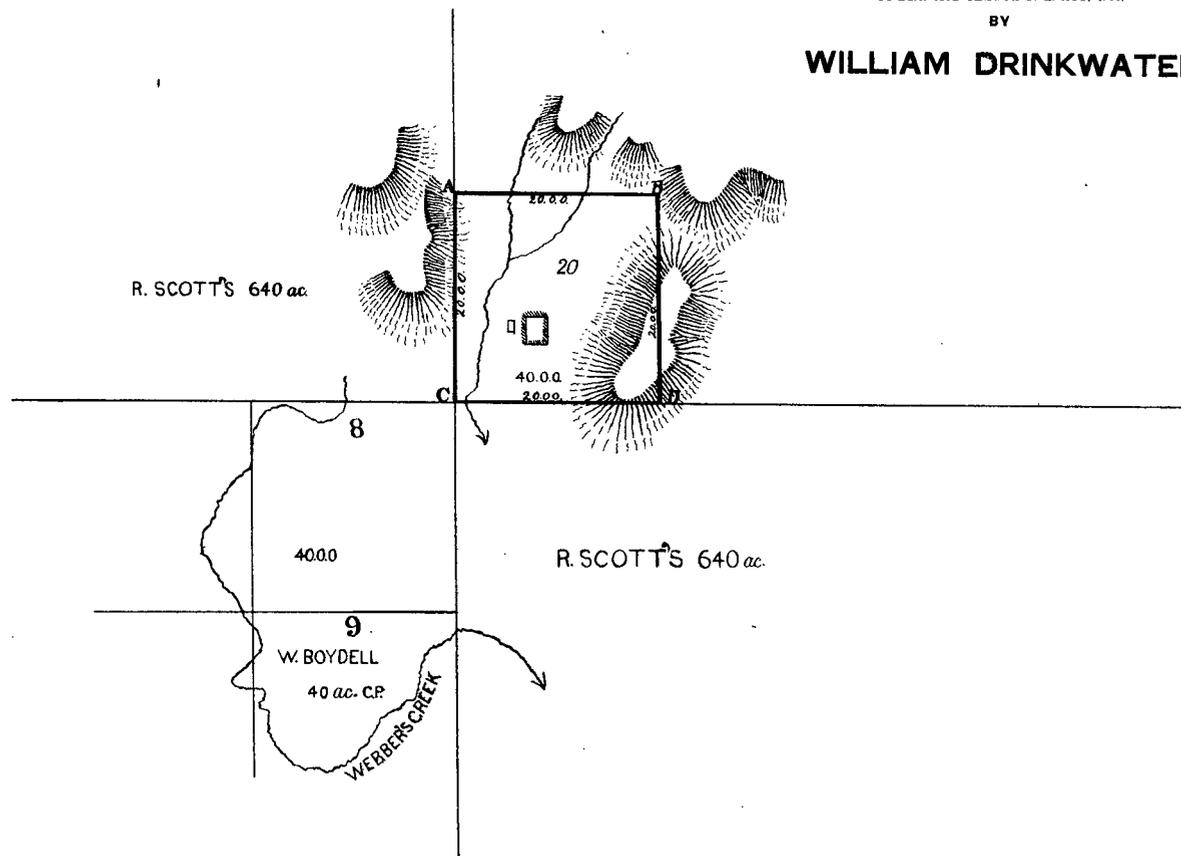
WILLIAM DRINKWATER.



REFERENCES TO CORNERS					
	CORNERS	BEARING	FROM	LINKS	NUMBERS
A	IRONBARK SAPH				XX
B	STAKE	N. 70° W.	OAK	12	XX
C	"	N. 90° E.	PEPPERMINT	30	XX
D	STAKE	W.	GUM	34	XX

NOTES

FORMATION---- SANDSTONE.
TIMBER---- GUM, IRONBARK, &c.
SOIL---- GRAZING ONLY.
WATER---- SCARCE.



(Sig. 216.)

Catalogue Number D.819. 1537.

Photo-lithographed at the Govt Printing Office
Sydney, N. S. Wales.

Transmitted to the Surveyor General with my letter of
the 19th of May, 1869.-69. 21/

(Signed) D. MAITLAND,

LICENSED SURVEYOR.

1870.

NEW SOUTH WALES.

CROWN LANDS ALIENATION ACT OF 1861.

(ADDITIONAL REGULATION.)

Presented to Parliament, pursuant to Act 25 Vict., No. 1, sec. 30.

Department of Lands,
Sydney, 25 January, 1870.

It is hereby notified for public information, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following additional Regulation under the Crown Lands Alienation Act of 1861, having reference to applications to purchase unnecessary roads.

WILLIAM FORSTER.

Every application shall be accompanied by a deposit of £5, which if the application be complied with, will form part of the purchase money, but will be returned if the application be refused. If the application be withdrawn, or the applicant fail to complete the purchase within the six months limited by the 16th clause of the Regulations, the deposit will be forfeited.

1870.

NEW SOUTH WALES.

CROWN LANDS ALIENATION ACT OF 1861.
(AMENDED REGULATION.)

Presented to Parliament, pursuant to Act 25 Victoria, No. 1, sec. 30.

Department of Lands,
Sydney, 29th March, 1870.

THE following amended Regulation under the Crown Lands Alienation Act of 1861, which has been approved by His Excellency the Governor and the Executive Council, is hereby published for information, as by law required.

WILLIAM FORSTER.

DECLARATIONS ON CONDITIONAL PURCHASES.

So much of section 29 of the Regulations under the Crown Lands Alienation Act as requires Declarations on Conditional Purchases, on which balance of purchase money has been paid up, to be countersigned by the Minister for Lands previously to the issue of the Deeds of Grant, is hereby repealed, and in future it shall be lawful for such declarations to be countersigned by any person duly authorized by the Minister for Lands in that behalf.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(CORRESPONDENCE RESPECTING CONDITIONAL PURCHASE OF MICHAEL SEARY.)

Ordered by the Legislative Assembly to be Printed, 12 April, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 5th April, 1870, That there be laid upon the Table of this House,—

“ A copy of the applications made respectively by Peach and Seary for a
 “ Conditional Purchase of land at Tarlo, in the county of Argyle, together
 “ with any report of the District Surveyor upon these applications.”

(Mr. Butler.)

SCHEDULE.

NO.	PAGE.
1. Application by Michael Seery to purchase. 18 April, 1867	2
2. Do. Eli Peach do. 12 March, 1868	2
3. Licensed Surveyor Deane to Surveyor General, reporting survey of Michael Seery's selection. Plan. 23 July, 1868	3
4. Same to same, returning Eli Peach's application, the land having been already measured for Michael Seery. 23 July, 1868	3
5. Same to same, reporting survey of Eli Peach's selection. Plan. 2 February, 1869.....	3
6. Same to same, reporting survey of Michael Seery's selection. Plan. 2 February, 1869.....	3
7. Same to same, reporting survey of Winifred Seery's selection. 2 February, 1869	3

CROWN LANDS.

No. 1.

APPLICATION for the conditional purchase without competition of 40 acres unimproved Crown Lands, under section 21 of the Lands Alienation Act of 1861.

Received by me with a deposit of £10, this 18th day of April, 1867, at 3·20 o'clock.

C. S. ALEXANDER,
Agent for the Sale of Crown Lands at Goulburn.

18 April, 1867.

SIR,

I am desirous of purchasing without competition, under the 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres, which adjoins my conditional purchase of 40 acres, made on the 27th April, 1865; and I herewith tender the sum of £10, being a deposit at the rate of five shillings (5s.) per acre on the area for which I apply.

I am, &c.,

The Land Agent, Goulburn.

his
MICHAEL × SEERY.
mark.
Address—Woodhouselee.

DESCRIPTION.

County of Argyle, parish of Upper Tarlo, 40 acres, bounded partly on the south by part of the north boundary of T. Doyle's, now my 40 acres, selected 27th April, 1865.

his
MICHAEL × SEERY.
mark.

Witness to marks—C. S. ALEXANDER.

To Mr. Deane for measurement if unobjectionable—if first c. p. is unobjectionable. W.B.D.
B.C., 6 June, 1867. 31.

No. 2.

APPLICATION for the conditional purchase without competition of 40 acres unimproved Crown Lands, under section 21 of the Lands Alienation Act of 1861.

Received by me with a deposit of £10, this 12th day of March, 1868, at 10·40 o'clock.

C. S. ALEXANDER,
Agent for the Sale of Crown Lands at Goulburn.

12 March, 1868.

SIR,

I am desirous of purchasing without competition, under the 21st section of the Crown Lands Alienation Act of 1861, the portion of unimproved Crown Land hereunder described, containing 40 acres, which adjoin my conditional purchase of 40 acres, made on the 17th November, 1864; and I herewith tender the sum of £10, being a deposit at the rate of five shillings (5s.) per acre on the area for which I apply.

I am, &c.,

Land Agent, Goulburn.

his
ELI × PEACH.
mark.
Address—Woodhouselee.

DESCRIPTION.

County of Argyle, parish of Upper Tarlo, 40 acres, bounded on the south by my 40 acres, selected 17th November, 1864.

his
ELI × PEACH.
mark.

Witness to marks—C. S. ALEXANDER.

Mr. Deane (if first c. p. is satisfactory) to measure, if unobjectionable.
B.C., 20 April, 1869. 28.

J.S.A., for S. GL.

No. 3.

3

No. 3.

LICENSED SURVEYOR DEANE to THE SURVEYOR GENERAL.

Goulburn, 23 July, 1868.

SIR,

I have the honor to transmit herewith the plan* of a portion of land containing 40 acres, numbered 110, in the parish of Upper Tarlo, in the county of Argyle, applied for by Michael Seery as a conditional purchase under the 38th clause of the Crown Lands Regulations of 1861, and measured by me on the 6th March last, in accordance with your letter of instructions of the 6th June, 1867. Plan cancelled.
*Appendix A.

At the time of survey, applicant had effected improvements on this portion, consisting of about 12 acres of trees ringbarked, worth about £1. On T. Doyle's, now applicant's 40 acres, upon which he resided, the improvements consisted of a hut; a stockyard, 5 acres partly cleared, and some sapling fencing, worth altogether £35. The three-railed fence shown on plan, and worth about £15, was erected by Eli Peach.

I have the honor to direct your attention to my letter of this date.

I have, &c.,
E. R. DEANE.

Not measured in accordance with the application. To await resurvey.—C.E.F., 10/8/68.

No. 4.

LICENSED SURVEYOR DEANE to THE SURVEYOR GENERAL.

Goulburn, 23 July, 1868.

SIR,

I have the honor to return herewith an application by Eli Peach for the conditional purchase of 40 acres in the parish of Upper Tarlo, in the county of Argyle, the land having been already measured for Michael Seery, and the plan thereof transmitted by my letter of this date.

I beg to point out that Eli Peach selected this land, being at the time aware that it had been measured for M. Seery, but hearing that the latter had wrongly described his portion, he hoped to be able to save the removal of the fence erected by him on this land.

I have, &c.,
E. R. DEANE.

The portions should be measured in accordance with the applications. The land applied for by E. Peach is not described in M. Seery's application, and must therefore be measured for him.

Tracing* herewith, showing approximately the position of M. and W. Seery's and E. Peach's conditional purchases as described in the application.—J.S.A., for S. G. *Appendix B.

No. 5.

LICENSED SURVEYOR DEANE to THE SURVEYOR GENERAL.

Goulburn, 2 February, 1869.

SIR,

I have the honor to transmit herewith the plan* of two portions of land containing 40 acres and 60 acres, numbered 110 and 115, in the parish of Upper Tarlo, in the county of Argyle, applied for by Eli Peach as conditional purchases under the 38th and 41st clauses of the Crown Lands Regulations of 1861, and measured by me on the 8th December last, in accordance with your letter of instructions of 20th April and 24th August, 1868. *Appendix C.

At the time of survey applicant had effected improvements on portion No. 110, consisting of about 80 rods of three-railed fencing, worth about £15; on portion No. 115, consisting of about 60 rods of two-railed fencing, worth about £9. With reference to his previous conditional purchases for improvements, see report of 21 June.

A road has been reserved through portion No. 110, to afford access to T. Doyle's, now M. Seery's, 40 acres.

On the 8th December last, the applicant did not reside on any of his conditional purchases, but lived on part of A. Kemmi's 2,560 acres, near the Tuena Road.

I have, &c.,
E. R. DEANE.

No. 6.

LICENSED SURVEYOR DEANE to THE SURVEYOR GENERAL.

Goulburn, 2 February, 1869.

SIR,

I have the honor to transmit herewith the plan* of a portion of land, containing 40 acres, numbered 113, in the parish of Upper Tarlo, in the county of Argyle, applied for by Michael Seery as a conditional purchase, under the 38th clause of the Crown Lands Regulations, and measured by me on the 8th December last, in accordance with your letter of instructions of the 11th August. *Appendix D.

The applicant had effected no improvements on this portion, and altogether declined having this portion of land, but at the same time said he was willing to take portion No. 109.

I have, &c.,
E. R. DEANE.

The

The Chief Draftsman,

Applicant declines taking the land (portion No. 113) now measured, but offers to take portion No. 109, which is resided on by Winifred Seery. Shall she be asked to show cause? Her application is dated 18th April, 1867.—T.H.L., 11 March, 1869.

There appears to be no objection to noting portion 109 instead of 113 as M. Seery's c. p.; but before dealing further with this case, Winifred Seery's reply to letter to show cause should be seen.—J.S.A., 1 April.

No. 7.

LICENSED SURVEYOR DEANE TO THE SURVEYOR GENERAL.

Goulburn, 2 February, 1869.

SIR,

Not required in
this case.

I have the honor to transmit herewith a plan of a portion of land, containing 40 acres, numbered 114, in the parish of Upper Tarlo, in the county of Argyle, applied for by Winifred Seery, as a conditional purchase under the 21st clause of the Crown Lands Regulations of 1861, and measured by me on the 8th December last, in accordance with the letter of instructions of 11 August.

At the time of survey, applicant had effected no improvements, and did not reside on the portion of land above described.

I have, &c.,

E. R. DEANE.

The Chief Draftsman,

Applicant does not reside on portion No. 114, now surveyed, although it is in accordance with her description. She resides on the land first surveyed, being portion No. 109. Shall she be allowed to amend her application, or be asked to show cause? Her application is dated 6th June, 1867.—T.H.L., 11 March, 1869.

Applicant should perhaps be called upon to show cause, and at the same time to be informed that she has been reported non-resident on the portion No. 114, described by her, and that the portion No. 109, on which she is reported resident, appears to have been previously conditionally purchased by Michael Seery.—J.S.A., 1 April, 1869.

Winifred Seery alienated her purchase to Michael Seery, on 2nd July, 1868.—14 April, 1869.

[Four plans.]

PLAN

OF A PORTION OF LAND CONTAINING 40 ACRES,
NUMBERED 110, IN THE
PARISH OF UPPER TARLO,
IN THE

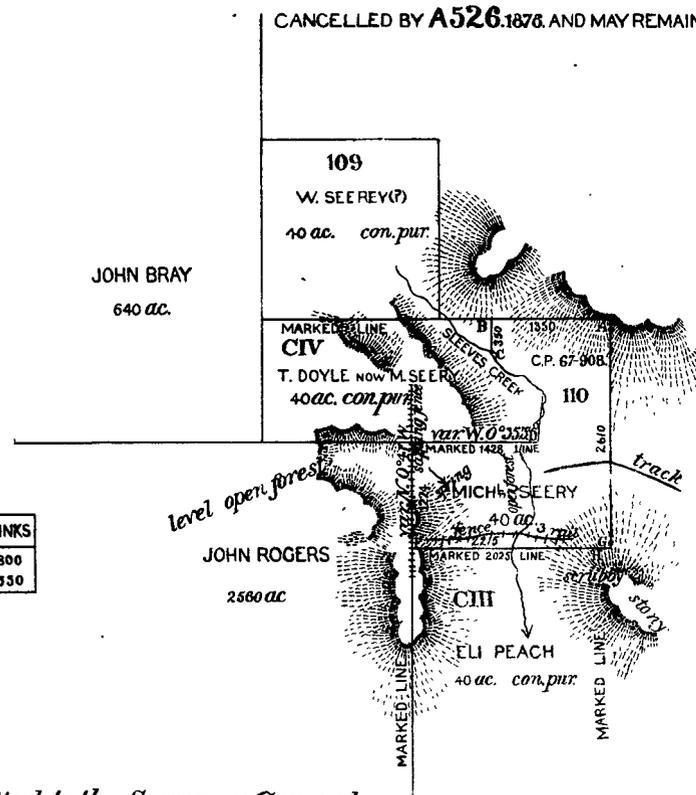
COUNTY OF ARGYLE,
*being a conditional purchase by Michael Seery under
the 38th clause of the Crown Lands Regulations.*

APPENDIX A

COULBURN



CANCELLED BY A526.1876. AND MAY REMAIN WITH PAPERS.



CORNERS				
CORNER	BEARING	FROM	LINKS	NR ON TREE
A	S. 13° W.	GUM	10	110
B	N. 72° W.	GUM	35	110 CIV
C	S. 2° W.	GUM	54	"
D	N. 73° E.	GUM	55	"
E	N. 47° W.	GUM	26	110 CIV
F	WEST	SMALL BOX	4	110 CIV
G	N. 55° W.	GUM	16	110
H	SOUTH	SMALL PEPP.	3	CIII

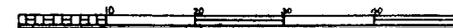
TRAVERSE		
NR	BEARING	LINKS
1	S. 52° E.	800
2	S. 8° W.	330

NOTES.

SURVEYED BY CIRCUMFERENTOR
MARKED IN ACCORDANCE WITH REGULATIONS
ASPECT, STEEP STONY WHINSTONE HILLS
TIMBER, GUM AND PEPPERMINT
WATER PLENTIFUL

7166/68.

SCALE OF CHAINS



*Transmitted to the Surveyor General
with my letter N^o 68.106 of July 23rd*

E. R. DEANE,
LICENSED SURVEYOR.

(Sig. 235)

A.526.1876

PLAN

OF TWO PORTIONS OF LAND NUMBERED 110 AND 115,
IN THE

PARISH OF UPPER TARLO, IN THE COUNTY OF ARGYLE.

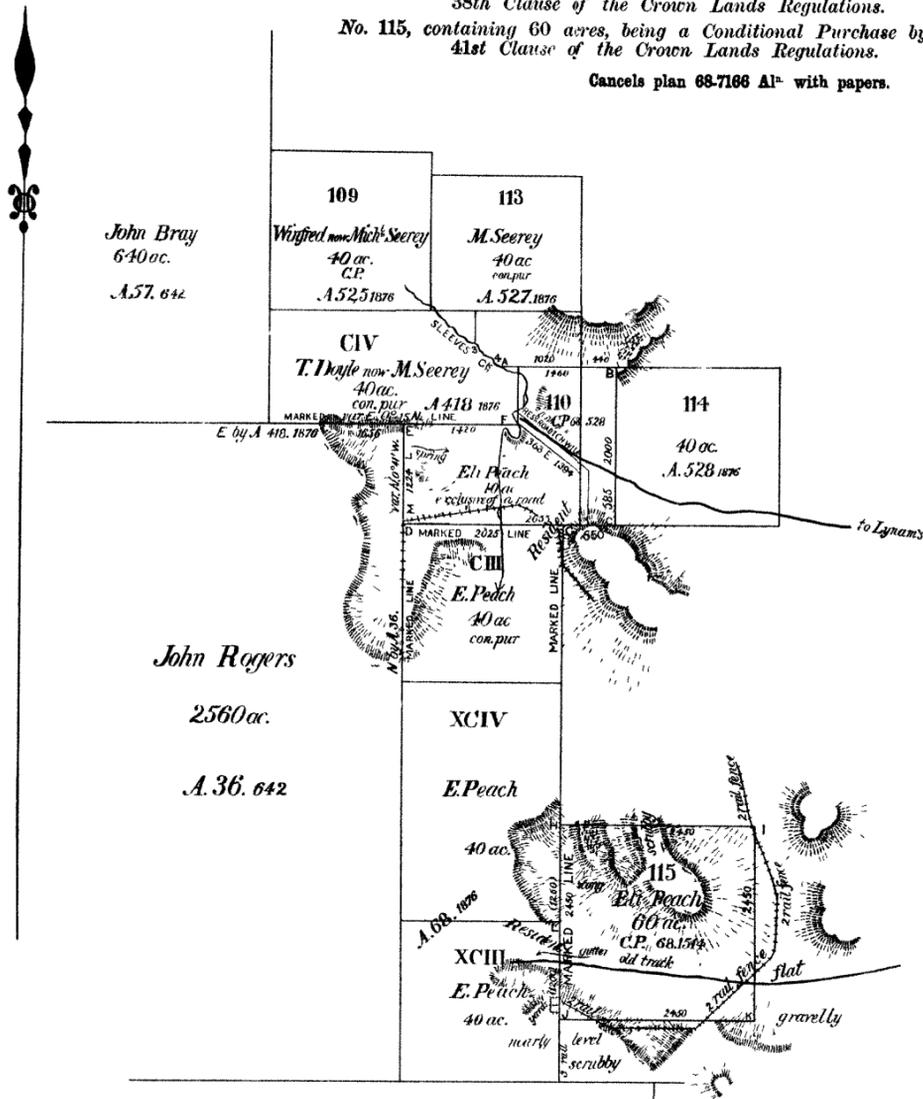
No. 110, containing 40 acres, being a Conditional Purchase by Eli Peach, under the 38th Clause of the Crown Lands Regulations.

No. 115, containing 60 acres, being a Conditional Purchase by Eli Peach, under the 41st Clause of the Crown Lands Regulations.

Cancels plan 68-7166 A1^a with papers.

APPENDIX C.

GOULBURN

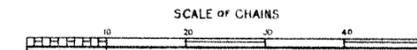


CORNERS

CORNER	BEARING	FROM	LINKS	N° ON TREE
A	N.46°W.	GUM	8	110-113
B	S.28°E.	GUM	14	110-114
C	S.39°W.	PEP ^r	7	"
D	WEST	SMALL BOX	4	110-CIII
E	N.47°W.	GUM	26	110
F	N.73°E.	GUM	55	110-CIV
G	SOUTH	SMALL PEP ^r	3	CIII
H		SMALLS ^r BARK		115
I	S.83°W.	STX BARK	17	"
J	N.72°W	GUM	37	"
L	S.27°	GUM	60	XCIII-XCIV
K		STAKE		

NOTES

Surveyed by circumferentor
Marked in accordance with regulations.
Aspect steep spurs of scrubby stony land
Timber, gum, apple, box, s^t bark, and pepper^s.
Water plentiful on N^o 110, not permanent on N^{os} 111



NR	BEARING	LINKS
1	N.4° 10' E.	700
2	N.70° 20' W.	500
3	N.32° 45' W.	208
4	N.50° 40' W.	425

Transmitted to the Surveyor General with
my letter N^o 69.11 of February 2nd.

E. R. DEANE,
LICENSED SURVEYOR.

(Sig 235.)

PLAN

of a portion of Land containing
40 ACRES NUMBERED 113,

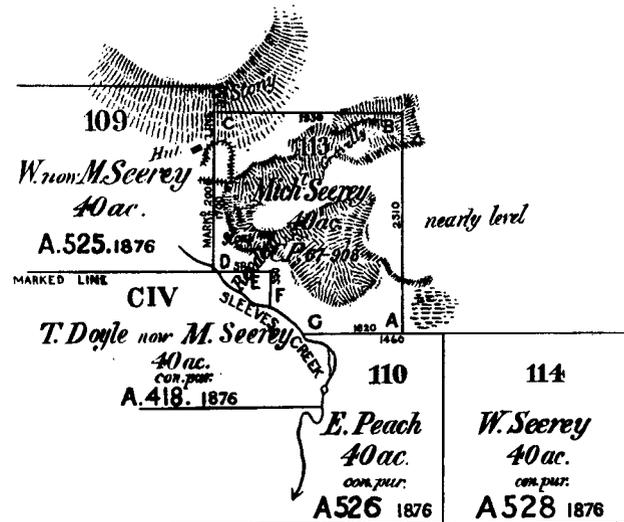
IN THE

PARISH OF UPPER TARLO, IN THE COUNTY OF ARGYLE,

Being a conditional purchase by Michael Seerey under the 38th clause of the Crown Lands Regulations.

APPENDIX D.

COULBURN



CORNER	BEARING	FROM	LINKS	N ^o ON TREE
A	N.62°E.	GUM	25	113
B	S.73°W.	GUM	45	"
C	S.21°E.	GUM	26	"
D		STAKE		
E	N.72°W.	GUM	35	113 — CIV
F	S. 2°W.	GUM	54	"
G	N. 46°W.	GUM	8	113 — 110

NOTES.

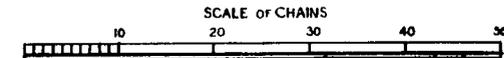
*Surveyed by circumferentor.
Marked in accordance with regulations.
Aspect. spurs of very poor stony land.
Whinstone soil.
Timber, gum, apple, and peppermint.
Water plentiful.
From F to G is S. 50° 40' E. 425 links.*

*Transmitted to the Surveyor General with
my letter N^o 69.12 of February 2nd.*

E. R. DEANE,

LICENSED SURVEYOR.

(Sig. 235)



1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(APPLICATION OF MR. JOHN WOOD, FOR CLOSING OF ROAD THROUGH HIS CONDITIONAL PURCHASE.)

Ordered by the Legislative Assembly to be Printed, 26 April, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd March, 1870, That there be laid upon the Table of this House,—

“A copy of all correspondence and minutes relative to the application of
“Mr. John Wood, for compensation for loss sustained by being deprived,
“in consequence of a report from Mr. Licensed Surveyor Binstead, of a
“road which gave him access to water,—said road having been recommended
“and surveyed by Mr. Licensed Surveyor Huntley, at the time of the
“original survey of Mr. Wood’s conditional purchase of 320 acres, and
“fenced by Mr. Wood at a cost of £22 10s.”

(*Mr. Wilson.*)

No.	PAGE.
1. Application to purchase by John Wood, B.C., to Mr. Houghton, to survey.—15 May. 21 March, 1867	2
2. Licensed Surveyor Huntley, to Surveyor General, reporting Survey—Plan. 30 December, 1867	2
3. Surveyor General to Licensed Surveyor Huntley, to explain—with reply. 17 June, 1868	2
4. Memorandum of Instructions to District Surveyor Twynam. 24 November, 1868	3
5. District Surveyor Twynam to Surveyor General, reply to above, with Minutes thereon. 22 February, 1869.....	3
6. Licensed Surveyor Binstead to Surveyor General reporting survey—Plan. 31 May, 1869.....	4
7. John Wood, to Secretary for Lands, complaining of the re-survey. 21 June, 1869	4
8. Memorandum by Surveyor General, recommending a reserve. 2 August, 1869	5
9. Minute of Executive Council. 9 August, 1869	5
10. Government Gazette Notice. 17 September, 1869	5
11. Under Secretary Lands, to Land Agent, Berrima, respecting reserve. 13 October, 1869	5
12. Same, to John Wood, Water Reserve. 5 November, 1869.....	6

CROWN LANDS.

No. 1.

APPLICATION TO PURCHASE.

APPLICATION for the conditional purchase of unimproved lands without competition, by John Wood, of Kiama, farmer.

Received with deposit, this twenty-first day of March, 1867, at ten o'clock, by Geo. Hry. Rowley, Land Agent for Berrima District.

Berrima, 21 March, 1867.

SIR,

I desire to purchase, under the Crown Lands Alienation Act of 1861, without competition, the portion of unimproved Crown Lands hereunder described, and I tender herewith a deposit at the rate of five (5) shillings per acre on the rate for which I apply.

I am, &c.
JOHN WOODS,
Kiama.

Description.

County of Camden, 320 acres, at Yarrawah, parish of Yarrawa: bounded on the north by the entire southern boundary line of Charles Vandenberg's conditional purchase of 320 acres as made by him on 14th August, 1862,—being somewhere about 60 chains by 53.

Mr. Houghton for measurement if unobjectionable. B.C., 15 May, 1867.—W.R.D.

No. 2.

LICENSED SURVEYOR HUNTLEY to THE SURVEYOR GENERAL.

Bell's Chambers,
171 Pitt-street,
Sydney, 30 December, 1867.

IN pursuance of instructions by your B.C., No. 22, May 15, 1867, I have made the necessary survey, and have now the honor to transmit you* plan of same, and to report that selector is resident and has effected improvements as under:—

* Appendix A.

	£
200 acres killed timber.....	30
120 „ cleared	150
Half cost of house	10
	£190

I have, &c.,
A. S. HUNTLEY, C.E.

No. 3.

THE SURVEYOR GENERAL to LICENSED SURVEYOR HUNTLEY.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of John Wood's 320 acres, No. 237, parish of Yarrawa, transmitted by Mr. L. S. Huntley, letter No. 67/106, of 30th December, /67, and on which Mr. Huntley's report in explanation is requested.

Subject.

1st. Mr. Huntley to explain his reasons for the eccentric form of measurement he has adopted in the above survey.

2nd. This is to inform Mr. Huntley that, without the portion that has been added to the west boundary, the total area, excluding the reserved road, will be greatly deficient of the amount applied for.

Report.

1st. No water on the farm without this addition, which was measured solely to give John Wood access to water. If increased in width, accessible crossing cannot be obtained outside the farm, and if this west boundary of addition, or even the creek line were made the west boundary of the farm, Wood must have purchased many acres of precipitous stony and utterly worthless land.

2nd. Taken into account on the ground.

3rd.

*Subject.**Report.*

3rd. To state whether the small portion on the west boundary had not better be made into a water reserve?

4th. Vandenberg's south boundary is 57'00, and not 57'40 as shown by Mr. Huntley.

5th. Bearing and distances of Vandenberg's S.E. and S.W. corner-pins wanted.

17 June.

P. F. ADAMS.

3rd. No—as access to the water can be obtained for some chains along the west side of the creek.

4 and 5. I cannot account for this discrepancy, as the ground was clear, the chaining done very carefully, and the position of the corner-pins, which were destroyed by fire, was pointed out to me by Mr. Vandenberg, stating that he was present at the time of survey.

A. S. HUNTLEY.

Submitted, which length of line should be adopted—Huntley's line being 57'40 links, and Campbell's line 57 chains.

Mr. Huntley, in the last paragraph of the within report, states that the position of the corner-pins of Vandenberg's were shown him, but on his plan he states they were found (no bearings or corners shown).—Can the form of survey be accepted?—T. H. LEWIS, 20 Oct., /68.

I still infer that Mr. Huntley did not take proper means to determine the actual position of the corners; but before referring to the District Surveyor, I wish to know whether he took the bearings and distances from the trees and replaced the corners, and then found the discrepancy by chaining from one to the other.—P.F.A., 5 Nov.

No. 4.

MEMORANDUM OF INSTRUCTIONS TO DISTRICT SURVEYOR TWYNAM.

24 November, 1868.

Mr. District Surveyor Twynam is requested at his early convenience, to report on Mr. Licensed Surveyor, Huntley's survey of portion 236, Parish Yarrowa, County Camden.

1st. Mr. Twynam's attention is particularly directed to the notes in *blue* on the accompanying tracing,* which signify errors by comparison with adjoining measurements.

*Appendix B.

2nd. Mr. Huntley's rough plot in explanation of sundry discrepancies, is also forwarded herewith, to be returned with Mr. Twynam's reply. It will show how the straight road line between No. 236 and C. W. Wood's and Finlayson's portions has been protracted from a succession of small bearings. The length shown on this rough plot may be received by Mr. Twynam as those actually stated by Mr. Huntley as marked. The memorandum 68/80 is referred for Mr. Twynam's report on the true length and position of corners of north boundary of Jno. Wood's 320 acres, No. 237.

B. On Mr. Huntley's plan he says Vandenberg's corner-pins were found, *but gives no trees*. In his reply to memo (68/80) he says they were destroyed by fire.

Mr. L. S. R. J. Campbell's corner as taken from his original, are noted in blue on Mr. Huntley's rough plot.

P. F. ADAMS.

No. 68/167.

No. 5.

DISTRICT SURVEYOR TWYNAM TO SURVEYOR GENERAL, REPLY TO ABOVE WITH MINUTES THEREON.

Goulburn,

22 February, 1869.

MEMORANDUM with reference to the survey of three portions numbered 236, 237 and 238 in the parish of Yarrowa; and two portions numbered 240 and 241 in the parish of Jamberoo, in the county of Camden; the plans of which were transmitted by Mr. Licensed Surveyor Huntley under cover of his letters, dated the 30th December, Nos. 67/105, 106, &c.

Some of the boundary lines are marked, others are not marked, and apparently have not been measured. One boundary line is not in its proper position. Some of the corners are marked by pegs with reference trees, and others are not marked by either.

2. A diagram on linen is hereto annexed, showing the lines which I have re-measured, and by placing this diagram over Mr. Huntley's plot numerous discrepancies are apparent.

3. The timber and brush on both sides having been felled but not burned off, it is impossible at present to measure the south and east boundaries of S. Bush's 100 acres except at great cost. In any present re-survey of these portions the lengths of these boundaries must be determined by calculation. The length of Vandenberg's 320 acres is 57 chains 64 links and it was re-measured by my assistant with the same result.

4. There appears to be such utter disregard of the regulations of your department in this survey, that I cannot advise that Mr. Huntley be allowed to amend the same, but I would submit the desirability of causing a thorough re-survey to be effected by the local Licensed Surveyor.

5. Should you approve of the course suggested in the last paragraph, it will be necessary to reserve a road one chain wide between G. W. Wood's 200 acres and W. H. Vidler's 50 acres, instead of the road between the former portion and D. Finlayson's 100 acres which is impracticable.

Submitted.—E. TWYNAM.

UNDER

Under this report I think it advisable that Mr. Licensed Surveyor Twynam should issue the necessary instructions to a Licensed Surveyor to re-measure each portion and send in separate plans, with a view to surcharging Mr. Licensed Surveyor Huntley a certain per-centage in the event of the surveys disagreeing; with the roll plan and tracing are also enclosed Mr. Huntley's plans of portions which require re-adjustment.

Approved.—Any balance standing to Mr. Huntley's credit to be stopped.—P.F.A., 13 April.

Mr. Licensed Surveyor Binsted is instructed to re-survey the lands conditionally purchased by John Wood, James Wood, Geo. Wood, G. W. Wood, and D. Finlayson, respectively, separate plans of which are to be transmitted under separate letters in the usual manner. A road one chain wide is to be marked between Vidler's and G. W. Wood's lands, also a deviation for temporary traffic around the swamp on the main road as shown upon tracing.

It is desirable to ascertain whether it is necessary to reserve the road proposed by Mr. Huntley through John Wood's land.

Mr. Binsted should apply for copies of all the applications to be enclosed with new plans and letters so that each set of documents may be complete in itself.

A copy of the plan of the Robertson and Kiama Road (Haddle's Track) is enclosed with the other tracings and plans now forwarded for Mr. Binsted's use.

E. TWYNAM,
District Surveyor.

Goulburn, 17 April, 1869.

No. 6.

LICENSED SURVEYOR BINSTED TO THE SURVEYOR GENERAL.

Yarrawa, 31 May, 1869.

SIR,

*Appendix C.

I have the honor to transmit herewith, the plan* of a portion of land containing 320 acres, numbered 237, in the parish of Yarrawa, county of Camden, applied for by John Wood, as a conditional purchase under the 13th section of the Crown Lands Alienation Act, and surveyed by me this day, in obedience to your instructions issued to Mr. District Surveyor Twynam, dated 13th April, 1869, B.C., No 60, and transferred to me.

I have to report to you that at the time of survey, applicant was residing upon the land, and had effected the following improvements, namely:—About 71 chains split fencing; about 53 chains sapling fencing; part of a hut erected; about 150 acres of land partly cleared. I estimate these improvements to be worth about £163.

320 acres of land were erroneously measured by Mr. L. S. Huntley, on this application. The marks of Mr. Huntley's survey where not occurring on my lines I have obliterated.

I have, &c.,
W. H. BINSTED, L.S.

Chief Draftsman,

I think the protest of Mr. John Wood, 69/7124, deserves some consideration, and a reserve perhaps had better be notified for access to water if recommended by Mr Binsted. I do not see how Mr. Wood could have the strip alluded to included in his application.—T. H. L., 24 July, /69. Yes, should be reserved.—J. S. A., 27.

No. 7.

MR. JOHN WOODS TO THE SECRETARY FOR LANDS.

Yarrawa, June 21, 1869.

SIR,

I have the honor most respectfully to inform you that on the 21st March, 1867, I selected a block of 320 acres of land, south of Vandenberg's, in the parish of Yarrawa, county Camden, about January, 1868. The land was measured and the boundaries marked by Mr. Surveyor Huntley; at this time an occupation road or path was being used through it, and for the convenience of those settlers interested, I consented to a road being reserved through the centre of the block, which cut me off the water on the south portion, provided that a road 4 chains wide and 17 chains long were allowed, and measured to me for the purpose of obtaining water to the north portion. As this road would pass through worthless land which will never be selected, and the law, as Mr. Huntley said, allowed him to have access to the water, it was done, and I have fenced the land at a cost of £23 10s.

At the beginning of the present month, Mr. Surveyor Binsted again measured the land, adopting the road I allowed through the centre of the block, but cut off the road allowed me to the water; all the fencing and necessary improvements were at this time completed. The road to the water in question cannot possibly be an injury to future selectors, as the land is of no value, and besides the fencing entails on me a serious loss and inconvenience.

I have the honor to request your careful consideration of the matter, and allow me access to the water according to original survey.

I have, &c.,
JOHN WOOD.

5

No. 8.

MEMORANDUM.

A.B., 7166/69.

SUBMITTED for the consideration of the Honorable the Minister for Lands, that the defined area, 7 acres, situate in the county of Camden, parish of Yarrawa, be reserved for water supply under section 4 of the Crown Lands Alienation Act.—B.C., 2nd August, /69.—S.G. Office.
Under Secretary for lands.

Chief Draftsman,

Mr. Wood, conditional purchaser, complained in his letter of 2nd June last, that a portion had been cut off his land—He had better be informed that it has been *Gazetted* as a water reserve of 7 acres, viz. :—17 chains 83 links by 4 chains.—T. H. L., 20 October, /69. Approved by.—69/4674, Mis. Notified in *Gazette* of 17th September.

No. 9.

MINUTE PAPER.

69/3998

Department of Lands,
Sydney, 9 August, 1869.

It is recommended to His Excellency the Governor and the Executive Council for the reasons given in the enclosed Report of the Surveyor General, that the portions of Crown Land described in the annexed Schedule containing _____ acres, be reserved from sale until surveyed, for preservation of water supply under the 4th section of the Crown Lands Alienation Act of 1861.

WILLIAM FORSTER.

Clerk of the Council.—B.C., 9 August, M.F.

The Executive Council advise as herein recommended, that the several portions of land described in the accompanying Schedule, be reserved from sale, in terms of the 4th clause of the Crown Lands Alienation Act of 1861.—A. C. Budge, Clerk of the Council. Minute 69/34, 17 August, 1869, Confirmed, 30 August, 1869. Approved.—B., 1/9/69.

EXTRACTS FROM SCHEDULE.

Registered No.	Area.	Situation of Land.
69|3998	7 acres.	Parish Yarrawa, County Camden.

No. 10.

"GOVERNMENT GAZETTE" NOTICE.

Reserve from Sale.

Department of Lands,
Sydney, 17 September, 1869.

HIS Excellency the Governor, with the advice of the Executive Council, directs it to be notified, that in pursuance of the provisions of the 4th section of the "Crown Lands Alienation Act of 1861," the land specified in the Schedule appended hereto shall be reserved from sale for the preservation of water supply.

WILLIAM FORSTER.

No. 176. County of Camden, parish of Yarrawa, containing about 7 acres. The Crown Lands within the following boundaries:—Commencing at the south-east corner of J. M'Wilkie's conditional purchase of 47 acres, portion 67; and bounded thence on the north by part of the southern boundary line of that portion, bearing west 17 chains 83 links, on the west by a line bearing south 4 chains; on the south by a line bearing east 17 chains 83 links; and again on the east by part of the western boundary line of portion 237 of 320 acres, bearing north 4 chains to the point of commencement.

No. 11.

THE UNDER SECRETARY FOR LANDS TO LAND AGENT, BERRIMA.

Department of Lands,
Sydney, 13 October, 1869.

SIR,

I am directed to transmit, herewith, for your information, a description, with a tracing, shewing a portion of land, parish of Yarrawa, county of Camden, which by notice in the *Government Gazette* of the 17th September, 1869, has been reserved from sale, under the 4th section of the Crown Lands Alienation Act, for the preservation of water supply. For tracing see No. .

I have, &c.,
MICHL. FITZPATRICK.

No. 12.

THE UNDER SECRETARY FOR LANDS to MR. JOHN WOOD.

Department of Lands,
Sydney, 5 November, 1869.

SIR,

Referring to your letter of the 21st June last, in which you complain that a portion has been taken from the land conditionally purchased by you at Berrima on the 21st March, 1867,—I am directed to inform you that the portion so cut off has been gazetted, viz., 17 chains 83 links by 4 chains as a Water Reserve of 7 acres.

I have, &c.,
M. FITZPATRICK.

[Three plans.]

Sydney : Thomas Richards, Government Printer.—1870.

[1s. 3d.]

PLAN

OF A PORTION OF LAND CONTAINING 320 ACRES, NUMBERED 237,

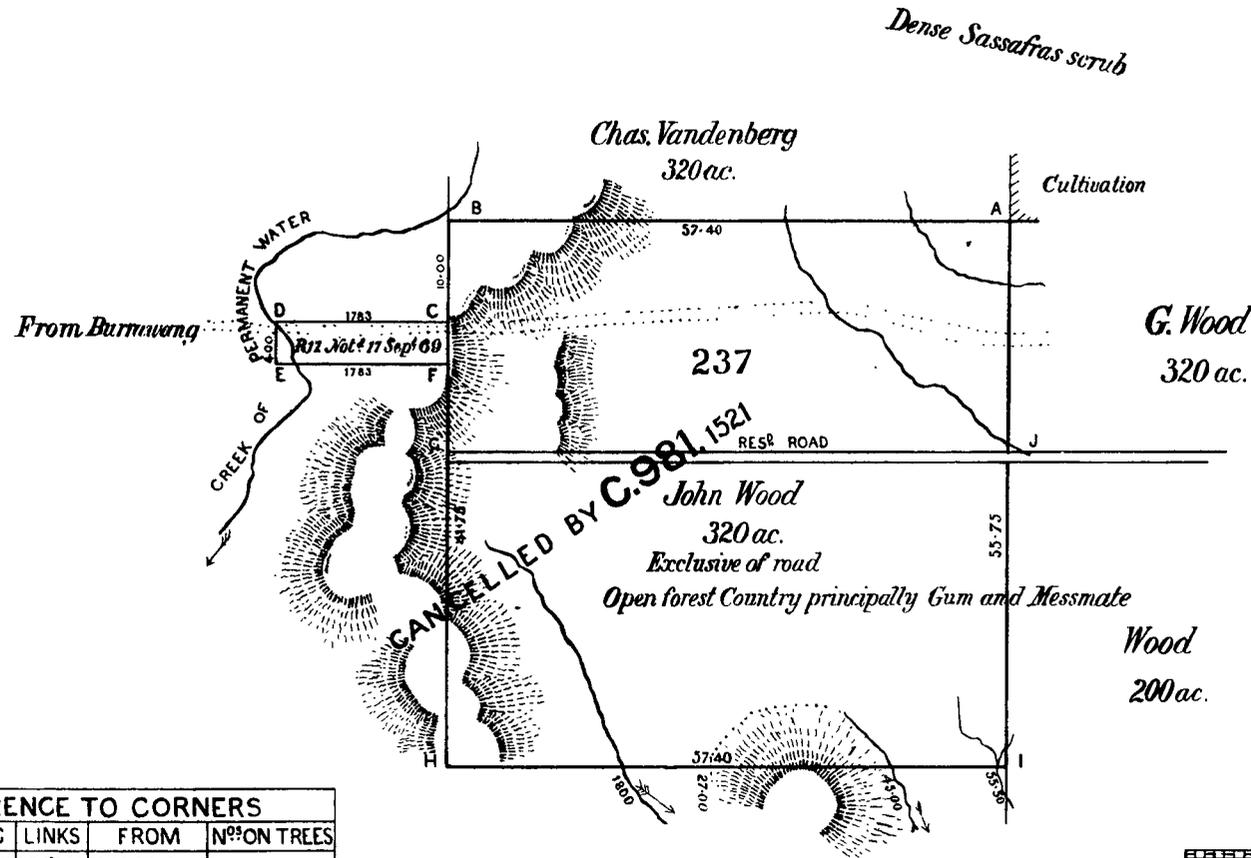
IN THE

PARISH OF YARRAWA,

COUNTY OF CAMDEN,

Applied for to be conditionally purchased by John Wood, under the 13th section of the Crown Lands Alienation Act.

APPENDIX A.



REFERENCE TO CORNERS				
CORNER	BEARING	LINKS	FROM	N ^o ON TREES
A	VANDENBERG'S CORNER		CORNER-PIN FOUND	
B	DO.		DO. DO.	
C	W.	.07	MESSMATE	237
D	S.20E.	.27	GUM	237
E	N.25 E.	.26	GUM	237
F	E	.50	MOUNTAIN ASH	237
G	S.20 W.	.15	GUM	R
H	S.60 W.	.22	MOUNTAIN ASH	237
I	S.E.	.12	GUM	237
J	CORNER		GUM	236 238

(Sig. 258)

Transmitted to the Surveyor General with my letter dated December 30th 1867, N^o 106

A. S. HUNTLEY, C.E.,

LICENSED SURVEYOR.

PLAN

OF A PORTION OF LAND CONTAINING 320 ACRES, NUMBERED 237,

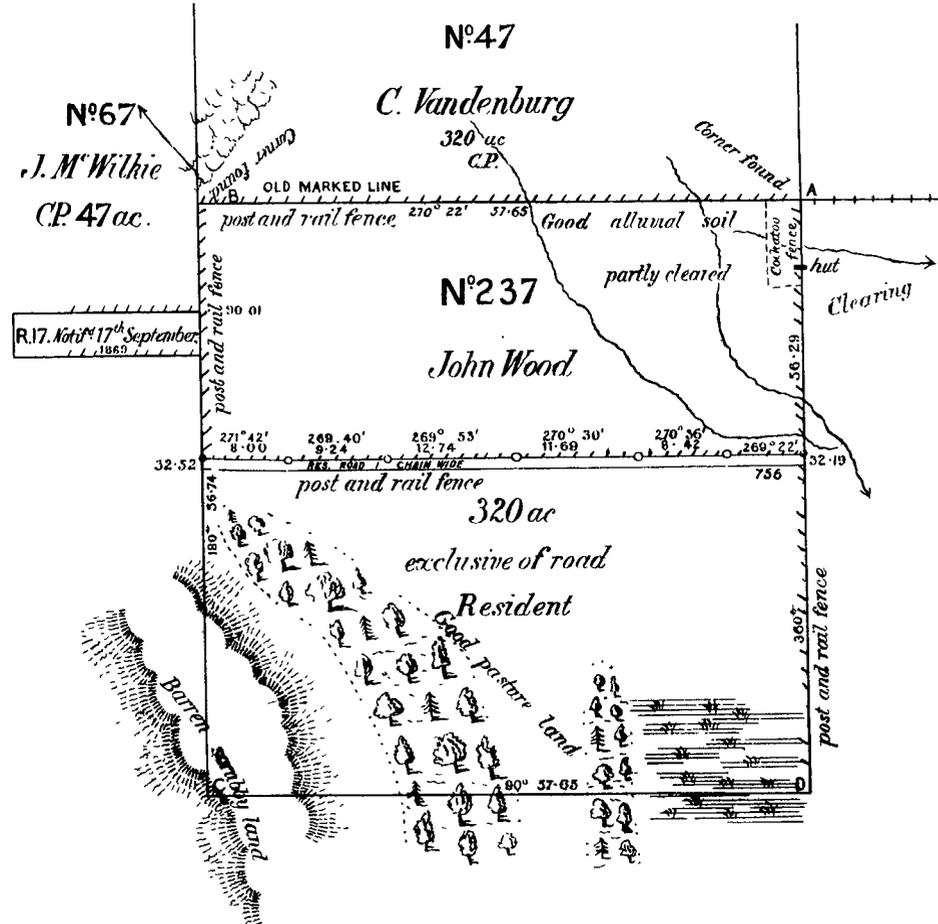
IN THE

PABISH OF YARRAWA,

COUNTY OF CAMDEN,

Applied for to be conditionally purchased by John Wood, under the 13th section of the Crown Lands Alienation Act.

APPENDIX C.



N°67
J. M. Wilkie
C.P. 47 ac.

R.17. Notif^d 17th September
1863



CORNERS				
CORNER	BEARING	LINKS	FROM	N ^{OS} ON TREES
A	70° 0	19	BURNT STUMP OLD MKS. ILLEGIBLE	47-237
B	354° 0	20	MESSMATE	37-237
C	180° 0	24	BLOODWOOD	237
D	90° 0	18	CUM	237

Transmitted to the Surveyor General with my letter dated 31st May, 1869, N^o 69/34.

(Signed) **W. H. BINSTED,**

LICENSED SURVEYOR.

Cat. C. 981.1521

(Sig. 258.)

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CROWN LANDS.

(APPLICATION OF MR. GEORGE WOOD FOR COMPENSATION FOR REMOVAL OF BOUNDARY FENCE OF HIS CONDITIONAL PURCHASE)

Ordered by the Legislative Assembly to be Printed, 26 April, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd March, 1870, That there be laid upon the Table of this House,—

“ A copy of all Minutes and Correspondence that have passed between
“ the Government and any person or persons, relative to the application
“ of Mr. George Wood for compensation for the removal of a boundary
“ fence erected on his conditional purchase of 320 acres, in accordance
“ with the measurement of Mr. Licensed Surveyor Huntley, but since
“ ordered to be moved,—the original survey having been declared wrong
“ by Mr. Licensed Surveyor Binsted.”

(Mr. Wilson.)

SCHEDULE.

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CROWN LANDS.

No. 1.

APPLICATION for the conditional purchase of unimproved land without competition, by George Wood, of Kiama, farmer.

Received with deposit this twenty-first day of March, 1867, at 10 o'clock, by
G. H. ROWLEY,
Land Agent for Berrima District.

Berrima, 21 March, 1867.

SIR,

I desire to purchase, under the Crown Lands Alienation Act of 1861, without competition, the portion of unimproved Crown Land hereunder described, and I tender herewith a deposit at the rate of five (5) shillings per acre on the area for which I apply.

I am, &c.,
GEORGE WOOD,
Kiama.

The Crown Land Agent.

DESCRIPTION.

County of Camden, parish of Yarrawah, 320 acres, at Yarrawah; commencing at the north-eastern corner pin of Arthur Claudius Bush's conditional purchase, as made by him on 21st August, 1862; from thence running east about 28 chains having Bush's eastern boundary on the west of selector's present application; from thence running south 75 chains (both the above lines being bounded by Hoddle's Road); from thence running west about 56 chains to a point about 15 chains south of the south-eastern corner pin of Vandenburg's conditional purchase of 320 acres, as made by him on 14th August, 1862; from thence along that eastern boundary line to its north-east point of termination.

Mr. Houghton for measurement, if unobjectionable. B.C., 15 May, 1867. W.R.D.

No. 2.

LICENSED SURVEYOR HUNTLEY TO THE SURVEYOR GENERAL.

Bell's Chambers, 171, Pitt-street,
Sydney, 30 December, 1867.

SIR,

* Appendix A.

In pursuance of instructions by your B.C. dated 15th May, 1867, I have made the necessary survey, and have the honor to transmit you plan* of same, and to report that selector is resident and has effected improvements as under:—

Clearing 200 acres	£250
Half cost of house	10
	£260

I have, &c.,
A. S. HUNTLEY, C.E.

No. 3.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of Geo. Wood's 320 acres, No. 236, parish of Yarrawah, county of Camden, transmitted by Mr. L. S. Huntley, letter No. 67/105 of 30th December, 1867, and on which Mr. Huntley's report in explanation is requested.

Subject.

1st.—The addition of the northings is 75·07 instead of 72·25, and of the eastings is 68·35, and not 67·00. The east boundary of Bush's 100 acres is 40·22, and not 37·00, as shown by Mr. Huntley.

2nd.—Mr. Huntley is hereby informed that one link in seven chains is the outside difference between two surveyors that can be admitted, unless very good reasons can be shown for a greater discrepancy.

3rd.—Mr. Huntley has also given the No. of Bush's selection as 38, instead of 48.—P. F. ADAMS, 17 June.

Report.

I beg to send in explanation of these discrepancies, the office plottings of the surveys of the Woods and Finlaysons portions. The length 37·00 is that measured by me on the marks.

3. I give the number marked on the trees.—A.S. HUNTLEY.

Submitted which length of line should be adopted. Huntley's line being only 37 chains, and Campbell's line 40·22 links. Mr. Huntley, by his plan, shows the residue of the west boundary to be 35·25, but by adding the lengths shown on his rough plan it is 38·25, and the south boundary line by rough plan is 67·50, but by his other plan 67 chains, but by the traverse table it should be 68·35 about.—T.H.L., 26 Oct., 1868.

This must be referred to Mr. District Surveyor Twynam, who will be good enough to measure the line.—P.F.A., 5 Novr.

No. 4.

3

No. 4.

MR. LICENSED SURVEYOR BINSTED to MR. H. A. ALLAN.

Burrawang, 22 May, 1869.

MY DEAR SIR,

I am about to proceed to resurvey the portions of land which were erroneously measured by Huntley.

I have written to the Survey Office requesting that I might be furnished with copies of the original applications. They have not sent them to me yet, and as I shall be in the locality next week I urgently require them.

If I do not get them, I shall have to leave the survey for many months.

Will you be kind enough to refer to Mr. Johnson's books, and copy the descriptions, and forward to me, at the earliest possible opportunity? Direct to Post Office, Burrawang. Please do not fail in letting me have them.

List of descriptions required:—

Application—James Wood.....	200 acres,	P. Yarrawa.
George Wood	320 "	" "
John Wood	320 "	" "
Chas. Wm. Wood	200 "	Jamberoo.
Donald Finlayson.....	100 "	" "

Yours, &c.,

W. H. BINSTED.

Supply the applications on this.—G.J.A., 25 May.
Herewith.—P.D., 25 May, /69.

No. 5.

MR. LICENSED SURVEYOR BINSTED to THE SURVEYOR GENERAL.

Yarrawa, 1 June, 1869.

SIR,

I have the honor to transmit herewith the plan* of a portion of land containing 320 acres, numbered 236, in the parish of Yarrawa, county of Camden, applied for by George Wood, as a conditional purchase, under the 13th section of the Crown Lands Alienation Act, and surveyed by me this day, in obedience to your instructions issued to Mr. District Surveyor Twynam, dated 13th April, 1869, B.C., No. 60, and transferred to me. Appendix B.

I have to report that at the time of survey applicant was residing upon the land, and had effected the following improvements, namely,—about 76 chains split hardwood fencing; about 170 chains sapling fencing; about 38 acres brush felled; about 80 acres partly cleared; about 5 acres cleared and under cultivation, and part of a hut erected. I estimate these improvements to be worth about £296. Considerable discrepancies in the adjoining surveys of portions numbers 47 and 48 appear to exist; also a discrepancy in the bearing from the marked tree at the south-east corner of A. C. Bush's 100 acres. The old marked lines of Mr. Campbell's survey were found by me at the south-west corner of Bush's 100 acres; the old corner tree has been destroyed, and I have marked another one.

320 acres of land were erroneously measured by Mr. Licensed Surveyor Huntley on this application. The marks of Mr. Huntley's survey, where not occurring on my lines, I have obliterated.

I have, &c.,

W. H. BINSTED,

Licensed Surveyor.

No. 6.

MR. GEORGE WOOD to THE SECRETARY FOR LANDS.

Yarrawa, 21 June, 1869.

SIR,

I have the honor most respectfully to inform you that, on the 21st of March, 1867, I selected, at the Berrima Land Office, 320 acres, in the parish of Yarrawa, county Camden, on the south and east of A. C. Bush's selection; bounded on the east and north by the main road to Jamberoo, and on the south by Government land since selected by James Wood.

About ten months afterwards Mr. Surveyor Huntley measured the land, and marked the boundaries; and I erected fences exactly on the lines marked by him. Twelve months after this Mr. Surveyor Twynam again measured the land, and told me there was something wrong with the measurement, but so little that it would not be necessary to remove the boundary fences, which at that time were all erected, and all necessary improvements completed.

About the beginning of the present month (June, 1869) Mr. Surveyor Binsted again measured the land, and marked my south boundary 66½ chains long, 2 chains inwards from the fence on Mr. Huntley's line, alleging that when shifted the fences contain 320 acres of land.

I certainly have no wish to dispute this, but the alteration entails upon me a serious loss—say £4 10s. for clearing, 16s. for a drain, and £19 16s. for shifting fence. As this loss (if the alteration be enforced) will have been caused by a Government surveyor, and through no fault of my own, I trust you will take the matter into favourable consideration, and allow me the compensation to which I am justly entitled.

I have, &c.,

GEORGE WOOD.

Report by my letter to the Surveyor General, No. 69/111.—E. TWYNAM, 18 Oct., /69.

No. 7.

No. 7.

MR. GEORGE WOOD TO THE SECRETARY FOR LANDS.

Yarrawa, 23 August, 1869.

SIR,

Not having received reply to my letter of the 21st June, 1869, requesting that the original survey of my selection at Yarrawa, 320 acres, No. 236, be adhered to, or compensation allowed me for fencing, I beg to call your attention to the subject, and request an early answer.

I am, &c.,

Address—Kiama.

GEORGE WOOD.

Report by my letter to the Surveyor General, No. 69/111, dated the 18th October, 1869.—E. TWYNAM, D.S., 18th October.

No. 8.

C.E.F., 6 October, 1869.

CHARTING BRANCH.

Previous letter. Mr. District Surveyor Twynam is requested to report, if possible, from his knowledge of the locality, upon the claim for compensation set forth by the within paper (69/10108), for erroneous fencing, clearing, &c., by George Wood, caused by the resurvey by Mr. L.-S. Binsted of his selection originally marked out by Mr. L.-S. Huntley; the said resurvey having been made upon Mr. Twynam's report, 69/1958, of the 22nd February 1869, which is amongst the papers 69/4674 Misc.

Mr. Binsted's plan, c. 982 will show the fencing and clearing referred to.

This was handed to Mr. D.-S. Twynam in the Chief Draftsman's room.—P.D.

Report accordingly by my letter to the Surveyor General, No. 69/111, dated the 18th October, 1869.—E. TWYNAM, D.S.

No. 9.

MR. DISTRICT SURVEYOR TWYNAM TO THE SURVEYOR GENERAL.

Goulburn,
18 October, 1869.

SIR,

With reference to a claim for compensation by George Wood, in respect to removal of fencing and loss of improvements, caused by the resurvey of his 320 acres con. pur., in the parish of Yarrawa, in the county of Camden, on which you have requested further information as to value and extent of improvements, I have now the honor to report the claim is reasonable, inasmuch as G. Wood erected his fence upon the boundary marked by the licensed surveyor authorized to measure the land, which was subsequently discovered to be erroneous, and another the correct boundary marked within the area occupied, thus compelling the selector to remove and re-erect his fence, besides losing the benefit of any improvements effected upon the strip of land between the erroneous and correct boundary.

2. The compensation to which the selector might be entitled would be the cost of removing his 268 rods of post and rail fence at 1s., worth £13 8s.; about 8 rods of excavation for drain, worth about £1 12s.; and about £2 for clearing boundary-line for erection of fence; altogether amounting to £17. This amount is less than that demanded, but I have no doubt that it would be accepted, as I have appraised the work at the current rates.

3. I submit that it would be an injustice to the applicant to inflict injury or loss upon him through an erroneous survey by an authorized Agent of the Government, and therefore I would beg to recommend this claim for compensation to your favourable consideration.

I have, &c.,

EDWARD TWYNAM.

Mr. Licensed Surveyor Huntley, who was authorized to measure Wood's conditional purchase, made an erroneous survey, in accordance with which Wood fenced and occupied. Subsequently Mr. L.-S. Binsted resurveyed the land and marked the (correct) south boundary some 1 chain 83 links inside the area occupied, thereby excluding about 12 acres of the land improved by applicant, and necessitating the shifting of the fence erected on the erroneously marked boundary.

21 June.

Applicant accordingly claims £25 2s. compensation. See his letter 69/7123 alien.

Mr. D.-S. Twynam now reports on the case, and states that the claim is reasonable, but that £17 would be ample compensation (see paragraph 2).—J.S.A., 15th November, 1869.

See memo. here-
with as precedent

In a similar case (Jas. Watkins) 69/10821 herewith, a like claim was refused. Submitted that nothing can be allowed in compensation for removal of the fencing.—P. F. ADAMS, 28 December.

The case seems a hard one.—A.O.M., 11 January.

Has the surveyor by whom the error was made been charged for the cost of resurvey? Resubmit.—W.F., 11 January, 1870. Surveyor General, B.C., 12 January, 1870.

He was not paid for his erroneous survey.—J.S.A., for Surveyor General, 17 January.

No. 10.

MINUTES IN THE CASE OF JAMES WATKINS.

SURVEYOR GENERAL,

The application of James Watkins is for compensation for labour lost and cost of fencing, caused by an erroneous survey in consequence of the adjoining measured old portion not being clearly defined on the ground. The surveyor, Mr. Biden, was instructed to run a traverse of the creek, so as to give Turnbull, the owner of the old measured portion, the full area, and it was then found necessary to amend the survey of Watkins' conditional purchase which is now objected to.

The resurvey was made at Biden's own expense. The application to conditional purchase of Watkins was made 5th December, 1867; date of survey, 2nd April, 1868; and resurvey 12th May, 1869. Shall any compensation be given?—T.H.L., 29 October, 1869.

APPLICANT appears to be aggrieved by the error in the survey, through which a portion of fencing is alleged to have been taken possession of. I do not think the Government can be held responsible. The error was on the part of the surveyor, and was rectified at his cost.

Under Secretary for Lands.

P. F. ADAMS.
1 Novr.

Compliance not recommended.—W.F., 5 November, 1869.

No. 11.

THE UNDER SECRETARY FOR LANDS TO MR. GEORGE WOOD.

Department of Lands,
Sydney, 8 March, 1870.

SIR,

In reply to your letter of the 21st June, 1869, and subsequent letters, requesting to be allowed compensation for removal of fencing consequent upon an erroneous survey of your conditional purchase, noted in the margin, I am directed to inform you that the compensation asked for cannot be allowed.

I have, &c.,

A. O. MORIARTY.

[Two plans.]

[1s.]

Sydney : Thomas Richards, Government Printer.—1870.

PLAN

OF A PORTION OF LAND CONTAINING 320 ACRES, NUMBERED 326.

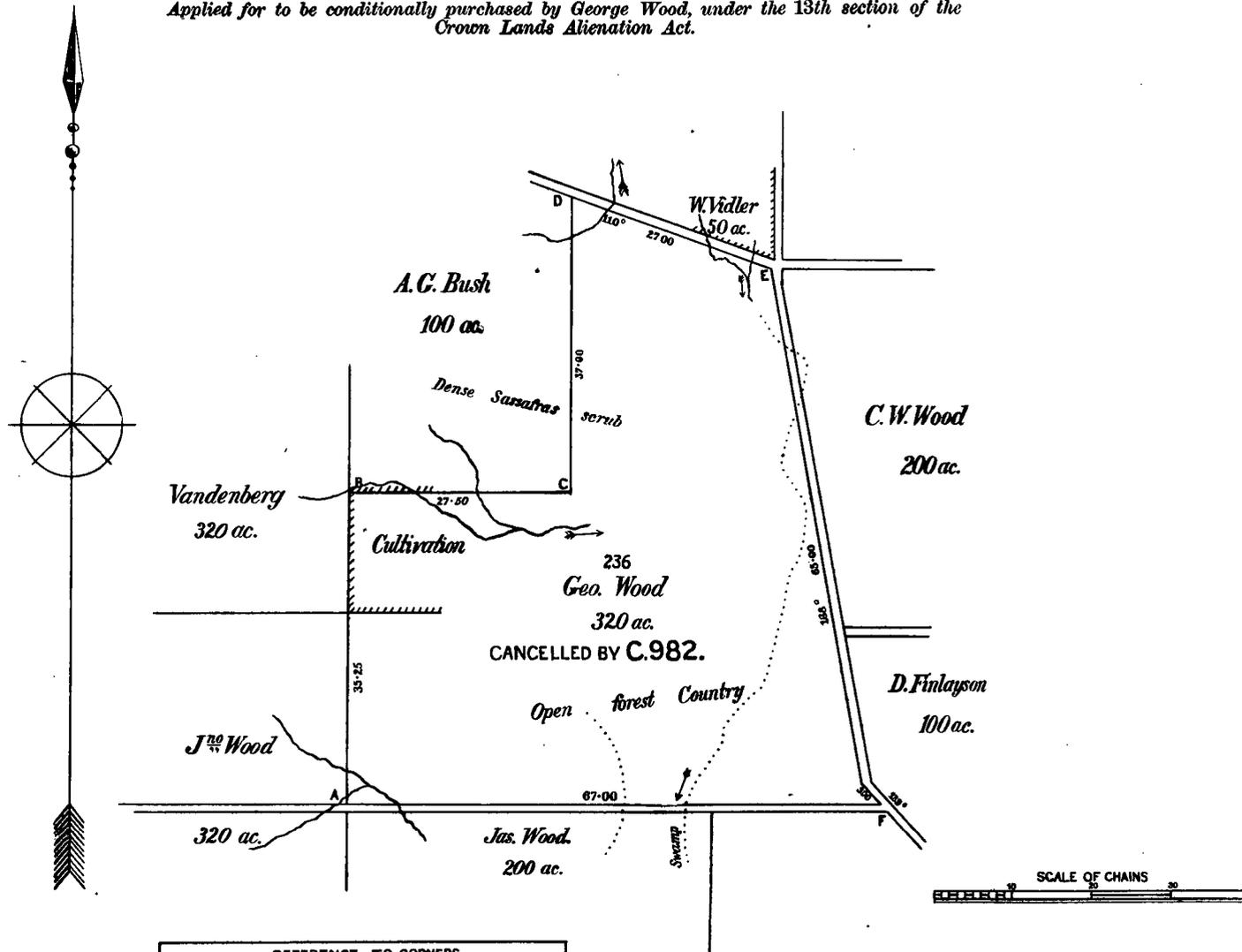
IN THE

PARISH OF YARRAWA,

COUNTY OF CAMDEN.

APPENDIX A.

Applied for to be conditionally purchased by George Wood, under the 13th section of the Crown Lands Alienation Act.



REFERENCE TO CORNERS				
CORNER	BEARING	LINKS	FROM	N ^o ON TREE
A	CORNER		GUM	236-238
B	S.	-20	SASSAFRAS	38
C	N.	-10	MESSMATE	38-236
D	E	-10	SASSAFRAS	38-236
E	PEG			
F	CORNER		MOUNTAIN ASH	236

Transmitted to the Surveyor General with my letter dated December 30th, 1867, N^o 105/67.

A. S. HUNTLEY, C.E.,
LICENSED SURVEYOR.

(Sig. 259.)

PLAN

OF A PORTION OF LAND CONTAINING 320 ACRES, NUMBERED 236,

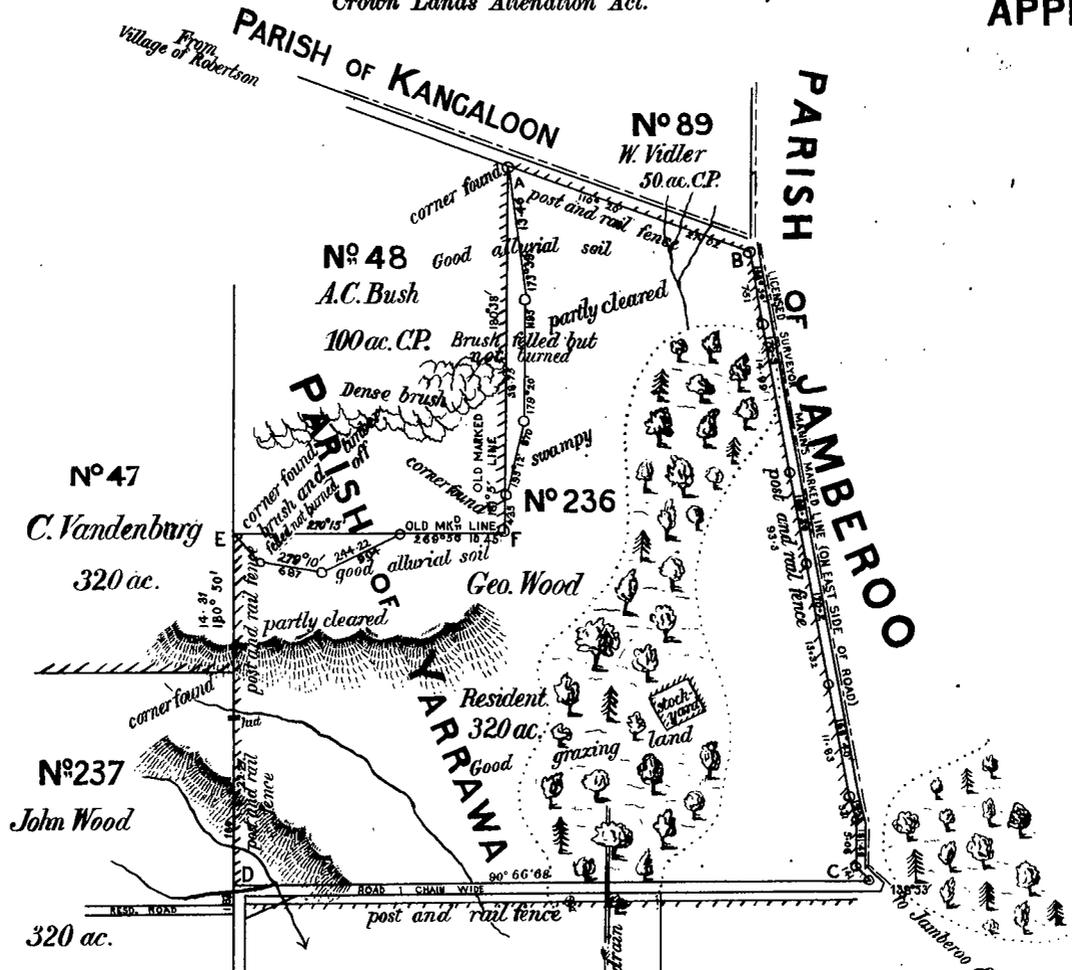
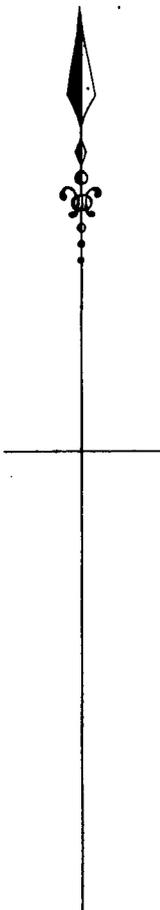
IN THE

PARISH OF YARRAWA,

COUNTY OF CAMDEN,

Applied for to be conditionally purchased by George Wood, under the 13th section of the Crown Lands Alienation Act.

APPENDIX B.



REFERENCES TO CORNERS				
CORNER	BEARING	LINKS	FROM	N ^{OS} ON TREES
A	100° 0'	5	BURN'S SASSAFRAS STUMP	236
B	261° 0'	36	PEPPERMINT	236
C	178° 15'	11	MESSMATE	236
D	247° 15'	31	GUM	236
E	70° 0'	19	MESSMATE STUMP	47 — 236
F	25° 0'	6	LARGE MESSMATE	38 — 236

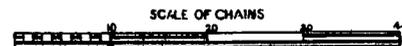
Transmitted to the Surveyor General with my letter dated 1st June, 1869, N^o 69/35.

(signed) **W. H. BINSTED,**

LICENSED SURVEYOR.

Cat. **C.982** 1521

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, H. S. WALLER.



(Sig. 259.)

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COMMONS REGULATION BILL.

(PETITION—TRUSTEES AND COMMONERS, PITT TOWN COMMON.)

Ordered by the Legislative Assembly to be Printed, 17 February, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Trustees and Commoners of the Pitt Town Common, County of Cumberland, Colony of New South Wales, agreed to at a public meeting,—

RESPECTFULLY SHOWETH :—

That your Petitioners have observed that a Bill has been introduced into your Honorable House by the Honorable the Secretary for Public Lands, intituled “ A Bill to regulate Commons in New South Wales.”

That, in the opinion of your Petitioners, the principles of such Bill are objectionable in the following particulars :—

First. Your Petitioners object to the provision in the said Bill, that the Trustees of Commons shall be elected annually. Such a course of proceeding would lead to endless trouble and inconvenience, occasion much turmoil, and engender ill feeling, and would lead to much uncertainty and mismanagement, besides at once destroying the independence and efficiency of the Trusteeship.

Secondly. Your Petitioners object to the provision in the said Bill which empowers the Trustees to sell the Commons, or parts thereof, under certain circumstances. Your Petitioners are opposed to power being given in any way whatever to sell or dispose of Commons. As regards the Pitt Town Common it is a place of refuge in times of floods, and its loss to the people of the district would be great, if ever taken from them.

Your Petitioners therefore humbly pray your Honorable House not to pass the said Bill, or, if passed, to modify it so as to meet the objections of your Petitioners.

And your Petitioners will ever pray.

[Here follow 50 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COMMONS REGULATION BILL.

(PETITION—CERTAIN INHABITANTS AND COMMONERS OF PITT TOWN.)

Ordered by the Legislative Assembly to be Printed, 1 March, 1870.

Pitt Town, 21 February, 1870.

To the Legislative Assembly of New South Wales, in Parliament assembled.

WE, the undersigned Inhabitants and Commoners of Pitt Town, having heard with much pleasure, that a Bill is now before your Honorable House of Assembly, to alter the Laws relating to Commons in New South Wales, and well considering the various clauses contained in the said Bill, humbly pray that your Honorable House will be pleased to pass the said Bill; and your Petitioners, as in duty bound, will ever pray.

[*Here follow 61 Signatures.*]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COMMONS REGULATION BILL.

(PETITION—CERTAIN COMMONERS, ETC., WILBERFORCE COMMON.)

Ordered by the Legislative Assembly to be Printed, 3 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Commoners of the Wilberforce Common, county of Cook, New South Wales,—

RESPECTFULLY SHOWETH :—

That your Petitioners have observed that a Bill has been introduced into your Honorable House by the Honorable the Secretary for Public Lands, entitled "A Bill to regulate Commons in New South Wales."

That in the opinion of your Petitioners the principles of such Bill are objectionable in the following particulars :—

First. Your Petitioners object to the provision in the said Bill that the Trustees of the Common shall be elected annually ; such a course of proceeding would, from its frequency, lead to unnecessary trouble and inconvenience, and would occasion much uncertainty and mismanagement, besides at once destroying the independence and efficiency of the Trusteeship. Your Petitioners would prefer that the Trustees be elected not more frequently than every three years.

Secondly. Your Petitioners object to the provision in the said Bill which empowers the Trustees to sell the Commons, or parts thereof, under certain circumstances. Your Petitioners are opposed to power being given to sell or dispose of Commons in any way whatever. The Wilberforce Common is of great service to the people of the district for wood, grazing, and refuge, in times of floods.

Thirdly. Your Petitioners object to the provision in the eighteenth clause, that the Trustees shall lose their right of commonage during their tenure of office, as it would lead to the Common getting into the hands of parties having no interest therein.

Your Petitioners therefore humbly pray your Honorable House not to pass the said Bill, or, if passed, to modify it so as to meet the objections of your Petitioners.

And your Petitioners will ever pray.

[Here follow 106 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COMMONS REGULATION BILL.

(PETITION—CERTAIN COMMONERS OF RICHMOND COMMON.)

Ordered by the Legislative Assembly to be Printed, 7 April, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Commoners of the Richmond Common, in the County of Cumberland, in the Colony of New South Wales,—

RESPECTFULLY SHOWETH:—

That your Petitioners have observed that a Bill has been introduced into your Honorable House by the Honorable the Secretary for Public Lands, entitled a Bill to regulate Commons in New South Wales.

That in the opinion of your Petitioners the principles of such Bill are objectionable in the following particulars:—

First,—Your Petitioners object to the provision in the said Bill that the Trustees of Commons shall be elected annually. Such a course of proceeding, from its frequency, would lead to unnecessary trouble and inconvenience, and would occasion much uncertainty and mismanagement, besides at once destroying the independence and efficiency of the Trusteeship.

Secondly,—Your Petitioners object to the provision in the said Bill which empowers the Trustees to sell the Commons, or parts thereof, under certain circumstances. Your Petitioners are opposed to power being given in any way whatever to sell Commons. The Richmond Common is of great service to the people of the District for wood, grazing, and a refuge in times of floods.

Thirdly,—Your Petitioners object to the provision in the eighteenth clause, that the Trustees shall lose their rights of Commonage during their tenure of office, as it would lead to the Commons getting into the hands of parties having no interest therein.

Your Petitioners therefore humbly pray your Honorable House not to pass the said Bill; or, if passed, to modify it so as to meet the objections of your Petitioners.

And your Petitioners will ever pray.

[*Here follow 108 Signatures.*]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CONDITIONAL PURCHASES.

(PETITION — CERTAIN FREE SELECTORS — ALBURY AND COROWA.)

Ordered by the Legislative Assembly to be Printed, 16 March, 1870.

To the Honorable the Legislative Assembly of New South Wales.

The Memorial of the undersigned Free Selectors of the Albury and Corowa Districts,—

HUMBLY SHOWETH:—

That your Petitioners consider that the present system of payments for Conditional Purchases of land is open to objection on the following grounds:—

- 1st. Because it does not sufficiently provide, in the interest of the State, for the completion of the purchase within any reasonably definite period, thus enlarging opportunities for repudiation by future free selectors, while such selectors as have already paid the full price of their land would consequently be placed at a disadvantage in the event of such repudiation being effected.
- 2nd. That the system is one which of itself tends to postpone indefinitely any completion of contract between the State and the selector, inasmuch as the required payment of 5 per cent. interest on unpaid balances, in most cases helps in a very sensible degree to increase the selector's difficulty in making up the fifteen shillings balance upon his land.
- 3rd. Because indefinite length of agreement between the State and the selector (as between landlord and tenant) not only necessitates an expensive system of book-keeping in the Lands Department, but disposes the selector to rest content with a tenure which does not possess the full advantages of freehold, and thus weakens the guarantee which freehold tenure alone can give, that the farms will be improved up to the full means of the selector.
- 4th. That the amount of interest yearly levied on unpaid balances would be more profitably expended, for the advantage both of the selector and of the country, by being left at the disposal of the selector for use in his business, or for aiding in converting his farm into a freehold.

That your Petitioners are of opinion that some readjustment of the present system of indefinitely deferred payments for land is now desirable, and that it would be expedient to affiliate upon the system some arrangement by which selectors would be allowed the option of making up their unpaid balances of fifteen shillings per acre in regular annual instalments, say of eighteen-pence per acre, without payment of interest.

Your Petitioners would moreover recommend, with the view of encouraging the paying up of balances, that the arrangement here proposed should be made retrospective, and that all selectors who have taken up land since the present Act came into force should be allowed the amount of interest already paid, provided that such retrospective allowance be made only to selectors who may pay up in full within (say) ten years from the time of taking up their land.

By some such concession your Petitioners consider that the prospects of agriculturists would be materially improved, and that consequently the country would gain more than it would lose in foregoing the strict carrying out of the present terms of conditional purchase. Furthermore, the introduction of the amendment suggested would at once place the Legislature in the possession of a large amount of revenue, and would tend in a very desirable degree to give a definite term to what is at present virtually little more than a conditional tenancy of unlimited length. Furthermore, your Petitioners humbly represent,—

That great inconvenience is caused by the action of the regulation which forbids the taking up of a selection having a frontage on two sides of a road, thereby unnecessarily limiting the selector's free choice of the land, and in many instances either shutting him out from access to water, or compelling him to take the alternative of selecting in some other situation where his business could not be so conveniently or profitably carried out.

That in the opinion of your Petitioners, any alteration of the Land Laws should provide that a road passing through a portion of 320 acres should prove no barrier to the land being taken up in one name, and that the land so intersected by a road should be considered to join if another selection could not be taken up between its separated parts.

Your Petitioners would summarize their views as follows:—That your Honorable House would be pleased to pass a measure to provide that selectors shall in future have the option of paying their land balances when the usual three years' grace shall have expired after the taking up of the land, by regular instalments of 10 per cent., or eighteen-pence per acre, and that such concession shall be made retrospective as regards selectors who within some certain time may elect to pay under the amendment here proposed, provided that 10 per cent. on unpaid balances be paid up for the back years of occupation of the land.

Your Petitioners, therefore, humbly pray your Honorable House to take the premises into your early and favourable consideration, and to grant such relief as to your Honorable House may seem meet.

And your Petitioners will ever pray.

[Here follow 586 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

HENRY COX.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 5 May, 1870.

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Henry Cox, late of Minore Falls Station, near Dubbo, now of Bathurst, blacksmith and wheelwright,—

SHOWETH :—

(1.) That in or about the month of November, one thousand eight hundred and sixty-five, one Tuting, being the lessee from the Crown of a certain station in the District of Dubbo, known as the Minore Falls, in the presence of Surveyor W. Brocklehurst, gave your Petitioner permission to erect on the said run a house which was intended to be used as a public-house.

(2.) That having obtained such permission as aforesaid, your Petitioner marked out a piece of land on the said run, and thereon resided, and improved the same by building a house and erecting fences thereon, which cost your Petitioner upwards of four hundred pounds, exclusive of labour.

(3.) That your Petitioner, hearing that the said Tuting had made an application under the improvement clause of the Crown Lands Act to the Honorable the Minister for Lands about the said land, sent to the said Minister a protest against any grant of the land whereon your Petitioner's improvements stood to Mr. Tuting or any other person.

(4.) That your Petitioner caused the said land to be surveyed by Licensed Surveyor Clements, and the boundaries thereof clearly set out and defined by marked trees and otherwise; and on or about the twenty-third day of May, one thousand eight hundred and sixty-seven, your Petitioner applied to the said Minister for Lands to purchase forty acres of land on the said run called Minore, on a part whereof your Petitioner's improvements stood; and your Petitioner transmitted the sum of ten pounds as a deposit thereon, and received in reply thereto the letter of which the following is a copy :—

"Department of Lands,
"Sydney, 27th November, 1867.

"Sir,

"With reference to your applications of the 23rd May and 26th July last, to purchase, in virtue of improvements, forty acres of land, on the south bank of the Macquarie River, part of the Minore run, applied for by Messrs. Farmer & Painter, I am directed to inform you that as you are not the lessee of the run you cannot purchase under the 8th section.

"2. As, however, it would appear from a report received from the Surveyor General that the improvements in question were erected by you, and are in your occupation, there will be no objection to your purchasing conditionally the forty acres measured by Mr. Surveyor Campbell.

"I have the honor to be, Sir,
"Your most obedient servant,

"M. FITZPATRICK."

"Mr. Hy. Cox,
Care of Mr. Fredk. Bradley, Dubbo."

(5.) That in or about the month of May, one thousand eight hundred and sixty-seven, one Charles Brett, well knowing that your Petitioner had made improvements on the said land before mentioned, selected a piece of land adjoining the land occupied by your Petitioner, and also took in three chains and forty-eight feet of your Petitioner's land; and also the improvements, some of which latter the said Charles Brett, under the instructions and in the presence of the Government Surveyor Campbell, pulled down and destroyed; and afterwards the said Charles Brett erected buildings and fences of his own thereon, within four feet of your Petitioner's house and premises.

(6.) That in the month of July, one thousand eight hundred and sixty-seven, your Petitioner applied to free select the land he had originally marked out and applied for under the improvement clause, but his application was refused by the Land Agent at Dubbo.

(7.) That your Petitioner built the said house on the said land with the view of applying for a license to keep a public-house there, and did so apply, but such license was refused in consequence of the said land being in dispute.

273—

(8.)

(8.) That your Petitioner feels aggrieved by the conduct of Mr. Surveyor Campbell in measuring for the said Charles Brett land which was fenced in and otherwise improved upon by your Petitioner; and also by giving to the said Charles Brett the most choice and available part for agriculture of the said land so marked by your Petitioner.

(9.) That at the time the said Mr. Surveyor Campbell surveyed the said land for the said Charles Brett, your Petitioner informed the said surveyor of the permission obtained by him from the said Tuting, and of his several applications to the Government, and the remittance he had made, and requested him not to measure any of the land your Petitioner had taken up, but the said surveyor obstinately insisted upon running his line right through your Petitioner's yard and improvements.

Your Petitioner therefore humbly prays,—

- (1.) That he may be permitted to occupy, possess, and enjoy the land as originally marked out by him and his surveyor.
- (2.) That the land selected by the said Charles Brett being improved, land could not be selected by him, and ought not to be granted to him.
- (3.) That in the event of the said land being so granted to the said Charles Brett, your Petitioner is entitled to some compensation.
- (4.) That your Petitioner may obtain such further and other relief as the nature of the case may require.

And your Petitioner, as in duty bound, will ever pray, &c.

Dated 30th April, 1870.

his
HENRY × COX.
mark

[3d.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COMPILATION OF MAPS OF PASTORAL DISTRICTS.

(MINUTES, &c.)

Ordered by the Legislative Assembly to be Printed, 14 April, 1870.

MINUTE OF CHIEF COMMISSIONER OF CROWN LANDS.

I APPEND, for the information of the Honorable the Minister for Lands, a Memorandum by Mr. Du Faur, explanatory of the progress, and some of the results of the compilation of maps of the squatting districts, showing the boundaries of runs, which has been in progress, under his direction, for little more than a year past, and has already much more than verified the expectations under which it was undertaken.

It would be difficult, without entering into tedious details, to describe the measures which have been in progress since 1848, for ascertaining and defining the limits and areas of the numerous and extensive tenancies previously taken up under licenses giving no boundaries, or subsequently under tenders which, whether from imperfect acquaintance with the country, or from the variety and frequent insufficiency of the systems of definition in various districts, gave boundaries intelligible only on the very ground, and not always that. All such arrangements were, from the circumstances of the Colony, long antecedent to survey; and the utmost that was effected or attempted was a rough estimation of contents, and either a local determination or arrangement by linear description of limits, such as ultimate survey should illustrate or carry out.

Attempts of course had been made to prepare maps, local and general, of such areas, but the data were so imperfect that, in place of being illustrative, they were often illusory.

When in progress of years surveys crept into the squatting territories, being made, where relating to runs, wholly at private cost, they were unconnected and fragmentary; and even when communicated to the Government, admitted neither of systematic direction, examination, nor adoption, until they attained such a bulk as to repay detailed investigation and compilation of the results in connection with the geographical surveys of the Survey Department. Such investigations could only be conducted effectually in this office, because the surveys were made in furtherance or in illustration of the arrangements of boundaries settled and recorded here, and demanding attention in the first instance.

This was undertaken, at first in his private time, by Mr. Du Faur, who then occupied a clerical position in my department—a gentleman of indefatigable zeal and industry, and high attainments; and it very soon became apparent that the prosecution of the work, while no more than just to the parties who had been at the expense of the surveys, would be largely beneficial, by the information which it made available, to the Government and the general public.

I had long experienced the necessity of information more rapidly and easily attainable than heretofore, as to the progress of alienation out of the squatting runs, and felt that this could only be attained by having the latter so defined and mapped as to admit of surveys of the alienated lands, and the pre-emptive leases contingent thereupon, being immediately shown upon maps of the runs. This object the compilation now in progress will also effect.

Further, I may observe that, as pointed out by Mr. Du Faur, these compilations will necessitate, from the large areas and long lines and systems of boundaries which must be shown or projected upon them, greater accuracy of representation than has been required, except on geographical grounds, in the maps published by the Survey Department. The compilations already made warrant me in asserting that in these maps, when carried to completion, the public will possess a representation of most of the pastoral districts of the Colony, more reliable and more detailed than anything that has yet been attempted.

A. O. M.
Crown Lands Office,
6th April, 1870.

THE increased desire to improve pastoral properties by fencing, and by a large outlay of money for the preservation of water, &c., necessitated a greater accuracy in the definition of their boundaries than had hitherto obtained. This the experience of many years had proved to be unattainable (especially in the more level parts of the Colony), when depending solely on the written reports of the local Commissioners, in the absence of maps sufficiently to be relied upon to show the effects of isolated surveys, which had been made at the expense of some lessees, on the claims of others, when those claims were liable to a very wide interpretation, based on the vagueness of the existing descriptions—and when, in most cases, neither Commissioners nor the general class of lessees were able to explain those effects with sufficient minuteness to justify the Government in issuing formal leases, even of surveyed runs, without further investigation of such claims.

The result of this state of things was to weary lessees of undertaking surveys of this character, which, solely from the impossibility during past years of understanding them, led in most cases to no such result as they had been undertaken to obtain, and to a great loss to the revenue, in the inability of the Government to prove the existence of unleased lands, where systems of runs, depending on different frontages or points, impinged on each other; or of the excess of country in many cases held over and above the estimated area on which, to some extent, rents had been fixed; while, with the increasing value of such properties, and the new interests formed by repeated transfers, there arose (owing to the original vagueness of descriptions) questions as to boundaries and overlaps, which it was almost impossible for Government to determine; thus undoubtedly causing a deterioration in the value of the properties, to the vexation of the lessees and the discredit of the system.

In 1868 an attempt was made in the Crown Lands Office to illustrate on a map the boundaries of the runs in the western portion of the Lachlan district, which resulted—

- (1.) In the proof that such a course was fully practicable.
- (2.) In a large addition to the revenue, by the sale of land thus proved to be vacant.
- (3.) In the proof of areas, very largely in excess of those hitherto estimated, being held by a large number of the lessees of that district, from which arrears of rent and increased future payments were or will be obtained.

In the course of this work, which had been carried out, in addition to the already heavy work of the office, without extra assistance, it was found quite impracticable to rely on the existing maps of the pastoral parts of the Colony—such maps having been compiled for the requirements of the Survey Department, which are to some extent distinct from those of the Crown Lands Office; in the former, minute accuracy of small portions of the frontages being the principal object, while in the latter it is necessary to have maps on which reliance can be placed in lines *projected* over great distances between the *surveyed* frontages—a test which it has been fully proved that the maps referred to will by no means stand.

With the aid of one assistant draftsman, temporarily appointed last year, the task of recompiling, on geodetic principles, the features of the principal pastoral districts, was undertaken with a view of obtaining the accuracy stated above to be essential, and of subdividing the several districts into such areas as would be more suitable for run maps than the existing counties.

The heaviest work of these compilations, as far as regards eight pastoral districts, has been completed during the last fifteen months, on which a very large number of runs (at least 1,000) have been projected, or shown from actual survey.

Schedule A.

The accompanying schedule will show some of the monetary results of this introduction of systematic mapping into the department:—

- (1.) From vacant country leased at auction or by tender, which could not otherwise have been so disposed of.
- (2.) From arrears of rent actually received, and increased future rentals on proved increased areas; but this Schedule refers (except with regard to accepted tenders) solely to the results in one district, viz., "The Lachlan." Many similar cases have been submitted in other districts, but the actual monetary results will not be ascertained until the reappraisements have been made.

Schedule B shows approximately the number of revised descriptions, minutely defining run boundaries, which have been actually submitted to the lessees for approval; and though at present only about one-half have been formally accepted, it may be stated that in scarcely any instances have protests been received against such defined descriptions, while a large proportion represent cases which have been in dispute with adjoining runs for many years; and the preliminary work of compilation of features being now very far in advance of the submission of cases, a far larger number of such cases can be brought forward for approval of lessees for the future than has been possible, in an equal time, while those compilations were absorbing the principal attention of the "Draughting Branch."

E.D., 14/3/70.

SCHEDULE A.

RESULTS to the Revenue, arising from Compilations and Charting Runs.
CROWN LANDS OFFICE.

Crown Lands ascertained to be vacant, and sold at auction.	Cash Premia obtained.	Future Annual Revenue to be obtained.
LACHLAN DISTRICT—	£ s. d.	£ s. d.
Monument Flat.....	200 0 0	25 0 0
Kol kibertoo, North	300 0 0	40 0 0
Booroombi, South	120 0 0	42 0 0
North Malonga	35 0 0	58 0 0
Crown Camp.....	5 0 0	29 0 0
Milbey, West.....	.....	10 0 0
Ulonga, Block A	32 0 0	10 0 0
£	692 0 0	214 0 0
Excessive areas on which arrears and increased rentals have been obtained since true areas have been ascertained.	Cash Arrears obtained.	Future increased Annual Revenue.
LACHLAN DISTRICT—	£ s. d.	£ s. d.
Cowaby	477 11 11	78 18 0
Booroombil	87 10 0	17 10 0
Gorman's Hill, West	125 0 0	25 0 0
Naradhun, East	297 10 0	59 10 0
Naradhun, North	112 10 0	10 0 0
Wallandry .....	.....	37 10 0
Buddigower .....	.....	27 10 0
Yalgogoring, North .....	.....	30 0 0
Upper Wyolong .....	.....	32 10 0
Upper Wyolong, No. 2 .....	.....	25 0 0
Womboin .....	.....	35 0 0
Ungaree .....	.....	25 0 0
Overall Plains, Block A	30 0 0	29 0 0
£	1,130 1 11	432 8 0
Tenders accepted for vacant lands, the position of which could not otherwise be ascertained.	Premia.	Annual Rent.
BLIGH—	£ s. d.	£ s. d.
Boothaguy .....	.....	30 0 0
Eulawang	1 0 0	30 0 0
Warren Downs	5 0 0	30 0 0
Coonamble, North.....	.....	30 0 0
GWYDIR—	.....	30 0 0
Derriman, North .....	.....	30 0 0
Boonoona	0 2 6	30 0 0
Cagildool, East	1 2 6	30 0 0
LACHLAN—	.....	30 0 0
Wangen	1 0 0	30 0 0
LIVERPOOL PLAINS—	.....	30 0 0
Weeta Waa, Back Run	0 10 0	30 0 0
Back Vacant Cumble	1 0 0	30 0 0
Galathra, West.....	21 0 0	30 0 0
WARREGO—	.....	30 0 0
Outer Mere, No. 1 .....	.....	30 0 0
Outer Mere, No. 2 .....	.....	30 0 0
North Darling, Back Run, No. 25	0 2 0	30 0 0
Melbourne.....	.....	30 0 0
WELLINGTON—	.....	30 0 0
Triangle A .....	.....	30 0 0
£	30 17 0	480 0 0
Total Increase to Revenue.....	Premia and Arrears obtained.	Further annual increase to Revenue.
£	1,852 18 11	1,126 8 0

SCHEDULE B.

NUMBER (approximate) of Runs of which revised descriptions have been forwarded to Lessees for approval, with tracings or diagrams minutely defining their boundaries.

District.	No. of Runs.
Albert	12
Bligh	100
Gwydir	25
Lachlan	96
Liverpool Plains	12
Warrego	130
Wellington	66
Total	441

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOLD FIELDS.

(AURIFEROUS LANDS UNDER LEASE—REPORTS FROM COMMISSIONERS REFERRING TO A STATEMENT MADE IN THE
LEGISLATIVE ASSEMBLY.)

Ordered by the Legislative Assembly to be Printed, 23 March, 1870.

SCHEDULE.

NO.	PAGE.
1. Under Secretary for Lands to Commissioners in charge of Gold Fields, calling attention to a statement made by Mr. Baker, M.P. 21 and 22 February, 1870	1
2. Gold Commissioner, Northern District, reporting on No. 1. 25 February, 1870.....	1
3. Gold Commissioner, Southern District, reporting on No. 1. 26 February, 1870	2
4. Gold Commissioner, Western District, reporting on No. 1. 1 March, 1870.....	2

No. 1.

THE UNDER SECRETARY FOR LANDS TO THE GOLD COMMISSIONER, WESTERN DISTRICT.

(No. 36.)

Department of Lands,
Sydney, 21 February, 1870.

SIR,

I am directed by the Secretary for Lands to call your attention to the statement made by Mr. E. A. Baker, M.L.A., in the Legislative Assembly on Friday last, that large tracts of auriferous ground under lease remain unoccupied for a longer period than appears consistent with Gold Fields Regulations, and also to invite your attention to the Sydney Morning Herald of the 16th instant, making similar statements, and in particular, specifying the mode in which the conditions for employment of labour on ground under lease are invaded. 11th Feb., 1870.

2. I am to request that you will give an explanation, or report with whatever suggestions may occur on the subject.

I have, &c.,
A. O. MORIARTY.

(Nos. 37 and 38.)

Department of Lands,
Sydney, 22 February, 1870.

SIMILAR letters to No. 36 sent to the Gold Commissioner in charge of the Southern District, Young and the Gold Commissioner in charge of the Northern District, Armidale.

No. 2.

THE GOLD COMMISSIONER, NORTHERN DISTRICT, TO THE UNDER SECRETARY FOR LANDS.

Gold Commissioner's Office,
Armidale, 25 February, 1870.

SIR,

Referring to your letter of the 22nd instant, No. 70-398 M., calling my attention to a statement made by Mr. Baker, M.L.A., in the Legislative Assembly on Friday, the 11th instant, that large tracts of auriferous ground under lease remain unoccupied for a longer period than appears consistent with Gold Fields Regulations, and also inviting my attention to the *Sydney Morning Herald* of the 16th instant, making similar statements, &c. In reply, I do myself the honor to state that since my advent to the office of Commissioner in charge of the Northern Gold Fields, a brief space of some four months, I am ignorant of anything warranting such assertions so far as the district under my charge is concerned.

I would take this opportunity of respectfully pointing out the impossibility of my satisfactorily supervising such a very extensive tract of country as the Northern Gold Fields, extending as it does from Scone to far beyond Tenterfield. I have, as Police Magistrate for New England, five Benches to attend monthly, and I am as a rule invariably wanted; added to this the correspondence arising out of gold fields business, the preparation of returns, issuing of rights, &c., &c., keeps me so fully occupied that I find it an utter impossibility to give that attention to the mining interest it so much requires. The only way out of this difficulty appears to me to be the appointing of a Sub-Gold Commissioner to act also as clerk. I think that the salary of such an officer would be repaid in the extra rights and licenses issued, and that the gold fields would be much more efficiently managed than at present.

In obedience to the last paragraph of your letter, I would take the liberty of pointing out that the 9th clause of the new regulations, published on the 17th instant, virtually prohibits the issuing of leases for new alluvial ground within the Southern District, no sinking having reached the depth of 250 feet.

I have, &c.,
J. BUCHANAN,
G. C.

No. 3.

THE GOLD COMMISSIONER, SOUTHERN DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Southern Gold Fields Office,
Young, 26 February, 1870.

SIR,

I have the honor to acknowledge the receipt of your letter, 70-398 M., of the 22nd instant, calling my attention to a statement made by Mr. E. A. Baker, M.L.A., in the Legislative Assembly, that large tracts of auriferous ground under lease remain unoccupied for a longer period than appears consistent with Gold Fields Regulations; and also inviting my attention to the *Sydney Morning Herald* of the 16th instant, making similar statements, and in particular specifying the mode in which the conditions for the employment of labour on ground under lease are evaded.

I cannot but think the statements alluded to are exaggerations of facts, for I am not aware that any ground under lease has been held without the proper employment of labour. It has repeatedly happened that objections have been lodged against the granting of certain leases applied for, and pending due investigation into such cases, the ground has of necessity remained unworked, frequently beyond the prescribed probationary period; but this was unavoidable, as of course the disputants could not take possession of the ground until their differences were determined.

The delay in the adjustment of these disputes arose in some instances from my not being able at all times to proceed to the spot to investigate these matters, and on other occasions the services of a surveyor were essentially necessary, and his attendance could not always be procured.

With regard to the remarks of the *Herald's* correspondent, it is quite possible that in some instances the Regulations may have been abused, and that fictitious applications may have been made. It appears to me, however, that those interested should have exposed such practices, in order that they might be put a stop to, for no official could know intuitively that such devices were being resorted to, and they were never in any instance brought under my notice.

I have, &c.,
G. O'MALEY CLARKE,
G. C.

No. 4.

THE GOLD COMMISSIONER, WESTERN DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,
Bathurst, 1 March, 1870.

SIR,

I have the honor to acknowledge the receipt of your communication of the 21st ultimo (70-389 M.), calling my attention to the statements made by Mr. E. A. Baker, M.L.A., in the Legislative Assembly on the 11th ultimo, that large tracts of auriferous ground under lease remain unoccupied for a longer period than appears consistent with Gold Fields Regulations, and also inviting my attention to the *Sydney Morning Herald* of 16th ultimo, making similar statements, and in particular specifying the mode in which the conditions for employment of labour on ground under lease is evaded, and requesting my explanation or report, with any suggestion that may occur to me on the subject.

2. In reply, I beg to state, that until the promulgation of the amended Gold Fields Regulations of the 24th September, 1869, there was no means of compelling labour to be employed on leases of auriferous tracts, until one month after the lease was actually in the hands of the lessee. Under the most favourable circumstances, from two to three months must elapse from the date of application before the lease can be issued; and from many causes, such as conflicting applications for the same portion of ground, delay in returning the printed letter of application (forwarded to applicants from this office), with the information required under the regulations, and frequently with an insufficient remittance, some months may also elapse before the lease can be recommended for approval. Time for the erection of machinery is all provided for, and endorsed on the lease, and even, as in many instances, should there be no *bonâ fide* intention of erecting machinery, the lease cannot be cancelled for non-fulfilment of labour conditions until such time has expired. To such an extent was this mode of evading the labour conditions carried, that for some time past I have refused to grant any special time for the erection of machinery until operations for doing so have commenced. The system under which leases are surveyed is also favourable to delay in the occupation of the ground. Instead of one or more surveyors being under the direction and disposal of the Commissioner for the measurement of auriferous tracts, which cannot be too rapidly surveyed after being

being marked, I have no voice in the direction of these matters. Lists for survey are forwarded with the lands for approval, which are, I presume, returned to the licensed surveyor, who sends his plans and descriptions to the Surveyor General's Office, the latter being returned to me long after the lease has been issued, which necessitates a very vague description of the locality in the lease.

3. The chief difficulty however in enforcing labour conditions on leases of auriferous tracts is the utter impossibility of the Commissioner in charge, in conjunction with his other duties, attending to these matters. In this district alone, during the year 1869, some 600 applications for leases on Gold Fields have been lodged in this office from upwards of thirty different localities, varying from 20 to 120 miles distant from Bathurst, and the labour conditions can therefore, as far as I am able to prevent it, almost be evaded with impunity; as a rule, however, if the ground taken up is likely to be remunerative, labour is employed, and I have had but few direct complaints from miners on the subject of the monopoly of any particular tract. There is also an uncertainty as to how leases, on which the rental for the current year has been paid, are to be forfeited; I have invariably ruled that the authority under which a lease is issued can alone cancel it; and my place has been, in the few instances where direct complaints have been made, to call upon the leaseholder to show cause why his lease should not be forfeited for non-fulfilment of labour conditions, and, upon the nature of the reply, either direct the requisite amount of labour to be employed upon the ground, or recommend the cancellation to the Minister for Lands. The latter course I have never found necessary to pursue, except in case of non-payment of rental or admitted abandonment.

4. The suggestions I would make on the subject are these:—

1st. That directions for survey of leases should be sent direct from this office to the surveyor (a list of such surveys also being as heretofore forwarded to the Surveyor General), who should, as soon as practicable, survey the ground, furnishing this office with plans and descriptions, which would enable the leases to be properly and expeditiously made out. In many instances more than twelve months has elapsed between application and survey, and the lessees have then had a convenient excuse for delay in working the ground.

2nd. That it should be understood that the Government will cancel leases, although the rental has been paid, on the report of the Commissioner in charge that the labour conditions have not been fulfilled.

I have, &c.,

WHITTINGDALE JOHNSON,
G. C.

P.S.—I may add that I have been unable to find the article with reference to the evasion of labour conditions on auriferous leases, stated to be contained in the *Sydney Morning Herald* of the 16th instant.—W.J., G.C.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOLD FIELDS.

(LEASES OF AURIFEROUS LANDS.)

Ordered by the Legislative Assembly to be Printed, 23 March, 1870.

RETURN to an Order made by the Honorable the Legislative Assembly of New South Wales, dated 11th February, 1870, That there be laid upon the Table of this House,—

“ A Return showing the number of leases of auriferous tracts granted since the 31st July, 1866,—stating whether of alluvial ground, quartz reefs, or river-bed, and whether unworked or abandoned—the areas of such tracts, duration of leases,—stating also periods of time respectively which elapsed between the application for such leases and the notifications respectively of the same being granted; also, in what cases the Commissioner granted leave for the occupation of the lands so applied for, and whether, where such leave was given, labour was employed upon the ground, as provided for by the regulations in that behalf.”

(Mr. M. H. Stephen.)

SCHEDULE.

NO.		PAGE.
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GOLD FIELDS.

No. 1.

THE GOLD COMMISSIONER, SOUTHERN DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Gold Commissioner's Office,
Young, 28 February, 1870.

SIR,

In compliance with the instructions contained in your letter of the 15th instant, I have the honor to transmit herewith the Return called for by the Legislative Assembly on the 11th instant, in respect of the Gold Fields under my charge.

I have, &c.,
GEORGE O'MALLEY CLARKE, G.C.

Mr. R.—3. Papers required, 70-385 ms.—3. Herewith.—3. Gold Commissioner for Western and Northern Districts to be reminded?—4. Yes.—4. Gold Commissioner in charge of Western and Northern Districts reminded accordingly, 9 March, 1870. End of month.—9.

RETURN of number of Leases of Auriferous Tracts granted on the Southern Gold Fields since the 31st July, 1866.

Number of Leases granted.	Nature of Tract.	Area.	Duration of Lease.	Periods of time which elapsed between application and notification of the same being granted.		In what cases the Commissioner granted leave for occupation of the lands.	Where such leave was given, was labour employed thereon?	Whether now worked, unworked, or abandoned.
				years	months days			
1	Quartz reef	5 acres	15	2	19	In all cases ..	Yes	Abandoned.
2	River-bed	300 yards	5	2	19	" ..	"	"
3	Alluvial	2 acres	2	1	20	" ..	"	"
4	"	3 "	3	1	23	" ..	"	"
5	"	50 "	15	1	23	" ..	No	Unworked.
6	Quartz reef	2 "	15	1	15	" ..	Yes	Worked.
7	Alluvial	3 "	5	2	0	" ..	"	Abandoned.
8	"	6 "	4	2	10	" ..	"	"
9	"	2 "	2	2	0	" ..	"	"
10	"	4 "	2	2	0	" ..	"	"
11	River-bed	1,000 yards	10	2	0	" ..	"	Worked.
12	Quartz reef	5 acres	15	1	23	" ..	"	Abandoned.
13	Alluvial	10 "	1	2	5	" ..	No	Unworked.
14	"	2 "	5	2	10	" ..	Yes	Worked.
15	"	5 "	2	1	20	" ..	"	Abandoned.
16	"	4 "	1	2	20	" ..	"	" lease expired.
17	"	2 "	1	3	11	" ..	"	" "
18	River-bed	200 yards	2	3	11	" ..	"	" "
19	Alluvial	5 acres	15	2	12	" ..	"	Abandoned.
20	Quartz reef	3 "	10	3	11	" ..	"	"
21	"	3 "	10	3	11	" ..	"	"
22	"	3 "	5	3	0	" ..	"	"
23	River-bed	800 yards	6	3	11	" ..	"	"
24	"	200 "	15	2	13	" ..	"	"
25	"	600 "	2	2	5	" ..	"	" lease expired.
26	Alluvial	2 acres	1	2	20	" ..	"	" "
27	Quartz reef	2 "	15	2	18	" ..	"	Worked.
28	River-bed	300 yards	2	2	15	" ..	"	Abandoned.
29	Alluvial	3 acres	3	1	20	" ..	"	"
30	Quartz reef	4 "	15	1	20	" ..	No	Unworked.
31	"	3 "	15	1	20	" ..	"	"
32	"	3 "	15	1	20	" ..	Yes	Abandoned.
33	Alluvial	3 "	15	1	20	" ..	"	"
34	"	2 "	2	1	20	" ..	"	"
35	River-bed	500 yards	5	1	20	" ..	No	Unworked.
36	Quartz reef	6 acres	15	1	20	" ..	Yes	Abandoned.
37	"	9 "	15	1	20	" ..	No	Unworked.
38	"	3 "	15	2	0	" ..	Yes	Abandoned.
39	Alluvial	3 "	15	2	0	" ..	No	Unworked.
40	"	10 "	15	1	23	" ..	"	"
41	"	6 "	15	2	0	" ..	Yes	Abandoned.
42	"	8 "	3	2	0	" ..	No	Unworked.
43	"	6 "	15	1	23	" ..	Yes	Abandoned.
44	Quartz reef	6 "	15	1	23	" ..	"	"
45	"	5 "	15	1	23	" ..	"	"
46	"	10 "	15	2	0	" ..	No	Unworked.
47	"	6 "	15	2	0	" ..	"	"
48	Alluvial	6 "	15	1	23	" ..	Yes	Abandoned.
49	"	2 "	1	1	23	" ..	"	" lease expired.
50	"	8 "	15	1	16	" ..	"	Abandoned.
51	Quartz reef	5 "	15	1	16	" ..	No	Unworked.
52	"	4 "	15	1	16	" ..	"	"

RETURN of Leases—continued.

Number of Leases granted.	Nature of Tract.	Area.	Duration of Lease.	Periods of time which elapsed between application and notification of the same being granted.		In what cases the Commissioner granted leave for occupation of the lands.	Where such leave was given, was labour employed thereon?	Whether now worked, unworked, or abandoned.
				years	months days			
53	Alluvial	6 acres	15	1	16	In all cases	Yes	Abandoned.
54	"	6 "	15	1	14	"	"	"
55	"	8 "	15	1	14	"	"	"
56	"	8 "	15	1	14	"	"	"
57	"	8 "	5	2	23	"	"	Worked.
58	"	3 "	4	1	5	"	"	Abandoned.
59	"	10 "	15	1	5	"	No	Unworked.
60	"	9 "	15	1	2	"	"	"
61	"	8 "	15	1	21	"	Yes	Abandoned.
62	"	20 "	15	1	21	"	No	Unworked.
63	"	10 "	15	1	21	"	"	"
64	Quartz reef	10 "	15	1	21	"	"	"
65	"	5 "	15	1	25	"	Yes	Abandoned.
66	"	5 "	15	1	16	"	"	"
67	"	5 "	15	1	21	"	No	Unworked.
68	"	3 "	15	1	21	"	"	"
69	Alluvial	10 "	15	1	21	"	"	"
70	"	10 "	15	1	21	"	"	"
71	Quartz reef	3 "	15	2	0	"	"	"
72	"	3 "	15	2	0	"	"	"
73	Alluvial	2 "	5	1	25	"	Yes	Worked.
74	"	1 "	3	1	22	"	"	Abandoned.
75	Quartz reef	3 "	5	1	25	"	"	"
76	Alluvial	4 "	3	2	27	"	"	"
77	River-bed	300 yards	3	2	12	"	"	"
78	Alluvial	2 acres	15	2	8	"	"	"
79	"	6 "	1	2	8	"	No	Unworked.
80	"	1 "	5	2	2	"	Yes	Abandoned.
81	"	1 "	4	1	25	"	"	"
82	Quartz reef	2 "	15	2	9	"	"	Worked.
83	"	3 "	15	2	9	"	No	Unworked.
84	Alluvial	2 "	5	1	27	"	Yes	Abandoned.
85	"	5 "	10	1	27	"	"	"
86	Quartz reef	3 "	15	1	23	"	"	"
87	River-bed	300 yards	5	1	26	"	"	"
88	Alluvial	1 acre	5	2	0	"	"	Worked.
89	"	6 acres	5	2	0	"	"	"
90	"	10 "	5	2	0	"	"	"
91	"	5 "	5	2	0	"	No	Unworked.
92	River-bed	800 yards	4	2	11	"	Yes	Worked.
93	Quartz reef	2 acres	6	1	26	"	"	Abandoned.
94	"	3 "	15	1	18	"	"	"
95	"	5½ "	15	2	23	"	"	Worked.
96	"	3 "	10	2	7	"	"	"
97	"	5 "	15	2	7	"	No	Unworked.
98	"	2 "	15	3	8	"	Yes	Worked.
99	"	5 "	15	1	28	"	"	Abandoned.
100	"	5 "	15	1	28	"	No	Unworked.
101	"	2 "	15	1	23	"	Yes	Abandoned.
102	Alluvial	2 "	5	1	6	"	"	"
103	Quartz reef	2 "	5	1	23	"	"	"
104	"	2 "	15	1	11	"	"	"
105	"	1 "	15	2	7	"	"	"
106	"	4 "	10	2	12	"	"	"
107	River-bed	300 yards	5	2	18	"	"	Worked.
108	Quartz reef	3 acres	15	2	9	"	No	Unworked.
109	Alluvial	4 "	1	2	9	"	"	"
110	"	4 "	5	2	9	"	Yes	Worked.
111	"	1 "	1	2	4	"	"	Abandoned, lease expired
112	Quartz reef	5 "	15	1	24	"	"	Abandoned.
113	"	6 "	15	1	16	"	"	"
114	Alluvial	2 "	5	2	2	"	"	Worked.
115	Quartz reef	3 "	10	2	0	"	No	Unworked.
116	Alluvial	2 "	5	2	15	"	Yes	Abandoned.
117	Quartz reef	1 "	1	1	28	"	"	" lease expired
118	River-bed	400 yards	5	2	6	"	"	Abandoned.
119	Quartz reef	4 acres	15	2	0	"	No	Unworked.
120	River-bed	200 yards	5	1	20	"	"	"
121	Alluvial	4 acres	15	1	20	"	"	"
122	"	4 "	15	1	20	"	"	"
123	"	4 "	15	1	20	"	"	"
124	"	10 "	5	2	0	"	"	"
125	Quartz reef	6 "	15	2	0	"	"	"
126	"	4 "	15	1	19	"	Yes	Abandoned.
127	Alluvial	2 "	15	1	19	"	"	"
128	"	5 "	15	1	16	"	"	"
129	"	4 "	15	1	16	"	"	"
130	"	2 "	15	1	16	"	"	"
131	"	3 "	15	2	2	"	"	"
132	"	4 "	15	2	2	"	No	Unworked.
133	River-bed	300 yards	5	1	16	"	Yes	Worked.
134	"	500 "	10	2	1	"	"	"
135	Quartz reef	2 acres	15	1	24	"	"	Abandoned.
136	"	1 "	15	1	25	"	"	"

RETURN of Leases—*continued.*

Number of Leases granted.	Nature of Tract.	Area.	Duration of Lease.	Periods of time which elapsed between application and notification of the same being granted.		In what cases the Commissioner granted leave for occupation of the lands.	Where such leave was given, was labour employed thereon?	Whether now worked, unworked, or abandoned.
				years	months days			
137	Quartz reef	10 acres	15	1	25	In all cases..	No	Unworked.
138	Alluvial.....	2 "	15	2	13	"	Yes	Worked.
139	"	2 "	5	2	0	"	"	"
140	River-bed	500 yards	2	2	7	"	"	"
141	Quartz reef	4 acres	15	2	13	"	"	"
142	"	6 "	15	2	11	"	"	"
143	River-bed	400 yards	1	2	9	"	"	" lease expired.
144	"	200 "	1	2	9	"	"	"
145	Quartz reef	3 acres	15	2	20	"	No	Unworked. "
146	"	20 "	15	2	9	"	"	"
147	River-bed	200 yards	2	2	0	"	"	"
148	Quartz reef	4 acres	15	2	0	"	No	"
149	"	3 "	15	2	20	"	Yes	Worked.
150	Alluvial.....	25 "	15	2	0	"	"	"
151	"	6 "	15	2	0	"	"	"
152	"	3 "	15	2	0	"	"	"
153	Quartz reef	2 "	15	2	8	"	"	"
154	"	4 "	15	2	0	"	No	Unworked.
155	Alluvial.....	10 "	15	2	4	"	Yes	Worked.
156	"	5 "	15	2	0	"	"	"
157	"	3 "	10	2	0	"	"	"
158	"	3 "	15	2	0	"	No	Unworked.
159	Quartz reef	4 "	15	2	18	"	Yes	Worked.
160	"	4 "	15	2	18	"	No	Unworked.
161	"	4 "	2	2	0	"	"	"
162	"	4 "	15	2	8	"	"	"
163	Alluvial.....	2 "	3	2	17	"	Yes	Worked.
164	"	2 "	15	2	0	"	"	"
165	"	2 "	15	2	0	"	"	"
166	"	2 "	15	1	25	"	"	"
167	"	1 "	1	2	3	"	"	"
168	"	2 "	5	2	6	"	"	"
169	Quartz reef	5 "	15	2	5	"	"	"
170	"	3 "	15	2	0	"	"	"
171	"	3 "	15	2	13	"	No	Unworked.
172	"	4 "	15	2	5	"	"	"
173	"	5 "	15	1	27	"	"	"
174	"	4 "	15	2	0	"	"	"
175	Alluvial.....	4 "	15	2	5	"	"	"
176	"	3 "	2	2	1	"	Yes	Worked.
177	"	3 "	15	1	20	"	"	"
178	Quartz reef	4 "	15	1	20	"	"	"
179	"	5 "	15	2	6	"	"	"
180	Alluvial.....	5 "	15	1	28	"	No	Unworked.
181	Quartz reef	10 "	15	2	11	"	"	"
182	"	10 "	15	2	9	"	"	"
183	Alluvial.....	3 "	15	2	10	"	"	"
184	"	5 "	15	2	12	"	"	"
185	Quartz reef	4 "	15	2	5	"	Yes	Worked.
186	Alluvial.....	2 "	15	2	2	"	"	"
187	"	5 "	15	2	12	"	"	"
188	"	30 "	15	2	25	"	No	Unworked.
189	"	2 "	15	2	8	"	Yes	Abandoned.
190	"	3 "	15	2	11	"	"	"
191	"	2 "	1	2	11	"	"	Worked.
192	"	5 "	15	2	11	"	No	Unworked.
193	"	5 "	15	2	17	"	"	"
194	"	5 "	15	1	26	"	"	"
195	Quartz reef	5 "	15	1	26	"	"	"
196	River-bed	1,000 yards	10	1	27	"	"	"
197	Quartz reef	2 acres	14	2	0	"	Yes	Worked.
198	Alluvial.....	1 "	2	2	5	"	"	"
199	"	2 "	5	1	28	"	"	"
200	"	2 "	15	1	25	"	"	Abandoned.
201	Quartz reef	5 "	15	1	20	"	"	"
202	River-bed	200 yards	2	1	25	"	"	Worked.
203	Alluvial.....	5 acres	5	2	0	"	No	Unworked.
204	"	5 "	15	2	17	"	"	"
205	"	5 "	15	2	16	"	"	"
206	"	5 "	15	2	15	"	"	"
207	River-bed	200 yards	2	2	15	"	Yes	Worked.
208	Alluvial.....	2 acres	15	2	15	"	"	"
209	"	2 "	2	2	28	"	"	"
210	"	5 "	15	2	12	"	No	Unworked.
211	"	5 "	15	2	5	"	"	"
212	Quartz reef	5 "	15	2	10	"	"	"
213	"	5 "	15	2	10	"	"	"
214	"	5 "	15	2	9	"	"	"
215	Alluvial.....	5 "	5	2	6	"	"	"
216	"	20 "	15	2	6	"	"	"
217	"	20 "	15	2	4	"	"	"
218	"	5 "	15	2	16	"	"	"
219	"	1 "	15	1	28	"	Yes	Worked.
220	"	2 "	15	2	16	"	"	"

RETURN of Leases—continued.

Number of Leases granted.	Nature of Tract.	Area.	Duration of Lease.	Periods of time which elapsed between application and notification of the same being granted.		In what cases the Commissioner granted leave for occupation of the lands.	Where such leave was given, was labour employed thereon?	Whether now worked, unworked, or abandoned.
				years	months days			
221	Alluvial.....	2 acres	15	2	15	In all cases..	Yes	Worked
222	"	2 "	15	2	15	"	"	"
223	"	5 "	15	1	28	"	No	Unworked.
224	"	5 "	1	2	24	"	"	"
225	"	3 "	12	2	0	"	"	"
226	Quartz reef	4 "	15	1	16	"	"	"
227	Alluvial.....	2 "	15	1	26	"	Yes	Abandoned.
228	"	2 "	1	2	10	"	"	Worked.
229	River-bed	300 yards	3	1	26	"	"	"
230	"	200 "	5	1	28	"	"	"
231	Quartz reef	5 acres	15	2	5	"	"	"
232	"	4 "	15	1	27	"	"	"
233	"	3 "	15	1	25	"	"	"
234	"	2 "	10	1	26	"	"	"
235	"	40 "	15	2	13	"	"	"
236	"	3 "	15	2	4	"	"	"
237	Alluvial.....	4 "	1	3	3	"	"	"
238	"	5 "	15	1	20	"	No	Unworked.
239	"	2 "	15	1	20	"	"	"
240	"	2 "	15	1	20	"	"	"
241	"	5 "	15	1	20	"	"	"
242	"	1 "	1	1	22	"	"	"
243	Quartz reef	5 "	14	2	14	"	"	"
244	"	5 "	14	2	14	"	"	"
245	"	5 "	14	2	14	"	"	"
246	Alluvial.....	1 "	1	2	12	"	Yes	Worked.
247	"	1 "	1	2	10	"	"	"
248	Quartz reef	3 "	15	2	6	"	"	"
249	"	4 "	15	2	5	"	"	"
250	"	4 "	15	2	1	"	"	"
251	Alluvial.....	3 "	15	3	15	"	No	Unworked.
252	"	3 "	15	2	3	"	"	"
253	Quartz reef	12 "	15	1	26	"	"	"
254	River-bed	700 yards	5	2	0	"	Yes	Worked.
255	Alluvial.....	1 acre	1	2	0	"	"	"
256	"	10 acres	15	1	25	"	"	"
257	"	2 "	5	2	8	"	"	"
258	Quartz reef	2 "	15	1	21	"	"	Abandoned.
259	"	4 "	15	2	8	"	No	Unworked.
260	"	5 "	14	2	8	"	"	"
261	"	3 "	15	2	4	"	"	"
262	River-bed	200 yards	1	2	20	"	"	"
263	Alluvial.....	2 acres	15	2	0	"	Yes	Worked.
264	"	6 "	1	3	0	"	"	"
265	"	5 "	15	2	7	"	"	"
266	"	5 "	15	2	0	"	"	"
267	Quartz reef	2 "	15	1	23	"	"	"
268	"	3 "	15	2	3	"	"	"
269	Alluvial.....	2 "	1	2	18	"	"	"
270	"	5 "	15	2	12	"	"	"
271	"	2 "	2	2	12	"	No	Unworked.
272	Quartz reef	2 "	15	2	12	"	"	"
273	Alluvial.....	5 "	15	2	12	"	Yes	Worked.
274	"	2 "	15	2	12	"	"	"
275	"	5 "	15	2	11	"	"	"
276	Quartz reef	1 "	14	2	9	"	"	"
277	Alluvial.....	4 "	15	2	8	"	"	"
278	"	2 "	5	2	5	"	"	"
279	"	2 "	15	2	2	"	"	Abandoned.
280	"	2 "	5	2	2	"	"	Worked.
281	Quartz reef	10 "	14	2	6	"	No	Unworked.
282	"	3 "	15	2	2	"	"	"
283	Alluvial.....	2 "	15	2	3	"	Yes	Worked.
284	"	5 "	15	2	17	"	"	"
285	"	2 "	15	2	1	"	"	"
286	"	2 "	15	2	1	"	"	"
287	Quartz reef	5 "	15	2	7	"	"	"
288	"	2 "	15	1	27	"	"	"
289	"	3 "	15	1	24	"	"	Abandoned.
290	"	5 "	15	2	10	"	"	Worked.
291	"	3 "	15	2	0	"	No	Unworked.
292	Alluvial.....	5 "	15	2	0	"	"	"
293	"	5 "	15	2	3	"	Yes	Worked.
294	"	5 "	15	2	3	"	"	"
295	"	5 "	2	2	3	"	No	Unworked.
296	"	5 "	15	2	3	"	Yes	Worked.
297	"	5 "	15	2	0	"	"	"
298	"	3 "	15	2	7	"	"	"
299	"	1 "	1	2	10	"	"	"
300	Quartz reef	10 "	14	2	3	"	No	Unworked.
301	"	10 "	14	2	2	"	"	"
302	"	10 "	14	2	2	"	"	"
303	"	4 "	15	1	25	"	"	"
304	Alluvial.....	10 "	15	2	23	"	"	"

RETURN of Leases—*continued.*

Number of Leases granted.	Nature of Tract.	Area.	Duration of Lease.	Periods of time which elapsed between application and notification of the same being granted.		In what cases the Commissioner granted leave for occupation of the lands.	Where such leave was given, was labour employed thereon?	Whether now worked, unworked, or abandoned.
				years	months days			
305	Alluvial.....	1 acre	3	2	0	In all cases...	No	Unworked.
306	"	2 acres	15	2	0	"	"	"
307	Quartz reef	4 "	15	1	24	"	"	"
308	"	5 "	15	2	5	"	"	"
309	"	5 "	14	2	19	"	"	"
310	"	5 "	15	3	0	"	Yes	Worked.
311	Alluvial.....	5 "	15	2	18	"	"	"
312	"	2 "	15	2	26	"	"	"
313	"	1 "	15	2	16	"	"	"
314	Quartz reef	5 "	15	2	14	"	No	Unworked.
315	River-bed	1,000 yards	15	2	14	"	"	"
316	Alluvial.....	5 acres	15	2	13	"	"	"
317	Quartz reef	5 "	15	2	5	"	"	"
318	"	10 "	14	2	14	"	"	"
319	Alluvial.....	2 "	15	2	9	"	Yes	Worked.
320	Quartz reef	3 "	10	2	11	"	"	"
321	"	1 "	15	2	20	"	"	"
322	Alluvial.....	1 "	15	2	19	"	"	"
323	"	2 "	15	2	14	"	"	"
324	"	2 "	15	2	10	"	"	"
325	Quartz reef	4 "	15	2	4	"	No	Unworked.
326	Alluvial.....	4 "	15	2	4	"	"	"
327	"	1 "	15	2	3	"	Yes	Worked.
328	Quartz reef	5 "	15	2	4	"	"	"
329	"	5 "	7	2	23	"	"	"
330	"	4 "	15	2	1	"	No	Unworked.
331	Alluvial.....	5 "	15	2	8	"	"	"
332	"	2 "	15	2	10	"	Yes	Worked.
333	"	2 "	15	2	5	"	"	"
334	"	2 "	5	2	21	"	"	"
335	"	5 "	15	2	9	"	No	Unworked.
336	Quartz reef	10 "	15	2	5	"	"	"
337	Alluvial.....	2 "	1	2	5	"	Yes	Worked.
338	"	1 "	15	2	2	"	"	"
339	"	3 "	15	2	0	"	No	Unworked.
340	"	5 "	15	1	26	"	"	"
341	"	2 "	1	2	0	"	Yes	Worked.
342	"	2 "	15	2	0	"	"	"
343	"	5 "	5	2	0	"	"	"
344	"	5 "	5	2	0	"	"	"
345	"	2 "	15	1	26	"	"	"
346	"	3 "	15	2	0	"	"	"
347	River-bed	200 yards	2	2	20	"	"	"
348	Quartz reef	2 acres	15	2	21	"	"	"
349	"	1 "	15	2	17	"	"	"
350	Alluvial.....	5 "	15	1	25	"	No	Unworked.
351	"	1 "	15	2	12	"	Yes	Worked.
352	"	2 "	5	2	17	"	"	"
353	"	2 "	2	2	12	"	"	"
354	"	5 "	15	2	0	"	No	Unworked.
355	"	3 "	15	2	0	"	"	"
356	"	5 "	15	2	0	"	"	"
358	"	3 "	15	2	0	"	"	"
359	"	1 "	1	2	7	"	Yes	Worked.
360	"	2 "	15	2	1	"	"	"
361	"	2 "	15	2	26	"	"	"
362	"	4 "	15	2	6	"	"	"
363	Quartz reef	5 "	15	2	13	"	"	"
364	"	2 "	15	2	27	"	"	"
365	Alluvial.....	3 "	15	2	0	"	No	Unworked.
366	"	1 "	15	2	0	"	"	"
367	Quartz reef	2 "	15	2	21	"	Yes	Worked.
368	Alluvial.....	5 "	15	2	4	"	"	"
369	"	2 "	15	2	18	"	"	"
370	"	1 "	15	3	0	"	"	"
371	"	2 "	5	2	24	"	"	"
372	"	1 "	15	2	20	"	No	Unworked.
373	"	3 "	1	2	16	"	"	"
374	"	1 "	15	2	16	"	Yes	Worked.
375	"	5 "	15	2	16	"	"	"
376	"	30 "	15	1	9	"	"	"

Gold Commissioner's Office,
Young, 28 February, 1870.

GEORGE O'MALLEY CLARKE,
Commissioner in Charge, Southern District.

No. 2.

THE GOLD COMMISSIONER, NORTHERN DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Gold Commissioner's Office,
Armidale, 14 March, 1870.

SIR,

Referring to your letter of the 15th ultimo, I have the honor to transmit herewith the Return 7030 therein ordered.

I have, &c.,

J. BUCHANAN, G.C.

Mr. R.—18.

RETURN showing the number of Leases of Auriferous Tracts granted since the 31st July, 1866, to the present date, on the Gold Fields in the Northern District; together with other information as per order of the Legislative Assembly, made on the 11th February, 1870.

Alluvial	Quartz.	River.	Worked.	Abandoned	Area.	Duration of Lease.	Date of Application.	Date of granting.	If Commissioner gave leave.	Was labour employed.
1	...	...	Yes...	Yes	2 acres	5 years	1866. 28 July	1867. 1 Jan.	Not known.	Not known.
...	1	...	"	"	3 "	10 "	31 "	1866. 1 Nov.	"	"
1	...	...	"	"	4 "	5 "	21 August	1 Oct.	"	"
1	...	...	No	"	4 "	5 "	21 "	1 "	"	"
...	...	1	Yes...	"	500 yards	5 "	19 Sept.	1 Nov.	"	"
...	1	...	"	"	50 acres	15 "	2 Oct.	1867. 1 Jan.	"	"
1	...	...	"	"	2 "	2 "	14 Nov.	1 Feb.	"	"
1	...	...	"	"	3 "	7 "	13 Dec.	1 "	"	"
1	...	...	"	No	1 "	1 "	22 "	1867. 1 Mar.	"	"
1	...	...	"	"	1 "	1 "	25 April	1 July	"	"
1	...	...	"	Yes	2 "	4 "	8 May	1 "	"	"
1	...	...	"	"	2 "	5 "	15 August	1 Sept.	"	"
...	...	1	"	No	300 yards	1 "	18 Nov.	1868. 1 Feb.	"	"
...	...	1	"	Yes	300 "	4 "	4 Jan.	1 "	"	"
1	...	...	"	No	1 acre	1 "	28 "	1868. 1 March	"	"
1	...	...	"	"	1 "	1 "	21 Feb.	1 April	"	"
...	...	1	"	"	300 yards	3 "	8 "	1869. 1 March	"	"
1	...	...	"	"	1 acre	5 "	15 April	1 May	"	"
...	1	...	"	"	5 acres	5 "	16 Mar.	1 "	"	"
...	1	...	"	"	10 "	15 "	6 Aug.	1 Sept.	"	"
1	...	...	"	Yes	1 "	2 "	22 "	1 Oct.	"	"
...	1	...	"	No	10 "	15 "	4 Sept.	1 "	"	"
1	...	...	"	Yes	1 "	2 "	28 "	1869. 1 Nov.	"	"
1	...	...	"	"	2 "	4 "	9 Oct.	1 "	"	"
1	...	...	"	"	2 "	4 "	1 "	1869. 1 Mar.	"	"
1	...	...	"	No	1 "	2 "	14 Nov.	1 "	"	"
1	...	...	"	Yes	1 "	2 "	28 Jan.	1 "	"	"
1	...	...	"	"	2 "	2 "	2 Feb.	1 April	"	"
...	...	1	"	No	400 yards	2 "	28 Jan.	1 July	"	"
1	...	...	"	"	1 acre	5 "	19 Feb.	1 "	"	"
1	...	...	"	"	2 acres	15 "	20 May	1870. 1 Jan.	No	No.
1	...	...	"	"	2 "	4 "	1 June	1 "	Yes	Yes.
1	...	...	"	"	1 "	2 "	23 Nov.	1 "	No	No.
1	...	...	"	"	3 "	3 "	2 Dec.	1 "	Yes	Yes.
...	1	...	"	"	3 "	10 "	21 "	1 "	"	"
...	1	...	"	"	3 "	14 "	16 "	1 "	"	"
...	1	...	"	"	3 "	14 "	16 "	1 "	"	"
...	1	...	"	"	2½ "	5 "	23 "	1870. 16 Feb.	"	"
24	9	5	Total.							

Gold Commissioner's Office,
Armidale, 14 March, 1870.J. BUCHANAN,
G.C.

No. 3.

THE GOLD COMMISSIONER, WESTERN DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,
Bathurst, 14 March, 1870.

SIR,

In reply to your letter of the 9th instant, 170-55, with reference to the completion of a Return of Leases of Auriferous Tracts in the Western District, required by resolution of the Assembly, I have the honor to transmit the same, with all the information under the several heads I am able to supply, and to state, in explanation of the delay, that the Return—which is a very lengthy one—was commenced as soon as called for, and has been completed at the earliest possible period.

I have, &c.,

WHITTINGDALE JOHNSON, G.C.

Mr. R.—16. Gold Commissioner for Northern District, who has not furnished the Return, to be again reminded?—16. Yes.—17. Now herewith, 70-596 MS.—18.

Under separate cover.

TOTALS OF PAPERS.

	Totals.	Quartz.	River-bed.	Alluvial.
No. 1	42	137 acres	1,200 yards	42 acres
" 2	42	109 "	200 "	60 "
" 3	41	43 "	600 "	79 "
" 4	36	22 "	1,100 "	56 "
" 5	50	70 "	200 "	31 "
" 6	38	67 "	200 "	75 "
" 7	40	146 "	200 "	27 "
" 8	43	156 "	2,200 "	24 "
" 9	37	185 "	200 "	7 "
" 10	53	108 "	5,500 "	147 "
" 11	46	135 "	3,100 "	43 "
" 12	39	108 "	1,200 "	69 "
" 13	42	121 "	.....	62 "
" 14	43	168 "	500 "	52 "
" 15	29	80 "	400 "	30 "
Grand Totals	621	1,655 acres	16,800 yards	854 acres

(No. 1.)

RETURN of Leases of Auriferous Tracts applied for on the Western Gold Fields, from 1st July, 1866, to 31st December, 1869, required by Resolution of Legislative Assembly, 11th February, 1870.

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	13 June 1866.	2 acres	yards	acres	1866. 21 Sept.	1866. 27 Oct.	Issued for 15 years	Granted.....	Unknown ...	1
1	14 " "	.....	300	.....	" "	" "	" "	" "	" "	5
1	22 " "	.....	200	.....	" "	" "	" "	" "	" "	8
1	25 " "	5	.....	.....	" "	" "	" "	" "	" "	12
1	26 " "	10	.....	.....	" "	" "	" "	" "	" "	13
1	28 " "	4	.....	.....	" "	" "	" "	" "	" "	14
1	7 July	1	.....	.....	" "	" "	" "	" "	" "	2
1	27 " "	.....	500	.....	" "	" "	" "	" "	" "	9
1	14 May	3	.....	.....	" "	" "	" "	" "	" "	3
2	29 " "	4	.....	.....	" "	" "	" "	" "	" "	4 & 7
1	29 " "	.....	200	.....	" "	" "	" "	" "	" "	6
2	1 Aug.	30	.....	.....	" "	" "	" "	" "	" "	10 & 11
1	3 " "	4	.....	.....	" "	" "	" "	" "	" "	23
1	8 " "	.....	.....	2	" "	" "	" "	" "	" "	15
1	10 " "	5	.....	.....	" "	" "	" "	" "	" "	16
1	13 " "	5	.....	.....	" "	" "	" "	" "	" "	17
1	14 " "	5	.....	.....	" "	" "	" "	" "	" "	18
1	17 " "	2	.....	.....	" "	" "	" "	" "	" "	24
4	20 " "	.....	.....	7	" "	" "	" "	" "	" "	19 to 22
2	17 " "	10	.....	.....	1867. 30 Oct.	4 Jan.	" "	" "	" "	25, 26
1	1 Sept.	5	.....	.....	" "	" "	" "	" "	" "	27
1	8 " "	.....	.....	5	" "	" "	" "	" "	" "	28
1	15 " "	5	.....	.....	28 Nov.	23 "	" "	" "	" "	34
1	4 Oct.	.....	.....	5	30 Oct.	4 "	" "	" "	" "	29
1	18 " "	10	.....	.....	28 Nov.	23 "	" "	" "	" "	33
1	18 " "	3	.....	.....	" "	" "	.....	Abandoned..	None	.....
1	19 " "	15	.....	.....	30 Oct.	4 "	" "	Granted.....	" "	30
1	20 " "	2	.....	.....	" "	" "	" "	" "	" "	32
1	20 " "	.....	.....	3	28 Nov.	23 "	" "	" "	" "	35
2	27 " "	.....	.....	10	" "	" "	" "	" "	" "	37, 38
1	30 " "	2	.....	.....	30 Oct.	4 "	" "	" "	" "	31
1	4 Nov.	.....	.....	5	28 Nov.	18 Feb.	.....	Abandoned..	" "	.....
1	12 " "	.....	.....	4	" "	" "	" "	Granted.....	" "	.....
1	23 " "	5	.....	.....	29 Dec.	" "	" "	" "	" "	.....
1	31 Dec.	.....	.....	1	1867. 4 Mar.	30 Mar.	" "	" "	" "	44
42		137	1,200	42						

I am unable to state from personal observation whether labour was employed on the leases issued or not.

(No. 2.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1867. 7 Jan. ...	acres 2	yards	acres 5	1867. 4 Mar. ...	1867. 30 Mar. ...	Issued for 15 years.	Granted.....	Unknown ...	45
1	7 " ...	2	.....	.....	"	"	"	"	"	46
1	12 " ...	5	.....	.....	"	"	"	Withdrawn	None	
2	6 " ...	5	.....	.....	3 April... 14 May ...	"	"	Granted.....	"	53, 54
1	1 Feb. ...	12	.....	.....	4 Mar. ... 30 Mar. ...	"	"	"	"	48
1	4 " ...	10	.....	.....	"	"	"	Forfeited	"	49
2	6 " ...	5	.....	.....	"	"	"	Granted.....	"	50, 51
3	23 Mar. ...	12	.....	.....	8 May ... 10 June ...	"	"	"	"	57, 58, 59
1	25 " ...	10	.....	.....	19 June ... 24 July ...	"	"	"	"	64
1	26 " ...	.....	.....	10	8 May ... 10 June ...	"	"	Withdrawn	"	62
1	28 " ...	.....	.....	3	"	"	"	Granted.....	"	61
1	2 April... 1	.....	.....	.....	19 June ... 24 July ...	"	"	"	"	65
1	2 " ...	.....	200	.....	8 May ... 10 June ...	"	"	Forfeited	"	60
1	20 " ...	.....	.....	2	"	"	"	Granted.....	"	63
3	20 " ...	12	.....	.....	19 June ... 24 July ...	"	"	"	"	64, 65, 66
1	19 " ...	10	.....	.....	"	"	"	"	"	70
1	30 " ...	2	.....	.....	"	"	"	Withdrawn	"	
1	2 May ... 3	.....	.....	.....	"	"	"	Granted.....	"	67
1	8 " ...	.....	.....	5	"	"	"	"	"	71
1	13 " ...	2	.....	.....	"	"	"	"	"	68
1	13 " ...	.....	.....	1	"	"	"	"	"	69
1	17 " ...	.....	.....	2	"	"	"	"	"	75
1	20 " ...	5	.....	.....	"	"	"	"	"	72
1	25 " ...	3	.....	.....	"	"	"	"	"	73
1	7 June ... 3	.....	.....	.....	24 July ... 23 Aug. ...	"	"	"	"	78
1	8 " ...	.....	.....	2	"	"	"	"	"	76
1	10 " ...	.....	.....	1	"	"	"	"	"	80
1	10 " ...	2	.....	.....	"	"	"	"	"	81
1	20 " ...	.....	.....	2	25 Aug. ... 25 Sept. ...	"	"	"	"	83
1	1 July ... 4	.....	.....	.....	24 July ... 23 Aug. ...	"	"	"	"	79
1	1 " ...	.....	.....	2	"	"	"	"	"	82
2	4 " ...	.....	.....	20	"	"	"	"	"	81, 84 (2)
1	4 " ...	1	.....	.....	25 Aug. ... 25 Sept. ...	"	"	"	"	89
1	18 " ...	.....	.....	3	"	"	"	"	"	
1	22 " ...	.....	.....	2	"	"	"	Refused	"	
1	"	.....	.....	.....	"	"	"	Granted.....	"	85
42		109	200	60						

(No. 3.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
2	1867. 24 July ...	acres	yards	acres 5	1867. 25 Aug. ...	1867. 25 Sept. ...	Issued for 15 years	Withdrawn..	Unknown ...	
1	27 " ...	.....	.....	10	"	"	"	"	"	91 (2)
1	31 " ...	6	.....	.....	"	"	"	Granted.....	"	88, 89
2	1 Aug. ...	.....	.....	2	"	"	"	"	"	86
2	2 " ...	.....	.....	10	28 Oct. ...	"	"	"	"	90, 91 (2)
1	5 " ...	.....	.....	2	"	"	"	"	"	91
1	9 " ...	.....	.....	2	25 Aug. ... 25 Sept. ...	"	"	"	"	87
1	19 " ...	2	.....	.....	28 Oct. ...	"	"	"	"	92
1	23 " ...	3	.....	.....	"	"	"	"	"	94
1	29 " ...	.....	.....	2	"	"	"	"	"	93
1	2 Sept. ...	.....	.....	2	"	"	"	"	"	102
1	4 " ...	.....	.....	2	"	"	"	"	"	95
1	6 " ...	5	.....	.....	"	"	"	"	"	96
3	11 " ...	.....	.....	6	"	"	"	"	"	97, 98, 100
1	10 " ...	.....	.....	2	23 Dec. ...	"	"	"	"	99
1	12 " ...	.....	.....	3	28 Oct. ...	"	"	"	"	101
1	23 " ...	10	.....	.....	"	"	"	Withdrawn..	None	103
2	24 " ...	.....	.....	12	28 Oct. ...	"	"	Granted.....	"	103, 104 (2)
1	7 Oct. ...	.....	.....	2	23 Dec. ...	1868. — Feb. ...	"	"	"	106
1	17 " ...	2	.....	.....	"	"	"	"	"	105
1	17 " ...	.....	.....	8	"	"	"	"	"	108
1	21 " ...	.....	200	.....	"	— Feb. ...	"	Abandoned...	"	107
1	29 " ...	.....	200	.....	"	"	"	Granted.....	"	109
1	4 Nov. ... 2	.....	.....	.....	"	"	"	"	"	110
2	9 " ...	.....	.....	3	"	"	"	"	"	114, 115
1	12 " ...	5	.....	.....	"	"	"	Abandoned...	"	112
1	16 " ...	3	.....	.....	"	"	"	"	"	111
2	23 " ...	.....	.....	3	"	"	"	"	"	113, 116
1	7 Dec. ...	.....	200	.....	"	"	"	"	"	117
1	7 " ...	.....	.....	1	1868. 26 Feb. ...	29 April ...	"	Granted.....	"	118 (2)
1	11 " ...	3	.....	.....	23 Dec. ...	— Feb. ...	"	Abandoned...	"	113
1	16 " ...	2	.....	.....	26 Feb. ...	29 April ...	"	Granted.....	"	119
1	16 " ...	.....	.....	2	"	"	"	"	"	120
41		43	600	79						

(No. 4.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1868. 2 Jan.	acres	yards	acres	1868. 26 Feb.	1868. 29 April...	Issued for 15 years	Granted	Unknown ...	122
1	2 "		500	3	"	"	"	"	"	124
1	3 "			2	"	"	"	"	"	127
1	4 "		400		"	"	"	"	"	123
1	9 "			1	"	"	"	"	"	126
1	18 "			1	"	"	"	"	"	125
1	20 "	1			"	"	"	"	"	128
1	24 "			2	"	"	"	"	"	129
2	28 "			3	"	"	"	"	"	130, 131
1	28 "	2			"	"	"	"	"	134
2	17 Feb.	6			28 Mar.	11 May ...	"	"	"	132, 133
1	1 "	2			"	"	"	"	"	136
1	17 "			2	"	"	"	"	"	137(2)
1	14 "			2	"	"	"	"	"	138
1	20 "			8	"	"	"	Withdrawn..	None	140
1	28 "			1	"	"	"	Refused	"	137
1	2 Mar.	1			"	"	"	Granted	"	142
1	10 "			3	1 May ...	4 July ...	"	"	"	139
1	14 "	3			28 Mar.	11 May ...	"	"	"	141
1	14 "			1	1 May ...	4 July ...	"	"	"	143
2	16 "			4	"	"	"	"	"	144, 145
1	12 "			4	"	"	"	"	"	147
1	20 "	5			"	"	"	"	"	146
1	17 "			4	10 June ...	19 August	"	"	"	151
1	19 "			2	"	"	"	"	"	150
1	24 "			2	1 May ...	4 July ...	"	"	"	148
1	22 "	2			10 June ...	19 August	"	"	"	155
1	2 April ...			3	"	"	"	"	"	160
1	14 "			2	"	"	"	"	"	152
1	16 "			1	"	"	"	"	"	154
1	18 "		200		"	"	"	"	"	153
1	17 "			2	"	"	"	"	"	161
1	27 "			3	"	"	"	"	"	156
36		22	1,100	56						

(No. 5.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1868. 30 April...	acres	yards	acres	1868. 10 July ...	1868. 19 August	Issued for 15 years	Granted	Unknown ...	163
1	1 May ...	3		3	"	"	"	"	"	157
2	1 "			4	"	"	"	"	"	162, 164
1	7 "		200		"	"	"	"	"	159
1	9 "			3	"	"	"	"	"	158
1	9 "			2	"	"	"	"	"	167
1	12 "			3	"	"	"	"	"	166
1	11 "			3	"	"	"	"	"	168
1	11 "	20			"	"	"	Withdrawn	None	
1	17 "			3	"	"	"	Granted	"	171
1	18 "	1			"	"	"	"	"	170
4	18 "	8			"	"	"	Withdrawn	None	
1	18 "	2			"	"	"	"	"	
1	8 "	17			"	"	"	Abandoned...	None	
1	23 "			1	"	"	"	Granted	"	174
1	25 "			2	"	"	"	"	"	172
1	29 "			2	"	"	"	"	"	173
1	26 "	2			"	"	"	Withdrawn	None	
1	26 "			2	"	"	"	Granted	"	183
1	1 June ...	4			"	"	"	"	"	177
1	2 "			2	"	"	"	"	"	182
8	6 "			22	"	"	"	"	"	180 to 186
1	6 "			4	"	"	"	"	"	180 (2)
2	9 "			6	"	"	"	"	"	187, 181
1	11 "			3	"	"	"	Cancelled	None	
2	13 "			8	27 July ...	30 Dec. ...	"	Granted	"	184, 185
1	22 "			1	"	"	"	"	"	187
1	23 "	2			"	"	"	"	"	186
1	31 "			2	"	"	"	"	"	239
1	1 July ...			1	"	"	"	"	"	189
2	6 "	3			"	"	"	"	"	188, 190
1	7 "			2	"	"	"	"	"	
1	8 "			1	"	"	"	"	"	192
2	24 "	8			"	"	"	"	"	193, 194
1	29 "			1	"	"	"	"	"	195
50		70	200	81						

(No. 6.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1868. 3 Aug.	acres	yards	acres	1868. 13 Oct.	1868. 30 Dec.	Issued for 15 years	Granted.....	Unknown ...	.....
1	5 " .....	.....	.....	2	"	"	"	"	"	199
1	7 " .....	.....	.....	2	"	"	"	"	"	237
2	10 " .....	.....	.....	2	1869. 21 Dec.	1869. 23 Mar.	"	"	"	200, 201
1	10 "	2	.....	.....	6 "	"	"	"	"	215
1	18 " .....	.....	.....	3	1869. 21 Jan.	"	"	"	"	203
1	19 " .....	.....	.....	2	"	"	"	"	"	202
1	20 " .....	.....	.....	2	.....	.....	.....	Withdrawn..	None .....	.....
1	21 " .....	.....	.....	1	"	"	"	Granted.....	"	204
1	24 "	10	.....	.....	" .....	" .....	" .....	" .....	" .....	216
1	31 " .....	.....	.....	10	1868. 13 Oct.	1868. 30 Dec. ....	" .....	" .....	" .....	.....
1	6 Sept. ....	.....	.....	1	1869. 21 Jan.	1869. 23 Mar.	"	"	"	198
1	9 " .....	.....	.....	1	" .....	" .....	" .....	" .....	" .....	.....
1	9 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
3	1 " .....	.....	.....	8	"	"	"	"	"	205, 206, 207
1	3 " .....	.....	.....	5	" .....	" .....	" .....	" .....	" .....	.....
2	19 Oct.	13	.....	.....	1868. 21 Dec.	1868. 23 April...	"	"	"	210
1	23 " .....	.....	.....	1	"	"	"	"	"	209
1	25 " .....	.....	.....	1	"	"	"	"	"	208
1	26 " .....	.....	.....	4	"	"	"	"	"	210
1	27 " .....	.....	.....	1	"	"	"	"	"	211
1	4 Nov.	6	.....	.....	" .....	" .....	.....	Withdrawn..	" .....	.....
1	6 "	2	.....	.....	" .....	" .....	" .....	Granted.....	"	213
1	14 " .....	.....	200	.....	" .....	" .....	" .....	" .....	" .....	.....
1	25 " .....	.....	.....	2	"	"	"	"	"	214
1	25 "	10	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	5 "	5	.....	.....	1869. 18 Aug.	1869. 16 Sept.	"	"	"	262
1	1 Dec.	4	.....	.....	21 Jan.	23 April...	.....	Abandoned..	" .....	.....
1	1 " .....	.....	.....	2	18 Aug.	16 Sept.	"	Granted.....	"	227
2	19 "	10	.....	.....	21 Jan.	23 April...	"	"	"	215, 216 (2)
2	22 " .....	.....	.....	11	"	"	"	"	"	215
1	30 " .....	.....	.....	10	"	"	"	"	"	326
38		67	200	75						

(No. 7.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1869. 1 Jan.	acres	yards	acres	1869. 21 Feb.	1869. 23 April...	Issued for 15 years.	Granted.....	Unknown ...	.....
1	9 "	5	.....	.....	18 Aug.	16 Sept. ....	" .....	" .....	" .....	.....
1	12 " .....	.....	.....	2	"	"	"	"	"	234
1	14 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	226
1	26 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	254
1	9 Feb.	12	.....	.....	" .....	" .....	" .....	" .....	" .....	264
1	15 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	229
2	15 " .....	.....	.....	4	"	"	"	"	"	217, 218
1	22 " .....	.....	.....	1	.....	.....	.....	Withdrawn..	None .....	.....
1	22 "	2	.....	.....	" .....	" .....	" .....	Granted.....	"	223
1	27 "	19	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	17 " .....	.....	.....	2	24 Aug.	"	"	"	"	230
2	1 Mar. ....	.....	.....	6	"	"	"	1 granted and 1 withdrawn	"	219
1	5 " .....	.....	.....	1	.....	.....	" .....	" .....	" .....	.....
1	13 " .....	.....	.....	3	"	"	"	Granted.....	"	231
1	15 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	235
1	23 "	19	.....	.....	" .....	" .....	.....	Cancelled ..	None .....	.....
1	1 April ...	2	.....	.....	" .....	" .....	" .....	Granted.....	"	232
1	5 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	258
2	12 " .....	.....	.....	6	"	"	"	"	"	221
1	23 "	10	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	24 " .....	.....	.....	2	"	"	"	"	"	220
1	30 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	3 May	5	.....	.....	16 Sept.	16 Oct.	"	"	"	292
1	5 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	17 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	293
1	20 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	257
1	20 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	256
1	21 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	236
1	27 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	263
1	28 " .....	.....	200	.....	" .....	" .....	" .....	" .....	" .....	247
1	24 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
3	31 "	11	.....	.....	" .....	" .....	" .....	" .....	" .....	242, 249, 253
2	20 "	8	.....	.....	" .....	" .....	" .....	1 withdrawn	"	255
40		146	200	27						

Original applications supposed by me to have been forwarded in March and April, and handed to Mr. Naylor (late Clerk in this office) for that purpose. Destroyed by him. Duplicates forwarded in August and September, 1869.

(No. 8.)

No.	Date of Application.	Quartz Area	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No Lease.
2	1869. 1 June ..	acres 7	yards	acres	1869. 16 Sept. ...	1869. 16 Oct. ...	Issued for 15 years	Granted.....	Unknown ...	281, 248
1	5 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	259
1	5 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	7 " ..	4	.....	4	" ..	" ..	" ..	Withdrawn..	None .....	.....
1	8 " ..	3	.....	.....	" ..	" ..	" ..	Granted.....	" ..	.....
1	9 " ..	.....	.....	4	" ..	" ..	" ..	" ..	" ..	.....
2	10 " ..	.....	2,000	.....	" ..	" ..	" ..	" ..	" ..	.....
1	2 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	338
1	19 " ..	3	.....	.....	" ..	" ..	" ..	" ..	" ..	286
1	21 " ..	.....	.....	1	" ..	" ..	" ..	" ..	" ..	272
2	22 " ..	7	.....	.....	" ..	" ..	" ..	" ..	" ..	243
2	23 " ..	10	.....	.....	" ..	" ..	" ..	" ..	" ..	246
1	24 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	245, 276
2	25 " ..	10	.....	.....	" ..	" ..	" ..	" ..	" ..	277
1	29 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	7 " ..	10	.....	.....	" ..	" ..	" ..	" ..	" ..	279
1	10 " ..	.....	.....	4	" ..	" ..	" ..	" ..	" ..	237
1	14 " ..	.....	.....	2	" ..	" ..	" ..	" ..	" ..	.....
1	8 " ..	.....	200	.....	" ..	" ..	" ..	" ..	" ..	249
1	7 " ..	.....	.....	4	" ..	" ..	" ..	Withdrawn..	None .....	.....
1	16 " ..	.....	.....	2	" ..	" ..	" ..	Cancelled ..	" ..	.....
1	21 " ..	10	.....	.....	" ..	" ..	" ..	Granted.....	" ..	250
1	25 " ..	2	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	29 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	339
1	30 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	279
1	16 " ..	.....	.....	1	" ..	" ..	" ..	Withdrawn..	None .....	.....
2	16 " ..	15	.....	.....	" ..	" ..	" ..	Granted.....	" ..	251
2	25 " ..	10	.....	.....	" ..	" ..	" ..	" ..	" ..	295, 294
1	21 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	291, 275
1	23 " ..	.....	.....	2	24 Aug. ...	16 Sept. ...	" ..	" ..	" ..	282
1	25 " ..	5	.....	.....	16 Sept. ...	16 Oct. ...	" ..	" ..	" ..	224
1	26 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	28 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	26 " ..	5	.....	.....	" ..	" ..	" ..	Withdrawn..	None .....	.....
1	28 " ..	5	.....	.....	" ..	" ..	" ..	Granted.....	" ..	.....
1	29 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	278
43		156	2,200	24						

Original applications supposed by me to have been forwarded in March and April, and handed to Mr. Naylor (late Clerk in this office), for that purpose. Destroyed by him. Duplicates forwarded in August and September, 1869.

(No. 9.)

No.	Date of Application.	Quartz Area	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No of Lease.
1	1869. 26 June ..	acres 5	yards	acres	1869. 16 Sept. ...	1869. 16 Oct. ...	Issued for 15 years.	Granted. ...	Unknown	.....
1	25 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	28 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	28 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	29 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	278
1	26 " ..	5	.....	.....	" ..	" ..	" ..	Withdrawn..	None .....	.....
1	23 " ..	30	.....	.....	" ..	" ..	" ..	Granted.....	" ..	.....
1	30 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	13 " ..	3	.....	.....	" ..	" ..	" ..	" ..	" ..	337
1	28 " ..	10	.....	.....	" ..	" ..	" ..	" ..	" ..	266
1	28 " ..	5	.....	.....	" ..	" ..	" ..	Withdrawn..	None .....	.....
1	29 " ..	5	.....	.....	" ..	" ..	" ..	Granted.....	" ..	267
1	29 " ..	5	.....	.....	16 Oct. ...	30 Nov. ...	" ..	" ..	" ..	336
1	5 " ..	.....	.....	1	18 Aug. ...	16 Sept. ...	" ..	" ..	" ..	223
1	5 " ..	.....	.....	3	" ..	" ..	" ..	Withdrawn..	None .....	.....
1	24 " ..	5	.....	.....	" ..	" ..	" ..	Cancelled ..	" ..	.....
1	30 " ..	.....	.....	3	16 Oct. ...	30 Nov. ...	" ..	Withdrawn..	" ..	.....
1	26 " ..	.....	200	.....	" ..	" ..	" ..	Granted.....	" ..	.....
1	5 July	5	.....	.....	16 Sept. ...	16 Oct. ...	" ..	" ..	" ..	270
1	7 " ..	5	.....	.....	" ..	" ..	" ..	Cancelled ..	" ..	.....
1	1 " ..	5	.....	.....	" ..	" ..	" ..	Granted.....	" ..	.....
1	1 " ..	4	.....	.....	" ..	" ..	" ..	" ..	" ..	240
1	1 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	273
1	8 " ..	1	.....	.....	" ..	" ..	" ..	" ..	" ..	238
1	5 " ..	5	.....	.....	" ..	" ..	" ..	Withdrawn..	None .....	.....
1	9 " ..	5	.....	.....	" ..	" ..	" ..	Granted.....	" ..	.....
1	1 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	1 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	1 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	1 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	6 " ..	3	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
2	2 " ..	10	.....	.....	" ..	" ..	" ..	One granted	" ..	268
1	5 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	6 " ..	5	.....	.....	" ..	" ..	" ..	" ..	" ..	.....
1	13 " ..	2	.....	.....	" ..	" ..	" ..	Granted.....	" ..	274
1	5 " ..	2	.....	.....	" ..	" ..	" ..	" ..	" ..	260
1	5 " ..	10	.....	.....	" ..	" ..	" ..	" ..	" ..	271
37		185	200	7						

Original applications supposed by me to have been forwarded in July, and handed to Mr. Naylor (late Clerk in this office), for that purpose. Destroyed by him. Duplicates forwarded in August and September, 1869.

(No. 10.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1869. 3 July ...	acres 5	yards	acres	1869. 16 Oct. ...	1869. 30 Nov. ...	Issued for 15 years	Withdrawn..	Unknown ...	.....
1	6 " ...	6	.....	.....	"	"	"	"	"	.....
1	7 " ...	.....	1,000	.....	"	"	"	Granted.....	"	.....
1	8 " ...	.....	500	.....	"	"	"	Withdrawn..	None .....	.....
2	9 " ...	.....	2,000	.....	"	"	"	"	"	.....
1	1 " ...	.....	.....	5	"	"	"	Withdrawn..	None .....	.....
1	6 " ...	.....	.....	4	"	"	"	Granted.....	"	.....
2	13 " ...	.....	.....	8	"	"	"	"	"	.....
2	13 " ...	.....	2,000	.....	"	"	"	"	"	.....
3	19 " ...	17	.....	.....	"	"	"	One granted..	"	322
1	21 " ...	.....	.....	1	"	"	"	Granted.....	"	320
1	22 " ...	5	.....	.....	"	"	"	Withdrawn..	None .....	.....
2	22 " ...	10	.....	.....	"	"	"	One granted..	"	319
1	24 " ...	1	.....	.....	"	"	"	Granted.....	"	312
1	24 " ...	5	.....	.....	"	"	"	Withdrawn..	"	.....
1	26 " ...	2	.....	.....	"	"	"	Granted.....	"	321
2	26 " ...	8	.....	.....	"	"	"	"	"	.....
1	27 " ...	1	.....	.....	"	"	"	"	"	316
1	28 " ...	5	.....	.....	"	"	"	"	"	.....
1	28 " ...	5	.....	.....	"	"	"	"	"	.....
1	30 " ...	2	.....	.....	"	"	"	"	"	314
3	31 " ...	10	.....	.....	"	"	"	Two granted.	"	315, 327
5	31 " ...	21	.....	.....	"	"	"	One granted..	"	318
1	15 " ...	.....	.....	2	"	"	"	"	"	.....
1	24 " ...	.....	.....	15	16 Oct. ...	30 Nov. ...	"	"	"	.....
2	9 " ...	.....	.....	10	"	"	"	"	"	.....
1	11 " ...	.....	.....	5	"	"	"	"	"	.....
1	11 " ...	.....	.....	5	"	"	"	"	"	.....
1	19 " ...	.....	.....	1	"	"	"	Granted.....	"	323
2	20 " ...	.....	.....	20	"	"	"	"	"	.....
2	20 " ...	.....	.....	17	"	"	"	"	"	330
2	21 " ...	.....	.....	20	"	"	"	"	"	.....
1	22 " ...	.....	.....	9	"	"	"	"	"	.....
1	22 " ...	5	.....	.....	"	"	"	"	"	.....
1	23 " ...	.....	.....	10	16 Oct. ...	30 Nov. ...	"	Withdrawn..	"	.....
1	24 " ...	.....	.....	15	"	"	"	Granted.....	"	.....
53		108	5,500	147						

(No. 11.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1869. 24 July ...	acres	yards 300	acres	1869. 16 Oct. ...	1869. 30 Nov. ...	Issued for 5 years	Granted.....	Unknown ...	328
3	24 " ...	.....	.....	24	"	"	"	"	"	.....
1	30 " ...	.....	.....	3	"	"	"	"	"	.....
1	9 " ...	2	.....	.....	"	"	"	"	"	298
1	25 " ...	2	.....	.....	"	"	"	"	"	.....
2	11 " ...	.....	.....	4	"	"	"	"	"	.....
1	21 " ...	1	.....	.....	16 Oct. ...	30 Nov. ...	"	Both granted	"	341, 340
1	15 " ...	.....	.....	5	"	"	"	Granted.....	"	342
2	1 Aug. ...	10	.....	.....	16 Oct. ...	30 Nov. ...	"	"	"	.....
1	2 " ...	2	.....	.....	"	"	"	"	"	317
1	9 " ...	5	.....	.....	"	"	"	"	"	.....
1	11 " ...	1	.....	.....	"	"	"	"	"	333
1	11 " ...	.....	.....	3	"	"	"	"	"	313
2	14 " ...	10	.....	.....	"	"	"	"	"	.....
1	17 " ...	5	.....	.....	"	"	"	"	"	331, 332
2	17 " ...	7	.....	.....	"	"	"	"	"	.....
3	18 " ...	15	.....	.....	"	"	"	"	"	303
1	18 " ...	10	.....	.....	"	"	"	"	"	.....
1	19 " ...	10	.....	.....	"	"	"	"	"	.....
1	20 " ...	5	.....	.....	"	"	"	"	"	.....
1	21 " ...	5	.....	.....	"	"	"	"	"	.....
2	18 " ...	.....	1,500	.....	"	"	"	"	"	.....
1	14 " ...	5	.....	.....	16 Oct. ...	30 Nov. ...	"	"	"	.....
1	24 " ...	.....	.....	1	"	"	"	"	"	306
1	20 " ...	.....	.....	2	"	"	"	"	"	.....
2	14 " ...	3	.....	.....	"	"	"	"	"	.....
1	26 " ...	2	.....	.....	"	"	"	"	"	307
1	31 " ...	5	.....	.....	"	"	"	"	"	.....
1	30 " ...	5	.....	.....	16 Oct. ...	30 Nov. ...	"	Withdrawn..	"	.....
1	31 " ...	5	.....	.....	"	"	"	Granted.....	Unknown ...	.....
1	27 " ...	10	.....	.....	"	"	"	"	"	.....
1	25 " ...	5	.....	.....	16 Oct. ...	30 Nov. ...	"	"	"	.....
1	19 " ...	.....	.....	1	"	"	"	"	"	335
1	7 " ...	.....	1,000	.....	"	"	"	"	"	304
1	10 " ...	.....	300	.....	"	"	"	"	"	.....
1	28 " ...	2	.....	.....	16 Oct. ...	30 Nov. ...	"	Withdrawn..	"	.....
46		135	3,100	43				Granted.....	Unknown ...	300

(No. 12.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1869. 30 Aug.	acres	yards	acres	1869. 16 Oct.	1869. 30 Nov.	Issued for 5 years	Granted	Unknown ...	.....
1	31 " .....	.....	.....	10	" .....	" .....	" .....	" .....	" .....	.....
1	31 " .....	.....	1,000	10	" .....	" .....	" .....	" .....	" .....	.....
1	30 "	10	.....	.....	10 Dec.	1870. 15 Jan. ....	" .....	" .....	" .....	.....
1	2 Sept. ....	.....	.....	5	16 Oct.	30 Nov. ....	" .....	" .....	" .....	.....
1	3 " .....	.....	200	.....	" .....	" .....	" .....	" .....	" .....	.....
1	4 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	6 "	10	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
2	7 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	9 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	10 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	13 "	3	.....	.....	" .....	" .....	" .....	Withdrawn ..	None	.....
2	7 "	9	.....	.....	16 Oct.	30 Nov. ....	.....	.....	" .....	.....
1	18 "	5	.....	.....	.....	.....	Issued for 5 years	1 returned ..	" .....	.....
1	18 "	2	.....	.....	.....	.....	" .....	1 granted ...	"	334
1	20 "	5	.....	.....	16 Oct.	30 Nov. ....	" .....	" .....	" .....	.....
1	18 "	5	.....	.....	.....	.....	" .....	1 granted ...	"	301
1	18 "	5	.....	.....	.....	.....	" .....	Withdrawn ..	" .....	.....
1	25 " .....	.....	.....	5	16 Oct.	30 Nov.	Issued for 5 years	Granted	None	.....
1	20 "	5	.....	.....	10 Dec.	1870. 15 Jan. ....	" .....	" .....	" .....	.....
1	21 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	24 "	4	.....	.....	" .....	" .....	" .....	" .....	" .....	375
1	24 "	4	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	28 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	378
1	27 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	377
1	28 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	379
1	13 " .....	.....	.....	2	"	"	"	"	"	366
1	10 " .....	.....	.....	15	" .....	" .....	" .....	" .....	" .....	.....
1	16 " .....	.....	.....	10	"	"	"	"	"	367
1	15 " .....	.....	.....	5	" .....	" .....	" .....	" .....	" .....	.....
1	22 " .....	.....	.....	2	"	"	"	"	"	373
1	24 " .....	.....	.....	2	"	"	"	"	"	376
1	10 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	364
1	21 "	4	.....	.....	" .....	" .....	" .....	" .....	" .....	368
1	14 " .....	.....	.....	3	" .....	" .....	" .....	" .....	" .....	.....
1	30 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
2	27 "	10	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
39		108	1,200	69						

(No. 13.)

No.	Date of Application.	Quartz Area.	River-bed Area.	Alluvial Area.	When forwarded for approval.	When authorized to be issued.	Duration of Lease.	Whether leave granted for immediate occupation.	Whether labour was employed.	No. of Lease.
1	1869. 2 Sept.	acres	yards	acres	1869. 10 Dec.	1870. 15 Jan.	Issued for 5 years	Granted	Unknown ...	363
3	30 "	15	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	17 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	23 " .....	.....	.....	2	"	"	"	"	"	374
1	22 " .....	.....	.....	4	" .....	" .....	" .....	" .....	" .....	.....
1	12 " .....	.....	.....	2	"	"	"	"	"	365
1	28 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	25 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
4	22 " .....	.....	.....	29	" .....	" .....	" .....	" .....	" .....	.....
1	21 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	29 "	1	.....	.....	" .....	" .....	" .....	" .....	" .....	380
1	28 Oct. ....	.....	.....	5	" .....	" .....	" .....	" .....	" .....	.....
1	18 " .....	.....	.....	3	"	"	"	"	"	349
1	2 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	28 "	10	.....	.....	" .....	" .....	" .....	" .....	" .....	355
1	14 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	348
1	11 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	18 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	351
1	28 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	28 " .....	.....	.....	5	" .....	" .....	" .....	" .....	" .....	.....
1	2 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	343
1	3 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	4 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	5 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	5 " .....	.....	.....	.....	" .....	" .....	" .....	" .....	" .....	344
1	6 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	345
1	6 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	16 "	2	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	20 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	11 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
2	13 "	10	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	23 "	3	.....	.....	" .....	" .....	" .....	" .....	" .....	354
1	18 "	5	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	21 " .....	.....	.....	10	" .....	" .....	" .....	" .....	" .....	.....
1	11 "	4	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
1	11 "	4	.....	.....	" .....	" .....	" .....	" .....	" .....	.....
42		121	.....	62						

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOLD FIELDS,
(REPORTS FROM COMMISSIONERS, FOR 1869.)

Ordered by the Legislative Assembly to be Printed, 29 March, 1870.

SCHEDULE.

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1. Under Secretary for Lands to Commissioners in charge of Gold Districts (Circular). 26 February, 1870	1
2. Commissioner for the Gold Fields, Western District, in reply to above (1 enclosure). 1 March, 1870	1
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4. Commissioner for the Gold Fields, Northern District, in reply to No. 1. 7 March, 1870	7

No. 1.

THE UNDER SECRETARY FOR LANDS TO THE COMMISSIONERS IN CHARGE OF GOLD DISTRICTS.

Department of Lands,
Sydney, 26 February, 1870.

SIR,

No report having been received on the conditions and prospects of the Western Gold Fields for the year 1869, I am directed to request that you will have the goodness to furnish a report thereon for the past year, at your earliest convenience.

I have, &c.,
A. O. MORIARTY.

Similar letter to the Commissioner in charge of the Southern Gold Fields.

Similar letter to the Commissioner in charge of the Northern Gold Fields.

No. 2.

THE GOLD COMMISSIONER, WESTERN DISTRICT, TO THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,
Bathurst, 1 March, 1870.

SIR,

I do myself the honor, for the information of the Honorable the Secretary for Lands, to submit my annual report for the year 1869 upon the condition and prospects of the Gold Fields in the Western District.

2. There has been a marked increase in the activity of mining operations during the year 1869, as compared with previous years, and some valuable discoveries have been made, more particular at Two-mile Flat, where diamonds in considerable quantities have been found, and at Trunkey Creek and Tuena, where a series of gold-bearing quartz have attracted the attention of capitalists in this and the neighbouring Colony of Victoria.

3. The other Gold Fields have fully maintained their previous reputation, and although on the year there has been a slight decline in the amount of gold transmitted by escort, compared with 1868, a calculation which cannot be relied upon as showing the entire yield of gold, much being conveyed by private hands—the general prospects of the Gold Fields have undoubtedly improved, and I am confident that the result of mining operations during the present year will show the stride that has been taken since 1868.

4. Of the older fields, Tambaroora has been the most prosperous, the quartz reefs there having yielded a very high return, in some instances at the rate of many hundreds of ounces to the ton.

5. I annex a return, showing the number of miners' rights and business licenses, also the leases issued at each Gold Field in this district for 1869, and the estimated population on the 31st December ultimo, which exhibits an increase in all its items over the corresponding return of 1868. In leases especially it will be perceived that the increase is very great, being more than two-thirds; in addition, 39 applications have been made on Church and School Lands near Carcoar, where rich quartz reefs have been opened up and successfully worked, and 122 other leases, applied for in 1869, have been authorized to be issued in 1870, bringing the number of applications made in 1869 up to 536, exclusive of about 50 rejected for various reasons. The majority of the quartz reef leases are situated at Trunkey Creek and Tuena, and those of alluvial and river-bed at Two-mile Flat, and on the Cudgegong River, near Mudgee, where the search for diamonds is being prosecuted with much spirit and a fair prospect of success in the alluvial flats, basalt hills, and in the drift of the bed of the river. Small diamonds in large numbers are found in some of the claims, and a few of fair mercantile value. Whether this new industry will ever be successful is still a matter for speculation; but at any rate the prospects have been sufficient to induce the formation of two Companies for the purpose of mining for diamonds, as well as for gold, on an extended scale, both of which are sanguine as to their ultimate success, and satisfied with the existing indications of a valuable deposit of precious stones.

6. At Trunkey Creek, a discovery which was unduly magnified before its auriferous capabilities had or could be fairly ascertained, there has been the re-action consequent upon the failure to realize the most extravagant expectations based upon the, in many instances, purely fictitious value of the reefs, merely because a very rich crushing was obtained from a portion of one of the reefs first opened in that locality, it was assumed that the surrounding reefs, of which a great number exist, must also be valuable. Some of these have been amply remunerative, and many others I feel assured will, when systematically worked, prove of real value. Recent operations have tended to show that the veins now opened will continue to descend to considerable depth, increasing in size and depth, and not disappear within a comparatively short distance from the surface, as was at first predicted by many practical miners. It requires some time to fully develop a quartz mining district, and also necessitates the expenditure of much capital. I am aware that an outcry has been raised against the system of leasing auriferous tracts now in vogue, and that Trunkey Creek has been specially pointed out as having been retarded in its development from that cause only; but I am of opinion that, although a larger population might for a time have remained there, and a temporary and fictitious prosperity thereby promoted, had extended areas not been available under safer conditions than ordinary claims, the extensive and valuable machinery now erected, or in course of erection, at Trunkey Creek, would never have been there, and the apparent prosperity of the place would have subsided as soon as it had been ascertained that capital was necessary to work the ground with any prospect of success. I am still of opinion that Trunkey Creek, including Tuena and the adjacent country, will afford a large and profitable field for the employment of capital and organized labour in connection with quartz mining. In proof of this I may state that the stone crushed at the several engines has averaged two ounces to the ton.

7. I cannot close the Report without adverting to the necessity of some improved system of dealing with miners' disputes, more especially in the matter of appeals from the decisions of unpaid Justices of the Peace. The only appeal under the Gold Fields Act of 1866, that of from one to two or more Justices in Petty Sessions, is in some districts now unattainable from the difficulty of obtaining Justices who will consent to hear these appeals, from the fact that prohibitions are frequently moved for in the Supreme Court against their ruling in gold mining cases; and in one instance obtained with costs against the Justices for a mere error in judgment as to the application of the law of evidence. The result of this has been latterly to bring many of these appeal cases to Bathurst, in which I have felt it my duty to adjudicate as one of the revising Justices; and the fact of their being so brought from other districts is also a proof of the anxiety of the miners to have their cases heard before a tribunal presided over by officials who have had some experience in deciding upon Gold Fields matters.

I have, &c.,
WHITTINGDALE JOHNSON,
G.C.

RETURN of Business Licenses, Miners' Rights, and Leases of Auriferous Tracts issued in, and the population of, the Western Gold Fields, during the year 1869.

Name of Gold Field.	Licenses.		Leases of Auriferous Tracts.			Population. As estimated on 31 Dec., 1869.	
	Miners' Rights.	Business Licenses.	No. of Leases issued.	River-bed.	Quartz reef.		Alluvial.
Cargo	416	51	6	yards.	acres.	500	
Rockley and Campbell's River	275	3	3	.....	.....	350
Tambaroora—Hargraves and Meroo River	1,759	34	20	.....	.....	4,000
Cudgegong	480	32	65	11,500	178	700	
Ophir	252	11	5	.....	43	300
Sofala	1,280	31	13	400	35	2,500	
Tuena	228	7	2	.....	.....	350
Trunkey Creek—Jews' Creek	280	48	108	.....	511	600
Bathurst—Mitchell's Creek	665	92	11	.....	50	300
Stony Creek	473	22	11	1,500	10	600	
Woods' Flat, Jack's Creek	275	21	6	.....	28	500
Forbes	128	3	13	.....	.....	350
Totals	6,511	355	263	13,400	808	299	11,050

Western Gold Fields Office,
Bathurst, 1 March, 1870.

WHITTINGDALE JOHNSON,
G.C.

No. 3.

THE GOLD COMMISSIONER, SOUTHERN DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Southern Gold Fields Office,
Young, March, 1870.

SIR,

I have the honor to submit, for the information of the Honorable the Secretary for Lands, a report on the Gold Fields in the Southern District, for the year 1869.

During that period there has not been any discovery of such importance as to render the proclamation of a new Gold Field necessary; nevertheless, gold has been found in many localities not at present proclaimed, which may eventually prove to be rich and important fields. It will be seen, therefore, that the chief and most notable mining operations carried on during the past year have been on the Gold Fields that have been proclaimed for some years; and I now propose to notice them according to their order of importance.

The most productive and consequently the most important Gold Fields in the Southern District last year were those in the immediate vicinity of Grenfell, known as Emu Creek and Tyagong Creek. On the former the mining operations carried on were for the most part in connection with the quartz reefs that have given that neighbourhood such a foremost place in the Gold Fields of the Colony, and caused such a valuable impetus to this branch of mining. I think it may be said that at the commencement of 1869 the quartz reefs at and around Grenfell had reached the summit of their importance, and that since that time they have, with one or two exceptions, been gradually on the decline, the quantity of stone produced by them and the yield of gold having decreased proportionately. At the period referred to there were within a radius of 3 miles of Grenfell, twelve crushing machines, with employment actively and positively ensured to them for some months, as soon as the drought that then prevailed, broke up, and a sufficiency of water would be obtainable. At the expiration of the year the yield of stone from the once singularly productive reefs only afforded employment to four of these crushing mills. The remainder are either now idle or have been removed to other localities. The reefs that have shown the greatest decline are the "Homeward Bound," "Britannia," the "Outward Bound," the "Prussian," the "Leased Ground," and "Wilson's Reefs," some of which are entirely abandoned, and the remainder have fallen into the hands of the owners of crushing machines, to whom alone can they prove remunerative, as the stone is too inferior to pay for crushing at the public mills.

With regard to the decline of these reefs it is worthy of remark, that whenever they showed a falling off in their yield, or became unpayable, they were at once abandoned by the original proprietors. I am aware that the claim-holders cannot be blamed for the adoption of a course that will generally be pronounced to be the exercise of a wise discretion, but at the same time it shows a lack of spirit of enterprise and perseverance, and is quite at variance with the course of action that is invariably pursued under similar circumstances in Victoria, where the breaking-off of a reef, or a decrease in its yield, does not dishearten its owners, nor deter them from using every effort and appliance to enable them to ascertain, beyond all doubt, as to the possibility of tracing the reef, or of its yield being payable. I need hardly say that in innumerable instances the energy and perseverance thus displayed are crowned with complete success. The want of enterprise to which I have alluded is attributable I am sure to the fact that these reefs have been taken up in ordinary claims by small parties of men, many of whom were entirely ignorant of this branch of mining, and who, when the yield of their claims became poorer, gave them up, being either satisfied with the results already attained, or without the means to incur any further outlay. The time may come perhaps when these abandoned reefs will be taken up by companies, with the capital and improved appliances necessary to insure their future successful development.

The reefs that continue to yield good returns for the capital and labour expended on them, are "O'Brien's," "Lucknow," and "The Welcome." On the first named two claims still produce an immense body of stone that affords handsome dividends to the proprietors. The "Lucknow Reef," although not considered so productive as it was at one time, nevertheless is very valuable mining property, and it may be said has already yielded fortunes to the shareholders. The "Welcome Reef," though far inferior to those already referred to, turns out a large amount of stone that proves moderately remunerative.

The alluvial workings on the Emu Creek Gold Field during the past year have been of a very unimportant character, and have mainly consisted in the reworking of ground formerly abandoned.

On the Tyagong Creek Gold Field some extensive alluvial discoveries have been made, which have afforded occupation to a large number of miners. At and in the neighbourhood of the Seven-mile, the various gullies and slopes were worked to considerable advantage by many of the claimholders, although the deposits of gold were found to be very "patchy," or partially distributed. The leasing system was brought into active operation here, and the miners availed themselves of it very generally. In fact, had it not been so I question very much whether the greater part of the ground would have been worked, as the sinking was too deep and the course of the gold-bearing deposits too uncertain, to have induced the miners to take it up in ordinary claims, or even under the popular "frontage system."

When the diggings at the Seven-mile were nearly exhausted, new discoveries were made in Quandong Gully, some 3 miles distant from the former place, and here again the leasing system was generally adopted. The sinking varied from 120 to 180 feet in depth, and the deposit of gold was likewise partial and uncertain.

It was here, however, that the discontent respecting leased tracts, which has since been so loudly expressed, commenced. (Before closing this report I shall take the opportunity of noticing the working of this system, and of stating my views respecting it.)

The discoveries I have described, led to others in the neighbourhood, and towards the close of the year the Two-mile Gully was opened up, and it was there that the complications arose, in regard to the simultaneous operation of the leasing and frontage systems, which resulted in the recent abolition of leases in new alluvial ground.

It will thus be seen that the mining operations on the Gold Field under notice during the past year have been in alluvial ground; for the quartz workings were of a very insignificant character, and it was the yield from these alluvial workings that assisted so materially to keep up the standard of what are generally known as the Grenfell Gold Fields. Without these discoveries the falling off in the return of gold

gold from Grenfell, owing to the decline of the quartz reefs, would have been very marked. It will be seen, on reference to the appendix, that on the whole year there was a falling off from its predecessor in the amount transmitted by escort. I would here remark that the gold from Grenfell, for some unaccountable reason, is conveyed by a Western escort to Bathurst, established specially for that purpose. The Southern escort already comes as far as Young, only 30 miles distant from Grenfell, and I am at a loss to know why the gold from that place should not be transmitted by it. It seems only reasonable and proper that the produce of a Southern Gold Field should be conveyed by the Southern escort, the more especially when by so doing a great saving would be made in the public expenditure.

The scarcity of water in the neighbourhood of the recent discoveries on the Tyagong Creek Gold Field is likely to interfere materially with the speedy development of the workings, and to delay any positive knowledge as to their value or future prospects. My own impression, however, is that they will not prove of any very great extent, and that the yield will not remunerate the claimholders beyond ordinary wages.

The population on the Grenfell Gold Fields during the year, has, I think, averaged about 2,700 persons, and of these the number of miners may be set down at 1,200.

The Gold Field next in importance is Araluen, the yield from which, during the year very nearly comes up to that of Grenfell, but nevertheless, is considerably below the standard of previous years. Although thus placed second on the list as a producing field, I think that in all other respects it may be said to excel any other in the Southern District. As a permanent Gold Field it has no equal, and the amount of capital invested and of labour employed in connection with the mining operations that are carried on there, give it a character of very prominent importance.

The principal and larger portion of the claims are on private property, and are held under special agreement with the owners of the land, who derive a very handsome income from their rents and licenses.

The high rents and fees charged by these proprietors for permission to occupy their lands for mining purposes are in marked contrast to the liberal terms offered by the much-condemned leasing regulations. On the private ground the lessee of a claim is subject to a heavy rent, and has also to pay a license fee of £1 per month for each man employed. On some of these claims 100 men are employed, so an idea may be formed of the enormous expense thus imposed on the claimholders.

On the Crown lands at Araluen several leased tracts have been taken up, which have proved very productive, and still continue to be worked successfully, and to afford employment to a large number of miners. The nature of the soil in the valley presents unusual difficulties, and necessitates in most instances the employment of machinery, and the construction of costly works, thus involving the expenditure of a large amount of capital. As a matter of course these extensive operations require the employment of a large amount of hired labour, and a means of livelihood is thereby afforded to some thousands of miners. The terms of agreement between the employer and the employed have been reduced to a regular system, which appears to work most satisfactorily. This certainty of regular employment has had the effect of retaining a fixed and settled mining population at Araluen, and its beneficial results are noticeable in the substantial and permanent character of the miners' residences, and the comfort and contentment that appear to prevail. It must be acknowledged, I think, that a most striking argument is here given in favour of encouraging by all legitimate means the introduction and investment of capital on the Gold Fields.

The population on the Araluen Gold Field may be estimated at 4,500 persons, of whom about 400 are Chinese. The number of European miners cannot be less than 2,600.

The returns from the Adelong Gold Field during the year have nearly come up to the yield of 1868. The quartz reefs at Lower Adelong continue to be worked to much advantage, and keep four crushing-mills pretty constantly employed. The names of the reefs are the Victoria, Crown, Gibraltar, Kurragong, Fletcher's, Caledonia, and Donkey Hill, Reefs, and the number of claims occupied and worked about 30.

These reefs contain a very large body of stone which, although not rich, still, with the low price of crushing, yields very satisfactory dividends to the shareholders.

At the Lower Adelong there is also a large leased tract in the creek bed, held under the old royalty regulations, which is worked by a Victorian company. A very considerable amount of capital has been invested and expended in this claim, as the difficulties to be contended with were very great, and rendered the erection of machinery and other costly works necessary. I am led to believe that notwithstanding the disheartening nature of the obstacles at first presented, and the heavy expenditure in preliminary works, this claim is now in a fair way to reimburse its spirited proprietors.

Middle and Upper Adelong are, for the most part, occupied by Chinese miners, who appear to be contented in re-working the old and abandoned claims. At Reedy Flat some leased tracts have been obtained, and the sluicing works in connection with them are of a very extensive and valuable nature. In most instances races to convey water from a great distance have been cut, and large reservoirs have been formed to store all surplus and storm-water. The yield from these claims has been unusually good, and has amply rewarded the proprietors for their outlay and labour. The number of miners on the Adelong Gold Field, including Chinese, may be set down at about 500.

The Braidwood Gold Field is the only one in the Southern District that has, during the past year, shown any improvement in its return, which is mainly attributable to some reefs that have been discovered in the neighbourhood of the Little River, some of the stone from which proved singularly rich.

These reefs or veins are very narrow, and do not produce any very great body of stone; and it is, therefore, perhaps questionable whether the main reef has yet been traced. The veins or leaders that are now being worked are very numerous, and are, as before stated, very productive. The appearances they present bear sufficient promise to have caused the erection of the crushing-mills that are now being worked in connection with them. At Major's Creek, also, some productive reefs have lately been discovered that may perhaps, eventually, prove valuable and extensive.

The alluvial workings on the Braidwood Gold Field have not shown any improvement during the year, and no new discoveries of any importance have been made. The slopes of the Warrambucca, the Mongarlowe River and its tributaries, and the Shoalhaven River, continue to afford occupation to a limited number of miners, and some sluicing operations at Major's Creek and Bell's Creek have been attended with satisfactory results.

The most noteworthy feature in mining matters at Burrangong has been the leasing of some large tracts on the old alluvial workings near Young, known as the "wet lead." In the early days of this Gold Field

Field this ground was partially worked and was found to contain very rich deposits. Owing to the great quantity of water to be contended with, a considerable portion of valuable ground had to be abandoned, and has since remained unworked. It has now been taken up by Companies possessed of the capital and appliances necessary to overcome the difficulties hitherto presented. The claims are in full work and give employment to a number of miners, and it is anticipated that in a short time the probable results and future prospects of these important undertakings will have been ascertained.

During the wet season the sluicing parties have been enabled to render their water rights available on some of the shallow slopes of the main creek, and the yield has, I am informed, proved satisfactory. Beyond this there has not been any work done worthy of record. The yield for 1869 is slightly in excess of the previous year, but I think that the increase has been caused by the importation of small parcels of gold from places beyond the limits of the Gold Field.

At Nerrigundah, the principal localities where mining operations are carried on, are Deep Creek, Bullock Creek, and the Gulf Creek. These and a few sluicing claims give occupation to about 200 miners, and have produced during the year about 4,000 ounces of gold.

The quartz reefs discovered at Kiandra some time since, created some excitement in that remote region, and led to the hope that some important results might follow. The subsequent opening up the reefs did not realize these expectations, and it found that the stone was poor and difficult to bring to grass. Some 400 tons of the quartz was crushed, and did not average more than half-an ounce to the ton.

The plentiful supply of water, always obtainable at Kiandra, enable the holders of races and water permits to avail themselves of the means thus offered to work the shallow surface ground that abounds in the neighbourhood, and it is this branch of mining that has mainly contributed to the return from that Gold Field.

The diggings at Delegate are occupied principally by Chinese, who are satisfied with small returns for their labor and perseverance. About 200 miners are at work there, and during the year they obtained about 2,400 ounces of gold.

The prospects of Tumberumba Gold Field have not shown any signs of improvement, but nevertheless it still retains about 250 miners, who for the most part are old residents, and who follow their occupation with varying success. The yield of gold does not however show that mining in that part of the world is a very profitable employment.

In the neighbourhood of Gundagai some quartz reefs have engaged the attention of a few parties of miners, the return for whose labor has been certainly above the average; and it therefore appears strange that the workings on this Gold Field are not on a larger scale.

The Black Range closes the list of Gold Fields in the Southern District and I may simply state, with regard to it, that during the year it has produced no gold, and I therefore would recommend that its proclamation as a Gold Field be at once cancelled.

Some discoveries made on Crown Lands other than Gold Fields during the past year, demand a brief notice.

At Houlahan's Creek, near Junee, several very promising quartz reefs were opened up, and claims on them were eagerly sought after. A number of leased tracts were also obtained there in the expectation that the prospects obtained would eventually lead to the development of a Gold Field of considerable importance. It was subsequently found, however, that most of the reefs were not sufficiently productive to afford remunerative employment to the claimholders, and at the present time only two or three are occupied and worked. They yield a very large quantity of stone of a payable quality, and two crushing-machines in course of erection will in a short time have ample employment ensured to them.

Some gold-bearing reefs have also been discovered at Cumbaming, on the border of The Levels, about 15 miles distant from Junee, and it was thought that they also would be unusually productive. The description given of Junee Reefs would apply to these, for a few claims still promise to pay well, and a crushing-mill is kept constantly employed in connection with them.

Cowabie, about thirty miles north of Narrandera, for a time attracted a considerable mining population, and one reef there certainly presented as promising prospects as any that ever came under my notice. I regret to say, however, that a subsequent testing did not show any encouraging results.

At Spring Creek, in the neighbourhood of Bungonia, the discovery of some masses of gold-bearing quartz induced a number of persons to take up claims, and for some time considerable excitement prevailed, and no small amount of labour was expended on them. The shareholders were chiefly farmers and labourers in the neighbourhood, and had had little experience in mining; and this may account perhaps for the unusual pertinacity displayed in the retention of many valueless claims. The country around Spring Creek is much broken and upheaved, and does not favour the expectation of the successful tracing of quartz reefs. A crushing-mill has, however, been erected there; but I cannot think that it has been a profitable investment.

Appended to this report will be found tabular statements of the yield of the various Gold Fields during the year, the number of licenses issued, and leased tracts taken up during that period, and also an approximate estimate of the machinery employed, and capital invested, in connection with mining in the Southern District.

Having thus given a description of the state of the Gold Fields in the district under my superintendence, and a narrative of the course of events on them for the past year, a few general remarks will not, I trust, be considered altogether out of place.

It has been already stated in another part of my report, that the complications that arose at Grenfell, through the simultaneous operation of the leasing and frontage systems, led to much difficulty, and have resulted in the abolition by the Government of leases in new alluvial ground. As a matter of course the opinions that exist respecting the proper settlement of the question of the occupation of claims are very numerous and conflicting. The ordinary miner thinks and contends that he has a prior and absolute right to occupy for mining purposes all alluvial ground, where the difficulties as regards depth and requisite preliminary works come within his means and resources. His view in this respect is not limited to the Gold Fields, or even Crown Lands; for at a large meeting of miners, held at Grenfell a short time ago, it was proposed that any new Gold Fields Act should contain a clause authorizing any miner to enter and work upon any private lands, and this proposition was carried without a dissentient voice. It will therefore be conceded, I think, that the demands of the miner are not at all times reasonable.

The mining capitalist at the same time seeks a right and opportunity to invest his means in a legitimate manner in developing the resources of the Gold Fields to his own profit and advantage. The question

question to be determined is, whether the views of the miner are to prevail, or whether the capitalist is to have a fair chance given him for the employment of the means at his command.

The regulations recently issued entirely favour the views of the miner, and he has now the *perpetual* monopoly of all new alluvial ground when the depth of sinking does not reach 250 feet. There is a great deal of ground on the Gold Fields of a less depth than 250 feet, that presents many difficulties with which the miner cannot contend, and which can only be worked by the employment of machinery, the cutting of races for the conveyance of water from great distances, and the construction of other costly works. Such ground must now remain idle, for the miner cannot work it, and the capitalist is debarred from taking it up. Had these regulations been in force hitherto, a great extent of ground that is now being worked to great advantage on the Gold Fields would still have remained unoccupied. At Adelong more especially would this have been the case; and I can positively state that some large areas of ground, hitherto unworked on the Burrangong Gold Field, were about being taken up at the time that these regulations were promulgated. The intentions of the proposed lessees had of course to be abandoned. My opinion therefore is, and I submit it with very great respect, that the giving to the ordinary miner a complete and perpetual monopoly of all new alluvial ground is a step in the direction of retrogression, for the introduction of capital on the Gold Fields is thereby discouraged, and large areas of ground that would otherwise be taken up and profitably worked, must now remain unoccupied.

By the same regulations the size of claims is largely increased, and the frontage system is made to obtain on all ground where the sinking is of the depth of 60 feet. It appears to me that the size of claims ought to be on a graduated scale, and should increase in area according to the depth of the ground. The facility now afforded for the operation of the frontage system is likely to have a very injurious and pernicious effect on the Gold Fields. The system when first introduced was intended only to be resorted to on ground where the sinking was of unusual depth, or the difficulties otherwise presented were very great; and therefore to apply it to ground where these difficulties do not exist, is to bring it into operation where it is unnecessary, and where it may produce the most baneful results. The great charm of this peculiar system to the miner is, that it insures to him within certain parallel lines a claim on the lead of gold. In admiration of a regulation that may thus confer a possible benefit on him, he forgets, and fails to calculate the loss he may sustain in time and expense while the lead is being traced and while he is "shepherding" his claim. The spectacle presented by some hundreds of men, divided into parties of eight, "shepherding" or occupying in idleness, claims on perhaps an imaginary lead for weeks, or may be months together, is not calculated to impress an impartial observer with any degree of admiration for it, nor to lead to a favourable impression of the efficacy or ultimate benefit to the miner of this system. During the course of my experience I have seen some hundreds of men occupying claims in this manner for many weeks, and after all it was proved that there was no payable lead.

There is no system that retards the development of a Gold Field more than this, or that is so likely to hold out false hopes to the miner, or is so deceptive to the public. It is also a system that leads to endless litigation, and requires a staff of officials daily in attendance to carry it out with any degree of satisfaction; and for these reasons I think that it is only in extreme cases and under extraordinary circumstances that it ought to be called into requisition.

Recent occurrences have shown me that it is quite impossible that the licensing and transfer systems can be made to work harmoniously in new ground; either the one or the other must remain in abeyance; and it was to meet the advocates of the two systems half-way that I proposed, in a memorandum I submitted a short time since, that no leases should be granted in new alluvial ground until four years after the proclamation of the Gold Field within which such ground is situated. I still think that this would have met the difficulty. The admirers of the frontage system will have four years to avail themselves of the benefits to be derived from it, when it would close, and afterwards the leasing system should prevail. Perhaps to make this better understood it would be as well to have the Gold Fields recognized by the terms "new" and "old"—the former to be so designated for the period of four years, and to be subject to the frontage system; at the expiration of that period they would be known as the "old" Gold Fields, and available for leasing purposes, and the former system would cease.

I presume that the general question of the Gold Fields management will be dealt with in the amended Act proposed to be introduced.

With regard to the settlement of mining disputes, I would beg to remark that the jurisdiction at present given to all Justices of the Peace in these cases has not led to any satisfactory results. These gentlemen invariably decline to adjudicate in these matters, and I do not think they can be blamed for pursuing that course, for it cannot be expected that they should intuitively possess the technical knowledge required in determining these cases, which can only be gained by experience on the Gold Fields.

It has been urged in many quarters that the framing of regulations and by-laws should rest with the miners themselves, and that for that purpose Local Courts or Mining Boards should be established. I must confess that my experience of Local Courts has not impressed me favourably with regard to them, and my chief objection to them is that the practical and *bonâ fide* miner is not likely to be properly and really represented among the members. The persons who are elected to these Courts are invariably professional agitators, whose sole functions appear to be to bully the Government, abuse its officials, and invent imaginary grievances. They manage the elections, and the real miner is not seen among their number. These Courts are also costly, for the Government is called upon to pay the expenses of the elections and the salaries of the officers. No good results ever came of these establishments in this Colony, and I never yet heard any person speak in favour of the similar institutions that exist in Victoria.

The Appeal Court, in cases of dispute, has proved most unsatisfactory, and may be said to be wholly inoperative. An appeal from the decision of a Magistrate in one Court to the same Magistrate in another Court cannot be viewed otherwise than as a very ineffectual and useless proceeding; a speedy alteration in the constitution of this Court is therefore urgently required.

I have, &c.,

G. O'MALLEY CLARKE,
Gold Commissioner.

APPENDIX No. 1.

Gold Field.	Number of Miners.	Yield of Gold.		Machinery.		Aggregate Horse Power.	Probable amount of capital invested in Machinery, Water-races, Reservoirs, &c.
		1868.	1869.	Steam Engines.	Water Wheels.		
		ozs.	ozs.				£
Grenfell	1,200	45,200	41,500	10	.....	160	35,000
Araluen	3,000	46,600	38,800	18	4	300	50,000
Adelong	500	12,900	12,350	1	11	130	25,000
Braidwood	1,000	7,800	11,100	7	1	110	32,000
Burrangong	800	8,300	8,400	3	.....	32	9,000
Nerrigundah	300	4,300	4,000	.....	7	14	3,000
Kiandra	300	2,200	2,400	.....	2	10	2,000
Delegate	200	2,000	2,500	.....	.....	.....	2,000
Gundagai	300	1,800	2,800	3	.....	45	10,000
Tumbarumba	250	1,450	1,300	.....	.....	.....	1,500
Other localities	500	.....	.....	5	.....	70	15,000
Totals.....	8,350	132,550	125,150	47	25	871	184,500

APPENDIX No. 2.

Gold Field.	Licenses issued.		Leases issued.			Remarks.	
	Miners' Rights.	Business Licenses.	Number.	Area.			
				Alluvial.	Quartz Reef.		River-bed.
			acres.	acres.	yards.		
Grenfell	1,099	154	69	172	8	Including Emu and Tyagong Creeks.
Araluen	794	22	11	18	.....	2,300
Adelong	469	33	6	9	3	.....
Braidwood	821	21	5	4	5	200	Including Junee, Levels, and Cowabees.
Burrangong	795	59	31	82	133	.....
Nerrigundah	275	27	.....	.....	.....	.....
Kiandra	272	10	1	.....	.....	200
Delegate	155	19	.....	.....	.....	.....
Gundagai	286	9	.....	.....	.....	.....
Tumbarumba	236	8	1	.....	.....	200
Other localities	90	1	2	1	5	.....
Totals.....	5,292	363	126	286	154	2,900	

THE GOLD COMMISSIONER, NORTHERN DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Gold Commissioner's Office,
Armidale, 7 March, 1870.

SIR,

In the records of this office there does not appear to have been any copy kept of the conditions and prospects of the Northern Gold Fields; this must be my excuse for not forwarding such report at an earlier date.

I assumed office on the 19th October, 1869, as Commissioner in charge of the Northern Gold District, in conjunction with my separate appointment as Police Magistrate for New England; from that time until the present, save the Rocky River, I have been unable, from my multifarious duties, to visit the diggings under my charge; judging however from the number of miners' rights issued in 1870, as compared with those issued in 1869, I believe the prospects of the Northern Gold Fields are improving.

At Bingera, or rather Manilla, new diggings, alluvial and quartz have been found tolerably rich; a slight rush has taken place, and I believe will pay the individual miner. The quartz reefs, or rather portions of them, at Wood's Reef, Ironbark, had been released, and the licensees appear confident of success.

Of Nundle and the Denison (Moonan Brook) I have nothing to report.

At Drake (late Fairfield) new gold-bearing quartz has been discovered; the "Perseverance Reef," as well as the "Lunatic" promise well; on each of these reefs leases have been granted, and I am informed they satisfy their proprietors, the latter (the "Lunatic") particularly.

In forwarding this my first report since I have refilled my present position, I deem it a fitting occasion to point out, for the information of the Honorable the Minister for Lands, how practically impossible it is for any one individual, however energetic, situated as I am, to visit the whole of the Northern Gold Fields, say even twice or thrice a year, without assistance; I need but respectfully draw attention to the extensive country over which these gold mines are spread, and then if the Minister will bear in mind that I have, in my capacity as Police Magistrate, five Courts, some of them sixty miles away from my residence, to attend monthly, I am certain he will allow the impossibility of any one man doing the work.

Having directed attention to the impracticability, it is, it appears to me, my duty to show as well as I can its remedy, and this I would suggest is contained in my letter of the 25th ultimo. I believe a Sub-Gold Commissioner would earn his salary in the issuing of miners' rights and licenses alone; he might also act as clerk, the correspondence being very heavy. I would recommend his being, after a brief period, appointed

appointed a Magistrate, in order that he might be empowered to settle disputes on the diggings, and take my place on the Bench during my absence at out-lying Gold Fields; and here I would point out the great necessity of a trooper accompanying the Commissioner in Charge, with a view to the enforcement of that officer's decisions; in a recent case, that of M'Cumstick & Co., at Bingera, the Honorable the Secretary's Minute pointed out the desirability of a personal knowledge of the circumstances by the Commissioner; no doubt such is always the best where practicable, and when the Commissioner's decisions can be enforced; in this case however these requisites were unobtainable. Under the present system a Commissioner has no police at his command to enforce his decisions. As an instance of how difficult it is to procure police when required, I may mention that at the polling at the last General Election on the Rocky River, I requested, a day previously, the head of the police for the district to send to that locality extra men for that one day polling, and he promised me it should be done, but failed in doing so; as I anticipated, a frightful row occurred, and but for the exertions of myself and one or two others the result would have been very serious. There is, I observe, another election to take place for the Northern Gold Fields. I sincerely trust better arrangements, as regards the police, will then be organized.

I have, &c.,
J. BUCHANAN,
Commissioner in Charge, Northern Gold District.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOLD FIELDS.

(REPORTS ON SOUTHERN, FOR 1866, 1867, & 1868.)

Ordered by the Legislative Assembly to be Printed, 3 May, 1870.

RETURN to an Address of the Honorable the Legislative Assembly of New South Wales, dated 29th April, 1870, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“ Copies of the Reports of the Commissioner for the Southern Gold Fields, “ for the years 1866, 1867, and 1868.”

(Mr. Watson.)

SCHEDULE.

NO.	PAGE.
1. Commissioner, Southern Gold Fields, to the Under Secretary for Lands. Report for the half-year ending 30 June, 1866. 31 July, 1866	2
2. Do. do. Report for the year 1867. 7 January, 1868	4

(No other reports received from Southern District for the years named.)

GOLD FIELDS.

No. 1.

THE COMMISSIONER, SOUTHERN GOLD FIELDS, TO THE UNDER SECRETARY FOR LANDS.

Gold Commissioner's Office,
Goulburn, 31 July, 1866.

SIR,

I have the honor to submit, for the information of the Honorable the Secretary for Lands, a report on the present state of the Southern Gold Fields now under my charge; and having, during the present month, personally visited them all (with the exception of Kiandra), I propose to take them *seriatim* and in the order in which they came under my observation.

Burrangong.

This gold field has been gradually on the decline for the last three years, and at the present time bears a very deserted and exhausted appearance. No new ground has been opened up for many months, and the mining operations that continue to be carried on are the old and already worked diggings, namely, Wombat, Stony Creek, Main Creek, Tipperary Gully, and The Two-mile, or Hurricane Gully. The mode of working at all these localities is of the most primitive order, and is confined simply to "fossicking," or reworking the old ground, and washing with tub and cradle, and I fear that in too many instances the gold thus procured affords but a scanty and barely sufficient means of subsistence to those employed. All the diggings to the north of Hurricane Gully are almost entirely deserted.

Prospecting on the Burrangong Gold Field may be said to have ceased altogether, which I believe may be attributed to the poverty that exists amongst the mining population, who cannot afford the time for that pursuit, and who prefer to make sure of the little that can be obtained in the old workings. The continued drought during the past seasons was very severely felt by the miners, and I have no doubt that the great scarcity of water had the effect of compelling many to leave who might otherwise have remained. The number of miners at present on this gold field I estimate at about 700, but as they are scattered over such a very large area, it is difficult to pronounce with any accuracy as to their numbers. The quantity of gold sent down by escort, during the half-year ending 30th June last, was 5,640 ounces, and the number of miners' rights issued during the same period was only 320, by which it will be seen that more than one-half of the persons engaged in mining are without licenses, and are in fact unauthorized trespassers on the gold field. This is to be accounted for by the fact that, from the nature of the mining operations that are at present pursued, few disputes are likely to arise, and it is notorious that in the majority of instances licenses are seldom taken out, unless to protect some questioned or disputed holding.

I need scarcely state that the Chinese are prohibited from mining beyond a certain area that has been prescribed for them, which nearly virtually excludes them from the whole gold field, and I deem it my duty respectfully to submit that the period has arrived when the restrictions respecting them should be removed. The gold field is now occupied by persons the majority of whom do not pay the small license that is required of them to entitle them even to reside there, and therefore, they ought not in fairness to expect this very large area to be reserved for them. The diggings at Burrangong are essentially adapted for Chinese, who from their frugality, perseverance, and peculiar system of combination in labour, can effectually and successfully work ground that Europeans would regard as valueless. I believe that if this gold field were thrown open to the Chinese all the diggings would be reworked by them to advantage, which would give employment to many thousands of them, and in all probability new discoveries would be made, by which of course European miners would benefit, the prosperity of the district would be revived, and an increased revenue from it would necessarily follow. I may state that no machinery has even been employed or capital expended in mining operations at Burrangong, which I think is mainly attributable to the very restrictive nature of the Local Court By-laws in force there. In several localities there is ground known to be very rich that has never yet been effectually worked, in consequence of the difficulties presented by the great quantity of water to be contended with; and it is only by considerable outlay in machinery and other preparatory works that this ground could be properly tried and proved. I have hopes that the encouragement offered by the liberal leasing system in the new regulations will have the effect of inducing persons of enterprise and capital to turn the ground in their localities to good account.

Eurongilly.

This gold field has never been proclaimed, and I have recommended that it should be, in consequence of the fluctuating and uncertain character of the yields that have been obtained from the different workings there. It was anticipated at one time that some extensive and payable "leads" existed at Eurongilly, but time and experience have shown that they were only "patches" of very limited extent, and of insignificant value, besides which the ground was of unusually great depth. I now question very much whether any one of the alluvial claims ever proved remunerative or payable, and it only remains for me to state that all mining on the alluvial ground has entirely ceased.

Some very rich quartz has been discovered at and near Eurongilly, which certainly encourages the opinion that payable reefs exist there. In most instances the stone procured, although most promising, appears to belong to "leaders" or offshoots from some main reef. I have little doubt, however, that if the workings were on some more extensive scale, and more diligently and perseveringly carried on, some important reefs would soon be opened up. The quartz claims now occupied are being constantly registered, through the want of means on the part of the miners to work them properly and effectually, and in many instances they have been entirely abandoned. This has had a most depressing effect on all concerned, and Eurongilly now presents a most dismal appearance.

A crushing-machine has been erected near some of the principal quartz claims, but the very high rate that is charged for its use (35s. per ton) has prevented many from availing themselves of it, except when the stone has been of more than ordinary value. There are at present eighty miners at Eurongilly, and the total population may, I think, number 200 persons.

Gundagai.

The alluvial diggings on this gold field are for the most part worked out and abandoned, and the attention of the mining population is now chiefly directed to the quartz-workings that have been discovered at Mount Kimo and in its vicinity, which are of a very promising and encouraging character. Several veins of quartz of a good thickness are now yielding very payable stone, and the crushings that have as yet taken place have produced highly satisfactory returns. The whole neighbourhood appears to abound in quartz of a gold-bearing character, and I feel convinced that the period is not far distant when very extensive and rich reefs will be found to exist there. At present upwards of 200 miners are at work on the quartz claims that have been taken up, who appear most satisfied with the result of their operations. A crushing-machine has for some time past been at work in the immediate vicinity of these quartz-workings, and another is in course of erection there.

Black Range, Albury.

"Rushes" have at various times taken place to the Black Range, none of which have been of any long continuance, and which consequently have not resulted in establishing for it a very favourable or important character as a gold field. The workings have hitherto been in alluvial ground of a very great depth, where much water and other difficulties had to be contended with, involving unusual expense and labour. The frontage system has invariably been followed here, and at the period of my visit a new lead had been struck at a depth of 120 feet, which tended in some degree to revive the hopes of the miners. Prospects yielding an average of 6 dwts. to the load of wash-dirt had been obtained from several claims, and sinking was being proceeded with for some distance along the lead. Gold has also been discovered in some quartz-veins at the Black Range, and the yield has been sufficiently promising to induce the erection of a crushing-machine there. The work on the quartz claims however was not pursued with any vigour, and the machine has remained idle for some time. A Company is now being formed, who will I believe take advantage of the new system of leases, and who will no doubt thoroughly test and prove the gold-bearing qualities of the quartz workings. I estimate the number of miners now at the Black Range at 130.

Tumberumba.

The mining operations carried on here are principally ground-slucing, and during the wet seasons, when water is plentiful, those so employed have moderately satisfactory returns for their labour. Some very long and expensive races have been cut in connection with many of the claims, and I have no doubt that a number of leases under the new regulations will be taken up, on which the races will be made available. The quantity of gold sent down by escort from Tumberumba, during the half-year ending 30th June last, was 1,144 ounces, and there are about 200 miners at work there, including Chinese.

Adelong.

At Upper Adelong ground-slucing on the banks of the creek is carried on to a considerable extent. The bed of the creek itself is also being constantly reworked by Chinese, who appear to obtain profitable remuneration for their labour. The population is very much scattered, and the diggings generally look remarkably quiet. They extend continuously from Upper Adelong to Adelong Proper (or Lower Adelong), a distance of about seventeen miles, and it is therefore impossible to estimate the number of miners at work there. Lower Adelong has long been well known for its very rich and important quartz reefs, four of which are now being worked on the hill opposite the township. I was however much surprised at the want of energy and activity displayed by those connected with these reefs, and amongst the miners generally. Although the Adelong reefs have long since been proved to be very rich, and still produce most satisfactory returns, there are at the present moment only sixteen claims occupied on them, which are worked in the most primitive manner, and with little vigour. Scarcely any endeavour appears to have been made to trace these valuable reefs beyond the present workings, and it is difficult to account for the singular apathy thus shown by the mining community. Very great opportunities are here afforded for the profitable employment of capital, and it is to be hoped that before long some improvement may take place in the mining prospects of this very important gold field, and that the facilities and inducements offered by the new regulations may have a beneficial effect. At a short distance below the town a large claim has been taken up in the Adelong Creek by a Victorian Company, under the 70th clause of the Gold Fields Regulations of 1861. After a period of two years of very great labour, involving a large outlay, this claim is now in working order, and the proprietors may soon look forward for some reward for their enterprise and perseverance. The quantity of gold sent down from Adelong during the half-year ending 30th June last was 5,600 ounces, and the number of miners at present on the gold field may be estimated at 800.

Braidwood.

I found the various diggings around Braidwood in the same depressed condition that appeared to characterize all the other gold fields that I visited. The mining population is very widely scattered, and no new ground has been discovered for a very lengthened period. The principal workings at present are at Mongarlowe, Little River, where about 200 Europeans and about 150 Chinese are at work; Warremucca and Sawpit Gully, with 100 Europeans and sixty Chinese. These localities occupy a space of about eighteen miles in length. At Narrega, Spring Creek, and the Shoalhaven, there are also about 180 Europeans at work. The mode of working at these places is principally box and ground slucing, and in many instances the tub and cradle may also be seen in use. The yield of gold I was led to believe was generally little more than to afford a very moderate livelihood to those employed. At Major's Creek, where the principal workings are on private land, and at Long Flat, about 220 Europeans and Chinese are
at

at work. At Jembaicumbene, the diggings are entirely on private ground, and there are about 700 Europeans and Chinese there, which certainly appears to speak in favour of this portion of the gold field, when it is remembered that each miner has to pay £1 per month for the privilege of working there.

At Araluen there is a very large population, and the number of miners cannot, I think, fall short of 2,000. The greater portion of the workings are on private ground; in fact the mining operations on the Government land are comparatively of a very insignificant nature. A number of steam-engines have been employed in connection with the claims at Araluen, but I remarked that not one was to be found in use on the Government land, which I believe to result from the more liberal nature of the system that is carried out by the owners of the private ground, which has offered greater inducements for the expenditure of capital and employment of machinery, without which no portion of the valley could be properly and efficiently worked. The system of leasing contained in the present Government regulations was hailed with much satisfaction by the mining community at Araluen, and I feel confident that its operation there will be most beneficial; and during my short stay I received intimation that several Companies intended to avail themselves of the opportunity thus afforded for testing much ground that has hitherto remained untried. I regretted to find that just previous to my arrival a very disastrous flood had swept through the valley, completely filling all the claims, and putting a stop to all mining operations, thereby inflicting great damage and loss to all concerned. This of course had a very disheartening effect on the owners of all these claims, and I fear it will be some time before they can again be placed in working order.

Nerrigundah (The Gulph).

About 300 miners are at work on this gold field, and the principal workings are at Balimbla, Tinport, Dromedary, Bumbo, and Stony Creek. At Nerrigundah proper, which is the chief diggings, a large amount of labour has been done, and some very payable alluvial claims, *situated on private ground*, are still being worked there. The other portions of this gold field present no feature worthy of remark.

In conclusion, I have the honor to state that the whole of the gold fields in the Southern District are in a most depressed condition, and I was much struck with the apathy and want of energy that appeared to characterize the mining community generally. I entertain a sincere belief however that the new Act and regulations will have a very beneficial effect, and that in a short time, under their operation, the prosperity of the gold fields will be revived.

I have, &c.,
G. O'MALLEY CLARKE, G.C.

No. 2.

THE COMMISSIONER, SOUTHERN GOLD FIELDS, to THE UNDER SECRETARY FOR LANDS.

Gold Commissioner's Office,
Young, 7 January, 1868.

SIR,

I have the honor to submit, for the information of the Honorable the Secretary for Lands, a Report on the several Gold Fields in the Southern Gold District, for the year ending 31st December now past.

The Emu Creek and Tyagong Creek Gold Fields (which are contiguous) have during the past year attracted more attention, and have consequently been deemed of more importance than any other gold fields within the limits of the Southern District. At the commencement of 1867 the diggings at Emu Creek had been quite recently discovered, and gold had only then been traced in one gully, which however was soon found to be payable only to a very limited extent. Subsequently payable workings were discovered in two adjoining gullies; but these, either for richness or extent, were not to be compared with that first discovered. These were the only payable alluvial workings that were found to exist within the area of this gold field, and did not afford occupation to those employed for more than five or six months. Owing to the very depressed state of the gold fields generally throughout the Colony, these discoveries naturally drew to Emu Creek and the neighbourhood a very large population, which at one time I should think must have numbered nearly 5,000 persons. As there was not employment for more than a third of that number on the three gullies that I have alluded to, prospecting in its various branches was very vigorously carried on, which resulted in the discovery of some very promising gold-bearing quartz reefs; but the prospecting for payable alluvial ground was attended with but very little success, as the only discovery made was in a gully on the watershed of the Tyagong Creek, known as the "Seven-mile," where a few patches of payable ground were opened up. The ground generally however, was, with these exceptional and limited portions, not found to be remunerative, and although at the time this discovery attracted much attention, raised the hopes of many, and I presume, led to the proclamation of the Tyagong Creek Gold Field, the alluvial workings there are now almost entirely worked out and abandoned.

At one time it was thought that rich deposits of gold existed in some deep ground on the flats adjoining the Tyagong Creek, and a considerable amount of labour was expended thereon, without, however, resulting in any discovery worthy of notice.

The inducements offered by the liberal leasing regulations were here taken much advantage of, and a number of leased tracts were applied for, the deposits for the majority of which have, however, since been forfeited, owing partly to the discouraging nature of the prospects obtained in the few shafts that were bottomed, and partly to the fact that many of the leases were applied for by speculators who never intended to work the ground themselves, and who, when the time came, were unable to pay the balance of the rent. This is a brief description of the alluvial workings on the Emu Creek and Tyagong Creek Gold Fields, and I have only to add that, although prospecting is still being carried on with much perseverance, I am of opinion that no further discovery of payable ground of any extent or importance will be made. The gold-bearing reefs at Emu Creek form by far the most important and permanent branch of gold mining on that field. The principal reefs are as follows:—O'Brien's Reef, the first that was discovered, has now been traced in five claims. The stone is of unusual width, averaging quite 8 feet, and the crushings have, up to this period, yielded at the rate of more than an ounce to the ton. Taking into consideration the immense body of stone the reef contains, this is of course a very good yield. I may state that one-sixth share in a claim on this reef was recently sold for £1,720.

The

The Lucknow Reef contains at present three very rich claims, with payable stone of a width of nearly 3 feet, and the yield therefrom has been very rich, in some instances reaching an average of 5 ozs. to the ton.

The Homeward-bound is likely to be the richest reef on the gold field, and has been already traced in three claims. The payable stone is of unusual thickness, and the crushings have exhibited a very high yield.

The Welcome Reef is being worked in several claims, from all of which promising stone is being raised; and although the yield from this reef has not been remarkably rich, still with such a width of stone as it contains the returns will be very satisfactory.

The other reefs of any importance are the Britannia, Wilson's, the Outward-bound, and the Leased Ground, which are all being worked, and from which promising and payable stone has been obtained.

On the Tyagong Creek Gold Field a number of reefs have been discovered and occupied, many of which are said to be payable. It is difficult however to pronounce any decided opinion as to their value, as no crushing of stone from any of them has yet taken place. I do not anticipate, however, from their appearance, that any of them will be of any great richness, although perhaps some of them may prove to be moderately payable.

The want of a sufficiency of crushing power on the Emu Creek and Tyagong Creek Gold Fields has hitherto seriously retarded the development of the reefs that have been found to exist there. Until the month of September last, but one small machine was at work, capable of crushing only about 70 tons of stone per week. Since that period several others have been erected, and at the present moment there are six machines in full work, capable of crushing nearly 600 tons of stone per week. Several others are now in course of erection, and when these are completed there will not be less than ten machines in active operation, which will crush on an average from 1,000 to 1,200 tons of stone per week.

The great scarcity of an adequate supply of water for mining purposes was much felt on these new gold fields in the early part of the last year, and caused the holders of alluvial claims much inconvenience and loss of time, and also had the effect of keeping the public in ignorance of the nature and value of the workings. During the winter, which was unusually wet, there was an abundant supply of water for all purposes, but the dry weather that has prevailed during the past few weeks has diminished the water that was stored in the numerous dams and reservoirs to a very great extent, and I much fear that should the drought continue for a short time longer, the majority of the crushing mills will be rendered temporarily idle and useless.

The population at present on the Emu Creek and Tyagong Creek Gold Fields is now about 2,500 persons, but in the absence of fresh discoveries that number must soon decrease by at least 1,000. During the past year 41,000 ounces of gold have been transmitted by escort from Grenfell, which is the entire produce of the gold fields under notice since their discovery in 1866. This gives an average yield of a little more than 700 ounces per week for the fourteen months, which certainly appears small, considering the undue excitement that these limited discoveries caused, and the large population that they drew together.

On the Burrangong Gold Field mining operations have almost entirely been confined to the old workings, and I am unable to report any new discoveries worthy of notice.

The unusually wet season of the past year enabled the holders of water rights to use them to much advantage, and some of the shallow workings have shown very remunerative yields. The Chinese miners have exhibited much perseverance and industry in working old and abandoned ground, which has afforded employment and a livelihood to a large number. I estimate the present number of miners on this gold field to be, Europeans 300, Chinese 900, and the amount of gold transmitted by escort from Burrangong during the past year was 15,274 ounces.

The Braidwood Gold Fields have not shown any material changes during the past year, and the miners have been chiefly employed on the old workings or in their immediate vicinity. The slopes of the Warrambucca, the Mongarlowe River and its tributaries, and the Shoalhaven River, continue to afford remunerative employment to a limited number.

Some attention has lately been paid to the prospecting of a quartz reef at the Little River, from which some very promising stone was extracted; but the further development of the reef and the subsequent trial crushing of the quartz did not realize the anticipations of the shareholders.

The number of miners at work on the different diggings around Braidwood on Government and private land I believe to be about 600; and the amount of gold transmitted by escort during the year was about 8,000 ounces.

Araluen still maintains its character as the leading gold field in the Colony; and the amount of gold it has produced during the year, namely, 50,000 ounces, is remarkably large, considering the great difficulties that the miners there have had to contend with, and the losses they have sustained. No less than five floods in succession occurred during the past twelve months, spreading devastation through the valley on every side, filling in claims and races, and causing incalculable loss and damage. Notwithstanding these repeated disasters, the majority of the claims were again and again opened up, which speaks as well for the untiring perseverance of the claimholders, as for the valuable nature of the deposits. The miners at Araluen have availed themselves largely of the advantages and inducements offered by the leasing regulations, and a number of leases have been taken up on ground that has hitherto remained unworked, and this has had the effect of increasing the workings on Crown Lands in a very marked manner, although the principal and larger portion of the diggings are still on private lands. The mining population at Araluen is now estimated to be about 3,000 persons.

The Gulph Gold Field continues to afford profitable employment to a limited number of miners, the majority of whom however are at work on private lands, where it would appear the more payable deposits are found to exist. The sluicing claims have been more than usually productive, which has caused increased activity in that branch of mining. I am unable to report any discoveries in any new localities, the principal workings continuing in the immediate vicinity of the older diggings. The population on this gold field may be estimated at between 500 and 600 people.

Some portions of the Adelong Gold Fields have shown some marks of improvement during the past year. At Lower Hunter some claims on the quartz reefs continue to be worked to much advantage; and on Gibraltar Hill a new reef has been discovered that has proved more than ordinarily rich, and has handsomely

handsomely repaid the claim-holders for their labour and outlay. The sluicing parties at Lower, Middle, and Upper Adelong have also reason to be well satisfied with the results of their industry during the recent prolonged wet season.

At Reedy Flat a number of leased tracts have been taken up, and some of the works and appliances that have been constructed in connection with them are of a very extensive and costly nature. In some instances races to convey water from a very great distance have been cut, and large reservoirs have been formed to store all surplus and storm water.

The yield from these leased tracts has been remarkably good, and I know some parties that cleared as much as £1,000 per man for six months' work. The amount of gold sent by escort from Adelong in 1867 was 10,800 ounces, and the number of miners—Chinese included—may be set down at 600.

During my recent visit to Tumberumba, I noticed little change in mining matters since the period of my last inspection. The mode of working there is confined almost entirely to sluicing, and the average yield per man so employed is certainly satisfactory.

Kiandra continues to support a population of some 200 persons, and the majority of the claim-holders derive a fair livelihood from their labours. Considerable excitement was recently caused by the discovery of a quartz reef at Charcoal Gully, near Kiandra, and some of the stone extracted yielded payable prospects, but in the absence of adequate machinery no sufficient quantity of quartz could be crushed to give any criterion as to the permanent value or importance of the discovery.

In tabular forms I append statements of the number of miners' rights and business licenses issued on the various gold fields in the Southern District, during the past year, and of the number of leases of auriferous tracts applied for and issued during the same period, showing the revenue derived therefrom. It will be seen that the total amount of my collections for the year has exceeded my estimate of revenue by nearly £1,000.

With respect to the general management of the gold fields, and the working of the new Gold Fields Act and Regulations, I have the honor to state that I find there are various matters that require much alteration and prompt attention.

The Appeal Court as at present constituted has been found to be almost useless and inoperative. From the fact that, as on most of the gold fields, the Police Magistrate is the only Justice of the Peace, and constitutes the Bench, an appeal from his decision has to be entertained and heard by himself alone; and even on gold fields where there are other local Magistrates it has been found that they are singularly disinclined to take any part in any matters relating to the gold fields. The period within which an appeal should be lodged requires also to be defined.

The regulations having reference to the occupation of quartz reefs has also been found to be rather vague and indefinite. The Police Magistrate on the Emu Creek gold field, where the chief quartz workings are, appears to have found great difficulty in interpreting and properly carrying out these regulations, and has in some instances placed singular and novel constructions upon them. They will require to be so altered as to prevent a recurrence of these arbitrary proceedings.

The regulations providing for the registration of claims, and for the fees to be paid in connection therewith, has been in some instances grossly abused, and requires immediate amendment in order to put an end to the imposition and abuses that have been practised.

In conclusion, I have the honor to recommend that the responsibility of reporting to the Government respecting matters generally connected with the gold fields (more especially new gold fields) should rest with one officer, as reports from various and different officials must inevitably contain contradictory accounts and statements, which can only have the effect of causing uncertainty, confusion, and dissatisfaction.

I have, &c.,

G. O'MALLEY CLARKE, G.C.

RETURN of Miners' Rights and Business Licenses issued on the Gold Fields in the Southern District, during the year ended 31st December, 1867.

Gold Field.	Licenses issued during half-year ended 30th June.			Licenses issued during half-year ended 31st December.			Total.
	Miners' Rights.	Business Licenses.	Amount.	Miners' Rights.	Business Licenses.	Amount.	
	No.	No.	£ s. d.	No.	No.	£ s. d.	£ s. d.
Adelong.....	357	15	193 10 0	73	1	18 15 0	212 5 0
Albury.....	88	6	50 0 0	74	...	18 10 0	68 10 0
Araluen.....	460	26	256 0 0	134	7	37 0 0	293 0 0
Braidwood.....	350	25	200 0 0	90	4	24 10 0	224 10 0
Burrangong.....	757	78	456 10 0	204	6	54 0 0	510 10 0
Emu Creek and Tyagong.....	2,415	196	1,403 10 0	822	54	232 10 0	1,636 0 0
Gulph.....	101	14	64 10 0	58	5	17 0 0	81 10 0
Gundagai.....	163	10	91 10 0	27	1	7 5 0	98 15 0
Kiandra.....	200	6	106 0 0	91	1	23 5 0	129 5 0
Tumberumba.....	121	8	68 10 0	51	1	13 5 0	81 15 0
Totals.....	5,012	384	2,890 0 0	1,624	80	446 0 0	3,336 0 0

G. O'M. C., G.C.

Gold Commissioner's Office, Young, 7th January, 1868.

RETURN

RETURN of Leases of Auriferous Tracts applied for on Gold Fields in the Southern District, during the year ended 31st December, 1867.

Gold Field	No. of Applications.	Area.			Leases issued.			No.	Under consideration.	Amounts.			Total.	
		River-bed.	Quartz reef.	Alluvial	No.	Area.				Deposits.	Survey fee.	Rent.		
						River-bed.	Quartz reef.							Alluvial.
		yards.	acres.	acres.		yards.	acres.	acres.	No.	No.	£ s.	£	£	£ s. d.
Adelong	11	...	2	40	9	...	2	34	...	2	13 0	18	72	103 0 0
Araluen	11	2,500	...	12	11	2,500	...	12	...	...	...	12	74	86 0 0
Braidwood	5	600	...	11	4	600	...	6	...	1	7 0	6	24	37 0 0
Burrangong	4	...	6	11	3	...	3	11	...	1	7 0	6	28	41 0 0
Emu Creek and Tyagong	45	...	194	168	19	...	33	67	20	6	187 0	38	200	425 0 0
Gundagai	1	...	6	...	1	...	6	...	...	...	...	2	12	14 0 0
Gulph	2	350	5	...	1	...	5	...	1	1	5 10	2	10	17 10 0
Kiandra	2	...	2	5	1	...	...	5	...	1	7 0	2	10	19 0 0
Tumberumba	2	800	...	...	1	300	...	...	1	...	5 0	...	6	11 0 0
Totals	83	4,250	215	247	50	3,400	49	135	21	12	231 10s.	86	436	753 10 0

Gold Commissioner's Office,
Young, 7 January, 1868.

G. O'M. C., G.C.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOLD FIELDS.

(PETITION—CERTAIN MINERS, ROCKY RIVER.)

Ordered by the Legislative Assembly to be Printed, 22 February, 1870.

The Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Gold Miners, residing on the Rocky River,—

HUMBLY SHOWETH:—

That your Petitioners have resided on the Rocky River Gold Fields for upwards of thirteen years, during the whole of which time they have continuously held a license, authorizing them to reside upon and occupy Government land, under the provisions of the Gold Fields Act and Regulations for Gold Mining purposes.

That in or about the year 1857 the Commissioner in charge of the Rocky River Gold Field (James Buchanan, Esq.) did, under the provisions of the Gold Fields Act and Regulations then in force, grant to authorized persons, to wit, Dr. Foote and party, the right to cut a water-race on a part of the Rocky River gold field, known as Sydney Flat, and from thence to Mount Jones, on said gold field,—such water-race being for the purpose of gathering the storm water which fell in the locality, and conveying it to works on Mount Jones, for washing auriferous earth.

That in March, 1861, your Petitioners did purchase from the sole representative of the original grantees the whole of their right, title, and interest in and to such water-race and reservoir connected therewith,—such purchase or transfer being sanctioned by and made in the presence of the then Commissioner (Frederick Dalton, Esq.), and registered by him.

That in the year 1863 the Government, by its officers, did survey to one Bernard Rooney two acres of land across the line of said water-race, said portion of two acres being above and below, and intersected by, said water-race, and that said Bernard Rooney, subsequent to such survey, was permitted to purchase said portion of two acres.

That from the time of such purchase your Petitioners were subject to much annoyance in cleaning and maintaining the portion of such water-race which ran through or between Rooney's portion of land; to prevent such continued annoyance your Petitioners agreed with said Bernard Rooney, that he said Bernard Rooney should clean and keep in order such portion of said water-race as ran through or intersected the portion of land aforesaid.

That in May, 1868, said Bernard Rooney did by letter request your Petitioners to come and clean "their race," where it intersected his allotment of land, stating that if such work was not performed your Petitioners would suffer loss through waste of water, and his said Bernard Rooney's garden would be damaged; this request your Petitioners complied with, and within a few days afterwards were threatened by said Bernard Rooney with an action at law for alleged damages.

Your Petitioners thereupon sought protection from the Commissioner in charge of the Northern Gold Fields; but that gentleman declined to act, stating that when Bernard Rooney purchased the aforesaid allotment of land no reserve had been made or allowed in such for the said water-race, therefore the matter would have to be decided in a Court of law.

That your Petitioners then appealed to the Minister for Lands, as chief of the Gold Fields department, for protection, but that gentleman also declined to interfere.

Thus, left unprotected and unsupported by the Government in the rights and privileges granted to them, as authorized persons by Act of Parliament, your Petitioners were compelled to engage professional assistance in defence of such.

That the cause was tried before His Honor Sir Alfred Stephen and a special jury of four, at the Assize Court in Armidale, 1869 (April), when an unanimous verdict was given for the defendants (your Petitioners), His Honor concurring in the verdict.

That in defending such action your Petitioners suffered loss to the extent of upwards of £150, the legal expenses alone amounting to £104.

Your Petitioners would most respectfully draw the attention of your Honorable House to the following enactments made and passed by the Honorable the Parliament of New South Wales :—

In the Gold Fields Act, 1861, sec. 2, the word "claim" is interpreted—xxx. "And every holding whatever occupied by virtue of this Act"; and section 5, "miner's right"—And every such holder shall during the continuance of such miner's right be deemed in law to be the owner of the claim which shall be occupied by virtue of such miner's right.

And section 2 "trespass"—Unlawful interference in any way whatever with *any water-right* or other right or easement lawfully enjoyed under this Act.

And in the Gold Fields Regulations, 1861, clause 33—And no person shall sink or drive within eight feet of any race, of whatever description, without the sanction of the Commissioner.

In the Gold Fields Act and Regulations, 1866, the above enactments are repeated; *vide* secs. 2 and 5 in the Act, and clause 15 in the Regulations.

Your Petitioners humbly submit that they were by Parliamentary grant the owners of the water-race during the continuance of their miners' rights.

That the Government did, by alienating a portion of such water-race or claim, commit a trespass on your Petitioners.

That your Petitioners lawfully enjoyed holding extended to eight feet on each side of their water-race.

That had such trespass not been committed on the water-right lawfully enjoyed by your Petitioners by Parliament grant, the said Bernard Rooney could have had no pretext for suing your Petitioners in a Court of Law, and the very heavy loss your Petitioners have sustained in defending such water-right would have been avoided.

Your Petitioners humbly pray that your Honorable House would inquire into the circumstances here set forth; and that your Honorable House will take the premises into your favourable consideration, and grant such relief as your Honorable House may in its wisdom award.

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

[Here follow (3) three Signatures.]

Rocky River, February 7th, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOLD FIELDS.

(PETITION—CERTAIN MINERS, ADELONG CREEK.)

Ordered by the Legislative Assembly to be Printed, 26 April, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned persons, licensed Miners employed in mining for Gold on Adelong Creek, Adelong Township, District of Murrumbidgee, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

(1.) That your Petitioners are the holders of a claim forty yards square on the western bank of the Adelong Creek adjoining the western end of Wilson & Co.'s dam near the town of Adelong, and that your Petitioners took up the said claim in the month of December, 1867, under and by virtue of their miners' rights, and that they the Petitioners now hold renewals of their said rights from that time to the present period.

(2.) That at the time of your Petitioners' taking up the said claim in December, 1867, one Mathew Hamilton had not then purchased or applied to purchase (2) two acres adjoining the Petitioners' measurement, which land the said Mathew Hamilton has since been permitted to purchase. Survey made, and deeds granted to the said Mathew Hamilton in October, 1868; the Honorable John Bowie Wilson being then Minister for Lands.

(3.) That in consequence of said grant to the said Mathew Hamilton an injunction was obtained from the Honorable Supreme Court of the Colony of New South Wales by the said Mathew Hamilton and served on your Petitioners on the second day of November, 1868, restraining your Petitioners from any further workings in the said two acres so granted, which workings your Petitioners had commenced, and hoped to profitably retain, as your Petitioners had out of forty feet (40 ft.) of said two acres two hundred and fifty-six pounds worth of gold. 2nd Nov., 1868.
£256.

(4.) That your Petitioners on being so served with the said injunction forwarded a Petition, signed by (208) two hundred and eight miners, setting forth the injury to the said Petitioners' interests, to the then Minister for Lands, the Honorable W. Forster, which Petition was sent on the (29th) twenty-ninth day of November, 1868, protesting against the said grant to the said Mathew Hamilton as being auriferous land.

(5.) That in February, 1869, Henry Mac, one of your Petitioners, had an interview with the Hon. W. Forster, then Minister for Lands, and that the said Minister in consequence applied for the report of Mr. Frederick Wheeler Vyner, then Police Magistrate of Tumut and Adelong, who reported without taking any evidence in favour of the said Mathew Hamilton, and as your Petitioners respectfully urge against fact and as destructive of their claim.

(6.) That upon the said Minister for Lands, the Hon. W. Forster, receiving the said report, your Petitioners received a letter from the Department of Lands informing your said Petitioners that grant and deeds must issue to the said Mathew Hamilton.

(7.) That your Petitioners most respectfully beg to point out the very great hardship inflicted on their interests as gold miners by the said grant, and that your Petitioners are prepared to prove that a valuable lead of gold runs through the said two acres so granted to the said Mathew Hamilton, the same being in direct contravention of the law.

(8.) That your Petitioners pray that your Honorable House will cause to be produced to you copies of all papers, viz., applications, letters, and telegrams, both from the said Mathew Hamilton and David Wilson, the proprietor of the dam before mentioned, together with Mr. F. W. Vyner's report, and the deeds of grant, and all such other papers patineal* to the said grant to the said Mathew Hamilton as may seem to your Honorable House necessary for the obtainment of information in enabling your Honorable House to do justice to your Petitioners.

* Sic in MS.

(9.) Your Petitioners humbly pray that your Honorable House will take such steps as may give your Petitioners justice; and if the facts set forth by them be sustained, that the said deed so granted to the said Mathew Hamilton may be revoked and rescinded, and justice done to the working of your Petitioners for the foregoing reasons.

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

[*Here follow 5 Signatures.*]

Adelong, 14th April, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LEASES OF CHURCH AND SCHOOL LANDS FOR GOLD MINING
PURPOSES.

(ADDITIONAL REGULATIONS.)

Ordered by the Legislative Assembly to be Printed, 15 February, 1870.

Department of Lands,
Sydney, 7 January, 1870.

His Excellency the Governor having been pleased to approve of the following Additional Regulations with respect to the issue of Leases for Gold Mining on Church and School Lands, the same are now published for general information.

WILLIAM FORSTER.

LEASES OF CHURCH AND SCHOOL LANDS FOR GOLD MINING PURPOSES.

1. The regulations dated 21st August, 1868, are hereby repealed.
 2. Leases for Gold Mining on Church and School Lands may in future be obtained by application in like manner, and will be granted subject to the several terms and conditions applicable under the regulations in force for the time-being to leases of auriferous tracts of Crown Land.
 3. The Gold Commissioner of the district will deal with such applications as with applications of the character last mentioned, and will be empowered to authorize the occupation of the land after the application shall have been forwarded by him with his recommendation for the approval of the Minister for Lands; but no person will be at liberty to commence operations until such approval shall have been duly notified.
 4. Existing authorized holdings on Church and School Lands may be converted into leases by application to the Commissioner in manner above indicated, but the preliminary marking required in other cases will not be necessary.
 5. No other mode of occupation for gold mining than that here provided for will be permitted on Church and School Lands; and any person found mining, or otherwise occupying without the requisite permission, will be prosecuted for trespass as upon private land.
 6. All moneys received for leases of Church and School Lands are to be separately accounted for.
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1870.

NEW SOUTH WALES.

GOLD FIELDS ACT.

(NEW REGULATIONS.)

Presented to Parliament, in accordance with the provision of the 13th clause of the Act.

Department of Lands,
Sydney, 17 February, 1870.

REGULATIONS—GOLD FIELDS.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following new Regulations, made in pursuance of the Gold Fields Act of 1866.

WILLIAM FORSTER.

NEW REGULATIONS UNDER THE GOLD FIELDS ACT OF 1866.

1. Sections 39, 43, 44, 45, 48, 67, 77, 78, 79, 80, 81, 83, 86, 88, 92, 94, and 95, of the Regulations of 24 September, 1869, are hereby repealed. Repeals.

2. In alluvial ground the extent of a prospecting claim shall not exceed as follows :—

	Feet.	Feet.	
At a distance from any claim then producing gold, not less than half a mile	250	by 200	Prospecting claim in alluvial ground.
Exceeding half a mile and not less than 1 mile	300	by 300	
Exceeding 1 mile and not less than 3 miles	350	by 300	
Exceeding 3 miles and not less than 7 miles... ..	400	by 400	

After the claim shall have been so marked off no fewer than four men must be kept continuously employed.

3. Any person desiring to take up a prospecting claim on a declared lead may do so at a distance not less than half a mile in advance of the last paying shaft, by registering the same; and he may mark out and hold on such prospecting claim an additional claim for each man employed therein, so long as the entire extent of claim shall not exceed 320 feet. On any undeclared supposed lead double claims may in like manner be marked out and registered, so long as the entire extent shall not exceed 480 feet. All prospecting claims must be effectively and continuously worked. Any number of claims taken up for the purpose of prospecting may be amalgamated; but the additional claims, by way of reward, will only be allowed (on the discovery therein of payable gold) to the registered prospecting claim. No prospecting claim on any declared or undeclared lead shall be taken up within half a mile of any other prospecting claim. Prospecting claim on declared lead.

4. The extent of a claim in new alluvial ground shall be as follows, namely :—

	Feet.	Feet.	
One miner, not exceeding	80	by 80	New alluvial claims.
Two miners	80	" 100	
Three miners	120	" 160	
Four miners	160	" 200	

Every such claim when practicable shall be in rectangular form, and shall not exceed the extent allotted for four miners. The Commissioner may however sanction a departure from the rectangular form when found impracticable. In no case shall the length of a claim exceed twice its breadth. All claims belonging to one party shall be contiguous.

5. Claims in rivers and creeks shall be as follows :—

For one man, not exceeding	30 feet frontage.	River claims.
For two men	60	
For three	90	
For four	120	
For five	150	
For six	180	

extending across the whole bed.

6. Claims on quartz reefs shall be as follows :—

For two miners, not exceeding 60 feet on the base-line by 100 yards.	Quartz claims.	
For three		90 feet by 100 yards.
For four		120 " "
For five		150 " "
For six		180 " "

Provided that until the party shall have commenced crushing, only one-half of the number need be employed. Spare ground, or ground held in excess by any working party, may be taken up according to the extent available. The boundaries of each claim shall be marked at each end of the line or reef, and at each corner, by substantial pegs, securely sunk into the ground, and leaving at least 2 feet of each of them at all times exposed to view.

Applications for sites for machinery.

7. Every application for permission to erect machinery must be in writing, and duly registered, notice of application being also posted on the proposed site. At the expiration of four clear days, should no objection be lodged and upheld, the Registrar shall issue a certificate of registry. Every such site shall be of the same dimensions and form of measurement as prescribed for business allotments in the case of machinery worked by steam. For a puddling-machine driven by horses, $\frac{1}{4}$ of an acre only shall be allotted: Provided that the Commissioner may under special circumstances permit a different form of measurement and allot a different area.

Leases of old alluvial ground, quartz reefs, and river-bed.

8. Leases will be granted of from 1 to 25 acres of old or abandoned alluvial ground or quartz reefs, and from 200 to 1,000 yards of a river-bed, for a period not exceeding five years, at an annual rent of £2 per acre, or per 100 yards respectively.

Leases of new alluvial ground.

9. No lease of new or untried alluvial ground will be granted unless within special areas, ascertained by competent persons after the fullest investigation not to contain any auriferous ground capable of being worked at a less depth than 250 feet, and notified in the Government Gazette; within such areas, leases of from 1 to 10 acres will be granted for a period not exceeding five years, at an annual rent of £2 per acre.

Surveys of quartz leases.

10. Quartz leases shall be marked upon a base-line, and shall be contiguous or at a distance of not less than 48 yards from each other. Should that distance not be preserved they will be measured as if marked in contiguity. Leases shall be marked upon the base-line in the proportion of 48 yards for each acre up to 5 acres, 32 yards exceeding 5 up to 20 acres, and 24 yards exceeding 20 acres—the width of the claims being regulated by the Surveyor, in accordance with Schedule B of Regulations of 1869. The Commissioner in charge shall in case of dispute determine the direction of the base-line, and any other matter in connection with the priority or mode of marking and notice.

Applications for leases.

11. Any holder or holders of a miner's right, desirous of obtaining a lease of auriferous land, shall, in the case of a river-bed or quartz reef, erect at each end of the portion of river-bed or quartz reef, and in the case of alluvial ground, at each angle of the land proposed to be leased, a post not less than 3 inches square, and standing 3 feet in height above the surface of the ground, with notice thereon of intention to apply to lease such ground; and shall within four (4) days of such preliminary marking substitute for the original notice on such post a board with the words "Applied for Lease," together with the date of such application, the name and address of the applicant, or names and addresses of the applicants, and the extent of the area applied for, legibly marked thereon; and such posts shall be maintained at the expense of such applicant or applicants until the application shall have been granted or refused. The applicant or applicants, as the case may be, will also be required within four (4) days to post a copy of every such notice at the nearest Post, Police, and Mining Registrar's Office, and apply in writing to the Commissioner in charge for such lease, setting forth the boundaries and area of the ground proposed to be taken up, the machinery intended to be used, and describing the proposed method of working, the extent and nature of preparatory work to be performed, and, if the application be on behalf of a company, the constitution of the company, the number of shares, and the names of the shareholders.

Rent and deposit.

12. The rent for each year must be paid in advance, and the application for lease accompanied by a deposit of £5 when the extent of ground does not exceed 10 acres, and £5 for every additional 10 acres or portion of 10 acres, or £2 for every 100 yards of a river bed, together with the fee for survey, as per Schedule C of Regulations of 1869—such deposit to be forfeited by the applicant should the lease not be taken out within one month after the granting of the same shall have been duly notified.

Applications forwarded to Government.

13. The Commissioner in charge shall forward to the Government every application for lease, with his report thereon, and may issue the lease whenever duly authorized; and if the notices required in such case shall have been duly posted, and after the expiration of fourteen days from the day when the same were so posted, no objection to such lease shall have been preferred to the Commissioner in charge and upheld, the applicant or applicants may occupy the ground subject to the decision of the Government as to the granting of such lease.

Conditions of leases.

14. Leases will be subject to the following conditions:—

1. That the ground applied for is not required for any public purpose, or is not in the authorized occupation of any person.
2. That labour shall be employed upon the ground as follows, namely:—Fourteen days after application, should no notice of objection have been received from the Commissioner in charge—one man for each acre, and in a river bed two men for every 100 yards, shall be immediately employed thereon; and within one month from the issue of the lease, an additional man for each acre; and in a river bed, two additional men for each 100 yards: Provided always that while steam or water power is employed, each horse-power of the machinery, and each horse employed in draught or in driving machinery shall be computed as equal to two men; and when other works of an expensive nature, such as dams, reservoirs, or races have been constructed, a diminution in the number of men required to be employed will be allowed at the rate of two men for every £100 so expended, to be determined in case of dispute by the Commissioner.

Ground to be taken up in block claims.

15. When the sinking in new ground shall be found not to reach a depth of 60 feet, of which the bottoming of one or more shafts on the supposed line of lead shall be a sufficient test, unless the Commissioner shall specially sanction a further testing, all markings on the supposed line of lead shall be null, and the ground shall then be open for taking up block-claims: Provided that each miner shall have the right to include in his block-claim any shaft which had actually been commenced by him, taking such shaft for the centre.

Frontage system when in operation.

16. When any person shall strike payable gold at a depth not less than 60 feet, the frontage system shall be deemed to be in operation and the lead declared. And all claims previously held on such lead shall be cancelled, and the holders thereof shall be entitled to occupy claims according to their priority of occupation on the lead, excepting where any claim-holder may have sunk a shaft at least 20 feet in depth, in which case he shall be entitled to the claim in which his shaft is situated.

17. When on any declared lead the sinking shall have been found to have diminished in depth so as not to reach 60 feet, the frontage system shall cease, and block-claims thereafter shall thereupon be taken according to priority of occupation on the frontage. Frontage system when to cease.

18. The length of every frontage claim shall be at a rate not exceeding 40 feet for each miner, but no such claim shall be taken up by a greater number than six miners. Frontage claims.

19. No person shall remove or destroy any peg or post, marking the boundary of a lease or claim, or deface or obliterate any notice thereon, on penalty of forfeiture of any privilege under the Regulations. Prohibition to remove or destroy marks.

20. The Commissioner in charge may authorize in writing the construction of a road or tramway from any lease, claim, or authorized holding, over or through any other lease, claim, or authorized holding: Provided always that any person applying for such authority shall, with such application, lodge in the hands of such Commissioner full compensation for any damage or injury that may accrue from the passage of such tramway or road through or over any lease, claim, or other authorized holding as aforesaid; and also give notice in writing to the owner or owners of every such lease, claim, or authorized holding, of the intention to apply for such permission—the amount of compensation, if disputed, to be determined by the Commissioner in charge and two assessors. Permission to construct roads and tramways.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

JOSEPH NATHANIEL COOKE.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 24 February, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Joseph Nathaniel Cooke, gold miner of Nerrigundah,—

RESPECTFULLY SHOWETH :—

That under the hand of the Mining Registrar of the District, himself and John Cooke were duly registered, on the 23rd August, 1869, as the owners of a tail-race in Bullock Creek, on the Nerrigundah Gold Field; and that up and previous to that period, the said John Nathaniel Cooke had expended in money value labour and materials about £800, in the construction of the said tail-race and other works appertaining. This expenditure commenced in May, 1868.

That on the 28th August, 1869, Messrs. N. Riley and W. Jessop trespassed upon the same, and on the 29th October of the same year the Petitioner took the necessary proceedings to put an end to such trespass.

That the defendants on that date, being before W. S. Caswell, Esq., Police Magistrate, of Moruya, elected to be tried before assessors; and Messrs. Joseph Parker and Charles Watson were the assessors appointed.

That Petitioner, relying upon the 15th section of the Gold Fields Regulation Act of 1866, represented that no person was authorized to sink or drive within eight feet of any race of whatever description, and Petitioner asked that witnesses should be examined on his behalf. Mr. Caswell refused to take the testimony offered, and dismissed the case.

That your Petitioner applied to Mr. Caswell, in his capacity as Police Magistrate, being authorized by Order in Council to exercise the powers of Clerk of Petty Sessions, for a *précis* of the proceedings in the case, and Mr. Caswell refused to reply favourably to the request, alleging that he was not compelled to record the same.

That the refusal of Mr. Caswell, as above, deprived your Petitioner of the opportunity of resorting to a Court of Appeal under the provisions of the Gold Fields Act, and thus deprived him of his rights under the statute law of the Colony.

Your Petitioner therefore having suffered material loss and injury through the Police Magistrate's remissness, and being deprived thereby of his beneficial interest in a race of the present value of £800, respectfully prays that your Honorable House will take his humble Petition into consideration, and adopt such measures relating thereto as may be expedient.

And your Petitioner, as in duty bound, will ever pray, &c., &c., &c.

JOSEPH NAT. COOKE.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NEWCASTLE STEAM COAL CRANES.

(CORRESPONDENCE AND RETURNS.)

Ordered by the Legislative Assembly to be Printed, 3 May, 1870.

RETURN to an *Order* of the Honorable the Legislative Assembly, dated 29 October, 1869, That there be laid upon the Table of this House, Copies of the following Papers :—

- “ (1.) The bond and specification of the conditions and terms of the
 “ present contract for working the Newcastle Steam Coal Cranes ; also,
 “ all correspondence, letters of complaint, and petitions in reference to the
 “ management of the said Cranes, and the Railway store accounts from May
 “ 14th, 1868, to October 28th, 1869.
- “ (2.) The number of tons of coal the Government have received payment
 “ for from the Colliery owners or their agents, from May 14th, 1868, to
 “ October 13th, 1869, inclusive ; also, the number of tons of coal the
 “ Government have paid the contractor for shipping by the Steam Cranes,
 “ for the same period.
- “ (3.) What number of Cranes, out of the eight, have been broken down at
 “ one time during the contract.”

(Mr. Lee.)

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NEWCASTLE STEAM COAL CRANES.

No. 1.

ADVERTISEMENT INVITING TENDERS FOR LEASE OF STEAM CRANES.

Department of Public Works,
Railway Branch,
Sydney, 16 April, 1868.

Contract for working steam cranes, Newcastle.

TENDERS will be received at this office, until Tuesday, the 5th May, at noon, from persons willing to contract for the working of the steam cranes on the wharf at Newcastle, from 15th May next to the 31st December, 1869,—the contractor finding all labour, fuel, stores, tools, and all other matters and things required for the proper and efficient working of same.

Specification, conditions, and form of tender may be seen, and further particulars obtained, at the offices of the Engineer for Existing Lines, Sydney Station, and the Traffic Manager of the Great Northern Railway, Newcastle.

JAMES BYRNES,
Commissioner for Railways.

JAMES RUSSELL.
ALEX. BROWN.

Witness.—JOHN WOOD, jr.

No. 2.

TENDER ACCEPTED.

The Honorable the Minister for Public Works, Sydney.

Newcastle, 1 May, 1868.

SIR,

I beg to submit the following tender for the working of the steam cranes at Newcastle, from the 15th May, 1868, to 31st December, 1869, viz. :—

To put on shipboard all coal coming to the wharf for shipment, by means of the steam cranes which are now erected or which may hereafter be erected, either by day or night or both, at the uniform rate of 2½d. per ton; also, to load or unload by means of the steam cranes any other goods or cargo at the same rate, namely, 2½d. per ton.

The coal for shipment to be placed on the wharf by the Government engines as heretofore, and I agree to find all horses, manual labour, fuel, tools, oil, &c., further required for placing it on shipboard, and to keep the cranes in efficient working order, in accordance with the specification issued for the working of the cranes.

I beg to submit Messrs. Alexander Brown and John Wood, both of Newcastle, who are willing to become my sureties in the sum of £1,000 each, and myself for £2,000, as required.

I would further make reference to the different Coal Companies using the cranes as to my eligibility for carrying out the above contract, viz. :—Messrs. Morehead & Young, Lambton Colliery, the Wallsend Coal Company, the Waratah Coal Company, and the Messrs. J. and A. Brown of New Lambton.

I have, &c.,
JAMES RUSSELL.

We, the undersigned, beg to say that we are willing to become security for Mr. James Russell, each of us in the sum of £1,000 sterling, for the due performance of the contract for working the steam cranes at Newcastle, from 15th May, 1868, to 31st December, 1869.

ALEX. BROWN.
JOHN WOOD, JUNIOR.

Newcastle, 1st May, 1868.

Witness.—JAMES RUSSELL.

No. 3.

Government Railways.—Existing Lines Branch.

SPECIFICATION for working the steam cranes, Newcastle.

1. The work to be executed, or the services to be performed under this contract, will consist in the loading and unloading of all goods, coals, or cargo of any kind whatsoever, requiring to be shipped or unshipped by means of the steam cranes now erected, or which may be hereafter erected at Newcastle.

2. The cranes as they now stand, with all their appliances and tools, will be handed over to the contractor, who will thereupon become responsible for their safety and good condition during the term of his contract.

3. The contractor shall find security in the sum of £2,000; himself and two sureties in the sum of £1,000 each, that he will *maintain the cranes, with all their gear, appliances, and tools, in thorough working order during the time of his contract*, and perform all the other conditions and things required under the contract.

4. The contractor shall be bound to maintain the whole of the cranes, with all their gear, appliances and tools, in good repair and in thorough working order, to the satisfaction of the Engineer for Existing Lines

Lines of Railways, or any other officer who may be appointed by the Government to supervise them; and he and his sureties will be held wholly responsible and liable in the full amount of their respective bonds, for all accidents, breakage, damage, or injury of every description whatsoever, which may occur to the cranes, or that may result in any way from or be caused by them while being worked during the term of the contract; and on the termination thereof, the contractor shall be bound to hand over to the Government the cranes, with all their gear, tools, tackle, and appliances of every kind whatsoever, in thoroughly good repair and efficient working order, to the satisfaction of the Engineer for Existing Lines of Railways, or such officers as the Government may appoint to receive the same.

5. Should any of the cranes break down, or be rendered unable to work by reason of any damage or injury they may have sustained while in charge of the contractor, he shall immediately cause the same to be properly repaired, at his own cost, to the satisfaction of the Engineer aforesaid, or other authorized officer; and should he neglect or omit to do so, then the latter may cause such repairs as he may deem necessary to be effected, and shall charge the cost of the same against any moneys which may be then due or which may thereafter become due to the contractor; and should such moneys not be sufficient to defray the cost thereof, the contractor or his sureties shall immediately make good the deficiency.

6. The contractor shall find and provide at his own cost all labour, fuel, oil, and other stores, tools (if any should be required beyond those now on the ground), and all other matters and things, the best of their respective kinds, required for the proper and efficient working of the cranes, and the expeditious loading and unloading of coals or other cargo requiring to be shipped or unshipped by them; and for the due performance of all the other requirements and conditions of the contract; and he shall not fail to maintain at all times during the period of his contract a sufficient staff of skilled mechanics and other labourers to ensure the safety of the cranes and their proper and expeditious working. Should he fail to do so, the Commissioner for Railways may employ such additional mechanics or labourers as he may deem necessary to work them, and shall deduct their wages from any moneys then due, or which may thereafter become due by the Government to the contractor, or otherwise charge the amount of the said wages to the contractor or his sureties.

7. The contractor shall state in his tender the rate per ton at which he is willing to contract for loading on board of ships all coals coming to the wharf or cranes for shipment; and the rate per ton for loading or unloading, by means of the cranes, other cargo of whatsoever kind it may be.

8. In order to avoid mistakes as to the extent of the duties of the contractor in regard to the loading or unloading of coals or other cargo, it is distinctly to be understood that in case of coals or other cargo requiring to be placed on shipboard by means of the cranes, the trucks or other vehicles containing them will be brought to and left in the nearest disengaged siding by the Railway Traffic Manager or his authorized subordinate. All further shunting necessary to bring them to the cranes and return the trucks to such place as may be appointed by the said Traffic Manager or his subordinate shall be performed by the contractor at his own cost; and with regard to cargo unloaded by the cranes, the trucks for receiving or containing the same shall be shunted by the contractor from and to such siding or other portion of the line as may be directed by the Traffic Manager of the Great Northern Railway or his authorized subordinate.

9. The contractor will be held strictly bound by, and shall conform to any regulations of the Government now in force, or which may be hereafter in force in regard to the management of the port, shipping wharfs, or cranes at Newcastle; and should he infringe any such rules or regulations as aforesaid, he shall for every such infringement forfeit and pay to the Government such sum not exceeding £20 by way of fine as may be imposed by the Commissioner for Railways.

10. The contractor shall in all cases be bound to work overtime when called upon to do so.

11. Payments will be made monthly to the contractor in accordance with the terms specified in his tender, on the number of tons of coals or other cargo loaded or unloaded within that time, on the certificate of the Traffic Manager of the Great Northern Railway.

12. Should the contractor become insolvent or in any way take the benefit of any Act of Parliament relating to insolvent debtors, then the contract shall be void and of no effect, and the Government may thereupon take possession of the cranes, as well as all stores, tools, or other matters thereunto appertaining, whether the property of the contractor or the Government, and may retain or use the same for the working of the cranes without being in any way liable to the contractor therefor; and any such stores, tools, or other matters then the property of the contractor shall be considered as thereby forfeited to the Government by reason of such failure or insolvency.

13. The contractor shall not sub-let or assign over his contract in respect of any of the cranes or the working thereof without the special written sanction of the Government given under the hand of the Commissioner for Railways.

14. The contractor will be held strictly bound to give equal facilities and despatch as required by the wharf regulations to the persons requiring the use of the cranes for the purpose hereinbefore mentioned.

15. Should it appear to the Government that the contractor is not performing the service or work referred to in this contract satisfactorily, or with the requisite despatch, then they shall have full power to take immediate possession of the whole of the cranes, tools, tackles, gear, and appliances of every kind, whether the property of the Government or the contractor, and either to annul the contract altogether or appoint such other person or persons as they may deem fit to carry on the same, the contractor and his sureties remaining liable to the Government for any loss or damage which may have been or may be sustained by reason of his failing to carry out his contract satisfactorily.

16. There will be no objection to the contractor making such charges to the owners or masters of vessels, receiving coals from the cranes, for trimming such coals (should they desire the employment of, and should he supply proper trimmers for the purpose) as may be mutually agreed upon between them.

17. The contract is for working all the steam cranes the property of the Government, from 25th May, 1868, to 31st December, 1869.

18. Night service will be considered as between the hours of 6 p.m. on the one day until 4 a.m. on the following, and will be paid for on condition that the contractor keeps at least three gangs at work.

JAMES RUSSELL.
ALEX. BROWN.
JOHN WOOD, JUNR.

No. 4.

ARTICLES OF AGREEMENT, made and entered into this second day of July, in the year of our Lord one thousand eight hundred and sixty-eight, between James Russell, of Newcastle, in the Colony of New South Wales, contractor, of the one part, and the Commissioner for Railways in the said Colony, a Corporation sole, created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, No. 19, of the other part,—

WITNESS that the said James Russell, hereinafter styled or referred to as the contractor, for himself, his heirs, executors, or administrators, doth hereby covenant, promise, and agree with and to the Commissioner for Railways aforesaid and his successors, that he, the said contractor, shall and will provide all labour, fuel, oil, stores, tools, and all other matters and things required for, and do and perform everything necessary in and about the proper and efficient working of the Government steam cranes on the wharf at Newcastle, in connection with the Existing Lines of Railways in the said Colony, and shall work the said cranes for the Commissioner for Railways, by loading and unloading therewith all goods, coals, or cargo of any kind whatsoever requiring to be shipped or unshipped by means of the steam cranes now erected, or which may be hereafter erected on the wharf at Newcastle aforesaid, for a period commencing on the fifteenth day of May, one thousand eight hundred and sixty-eight, and terminating on the thirty-first day of December, one thousand eight hundred and sixty-nine; and at and after the uniform rate or price of two-pence farthing per ton, whether such loading and unloading be done by day or by night, or both: That the contractor shall keep and maintain the whole of the cranes, with all their gear, appliances, and tools, in good repair and in thorough working order, to the satisfaction of the Engineer for Existing Lines of Railways, or any other officer who may be appointed by the Commissioner for Railways or his successors to supervise them; and shall and will make good and repair all and every breakage, damage, or injury of every description whatsoever which may occur to the cranes, and shall keep the Commissioner for Railways and his successors harmless and indemnified from all actions, suits, claims, or demands that may arise or be made, or that may result in any way from or be caused by the said cranes while being worked during the term of the contract; and on the termination thereof the contractor shall hand over the said cranes to the Commissioner for Railways or his successors, with all their gear, tools, tackle, and appliances, of every kind whatsoever, in thoroughly good repair and efficient working order, to the satisfaction of the Engineer for Existing Lines of Railways, or such officer as the Commissioner for Railways or his successors may appoint to receive the same: That should any of the cranes break down or be rendered unable to work by reason of any damage or injury they may have sustained while in charge of the contractor, he shall immediately cause the same to be properly repaired at his own cost, to the satisfaction of the Engineer aforesaid or other authorized officer; and should he neglect or omit to do so, then the latter may cause such repairs as he may deem necessary to be effected, and charge the cost of the same against any moneys which may be then due or which may thereafter become due to the contractor; and should such moneys not be sufficient to defray the cost thereof, the contractor or his sureties shall immediately pay to the Commissioner for Railways the amount of the deficiency: That the contractor shall at his own cost maintain at all times during the period of his contract a sufficient staff of skilled mechanics and other labourers to ensure the safety of the cranes, and their proper and expeditious working; should he fail to do so the Commissioner for Railways may employ such additional labourers or mechanics as he may deem necessary to work them, and shall deduct their wages from any moneys then due or which may thereafter become due to the contractor, or otherwise charge the amount of the said wages to the contractor, which amount shall, upon the request in writing of the Commissioner for Railways, be immediately paid by the contractor to him: That the contractor shall and will in all things conform to any regulations of the Government now in force, or which may hereafter be in force, in regard to the management of the port, shipping, wharves, or cranes at Newcastle, and should he infringe any such rules or regulations as aforesaid, he shall for every such infringement forfeit and pay to the Commissioner for Railways such sum not exceeding £20, by way of fine, as may be imposed by the Commissioner for Railways: That the contractor shall in all cases work overtime when called upon to do so: That the contractor shall not sublet or assign over his contract in respect of any of the cranes or the working thereof, without the special written sanction under the hand of the Commissioner for Railways: That the contractor shall and will at all times strictly give equal facilities and despatch as required by the wharf regulations to the persons requiring the use of the cranes for the purpose hereinbefore mentioned: That in order to avoid mistakes as to the extent of the duties of the contractor in regard to the loading or unloading of coals or other cargo, it is distinctly to be understood, that in case of coals or other cargo requiring to be placed on shipboard by means of the cranes, the trucks or other vehicles containing them will be brought to and left in the nearest disengaged siding, by the Railway Traffic Manager, or his authorized subordinate; all further shunting necessary to bring them to the cranes, and return the trucks to such place as may be appointed by the said Traffic Manager or his subordinate, shall be performed by the contractor at his own cost; and with regard to cargo unloaded by the cranes, the trucks for receiving or containing the same shall be shunted by the contractor from and to such siding or other portion of the line as may be directed by the Traffic Manager of the Great Northern Railway or his authorized subordinate: That night service under this agreement will be considered as work done between the hours of 6 p.m. on the one day until 4 a.m. on the following, and will have to be paid for only if the contractor shall keep during these hours at least three gangs at work continuously: That there will be no objection to the contractor making such charges to the owners or masters of vessels receiving coals from the cranes for trimming such coals (should they desire the employment of, and should he supply proper trimmers for the purpose) as may be mutually agreed upon between them: That if it should appear to the Commissioner for Railways that the contractor is not performing the service or work referred to in this contract, or satisfactorily, or with the requisite despatch, then he shall have full power to take immediate possession of the whole of the cranes, tools, tackle, gear, and appliances of every kind, whether the property of the Commissioner for Railways or the contractor, and either to annul the contract altogether, or appoint such other person or persons as he may deem fit to carry on the same, the contractor and his sureties remaining liable to the Commissioner for Railways for any loss or damage which may have been or may be sustained by reason of his failing to carry out his contract satisfactorily: That should the contractor become insolvent or in any way take the benefit of any Act of Parliament relating to insolvent debtors, then this contract shall be void and of no effect, and the Commissioner for Railways may thereupon take possession of the cranes, as well as all stores, tools, or other matters thereunto appertaining, whether the property of the contractor or the Commissioner for Railways, and may retain

retain or use the same for the working of the cranes, without being in any way liable to the contractor therefor; and any such stores, tools, or other matters then the property of the contractor shall be considered as thereby forfeited to the Commissioner for Railways, by reason of such failure or insolvency: That the Commissioner for Railways shall and will pay the contractor for all work done by him under and in pursuance of the terms of this agreement in loading and unloading goods, coals, and other cargo of any and every kind whatsoever required to be shipped or unshipped by means of the said steam cranes at and after the uniform rate or price of two-pence farthing per ton, whether such loading be done by day or by night, or at both times, such payment to be made by monthly payments for the number of tons of coals or other cargo loaded or unloaded within that time, upon the certificate from time to time of the Traffic Manager for the time being of the Great Northern Railway; and it is hereby declared that the obtaining such a certificate monthly and every month during the continuance of this contract shall be a condition precedent to the contracts having any claim or right of action against the Commissioner for Railways for any money claimed to be payable under this contract.

In witness whereof, the said James Russell has hereunto set his hand and seal, and the Commissioner for Railways his official seal, the day and year first before written.

Signed, sealed, and delivered by the said James
Russell, in the presence of—

JOHN L. BEESTON.

JAMES RUSSELL.

The Seal of the Commissioner for Railways was
affixed hereto, in the presence of—

R. MOODY, Chief Clerk.

No. 5.

BOND.

Know all men by these presents, that we, James Russell of Newcastle, in the Colony of New South Wales, contractor, Alexander Brown of Newcastle, aforesaid, and John Wood junior, of Newcastle, aforesaid, are held and firmly bound unto the Commissioner for Railways in the said Colony, a Corporation sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, No. 19, in the penal sums following, that is to say, the said James Russell in the penal sum of two thousand pounds sterling, and the said Alexander Brown and John Wood in the sum of one thousand pounds sterling each, to be paid to the Commissioner for Railways aforesaid and his successors; for which said several payments well and truly to be made we severally and respectively according to our several and respective obligations bind ourselves and our several and respective heirs, executors, and administrators, and every of them, firmly by these presents. Sealed with our seals; dated the second day of July, one thousand eight hundred and sixty-eight.

WHEREAS by Articles of Agreement bearing even date herewith, and made between the above-bounden James Russell of the one part and the Commissioner for Railways aforesaid of the other part, the said James Russell has covenanted and agreed with the Commissioner for Railways aforesaid to provide all labour, fuel, oil, stores, tools, and all other matters and things required for, and to do and perform everything necessary in and about the proper and efficient working of the Government steam cranes on the wharf at Newcastle, in connection with the Existing Lines of Railway in the said Colony, and to work the said cranes for the Commissioner for Railways, by loading and unloading therewith all goods, coals, or cargo, of any kind whatsoever, requiring to be shipped or unshipped by means of the steam cranes now erected or which may be hereafter erected on the wharf at Newcastle aforesaid, for a period commencing on the fifteenth day of May, one thousand eight hundred and sixty-eight, and terminating on the 31st day of December, one thousand eight hundred and sixty-nine, and at and after the uniform rate or price of two-pence farthing per ton, whether such loading and unloading be done by day or by night or both: And whereas the said Alexander Brown and John Wood have severally offered to become and be bound to the Commissioner for Railways aforesaid and his successors for the due performance and fulfilment of the said contract, which offer the Commissioner for Railways aforesaid hath accepted: Now the condition of this obligation is such that if the said James Russell do and shall well and truly observe, perform, fulfil, and keep all and every the terms conditions and stipulations of the hereinbefore recited Articles of Agreement, and do and shall perform the services therein agreed to be done in accordance therewith in all things, then this obligation shall be void and of none effect, otherwise to be and remain in full force and virtue.

Signed sealed and delivered by the said
James Russell, in the presence of—

J. L. BEESTON.

JAMES RUSSELL. (L.S.)

Signed sealed and delivered by the said
Alexander Brown, in the presence of

JOHN L. BEESTON.

ALEXANDER BROWN. (L.S.)

Signed sealed and delivered by the said
John Wood, in the presence of—

JOHN L. BEESTON.

JOHN WOOD. (L.S.)

No. 6.

LAIDLEY, IRELAND, & Co., to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 14 August, 1868.

SIR,

From time to time we have received from the Secretary of the New South Wales Co-operative Mining Works, Newcastle, complaints as to the delay in loading vessels in that port; and from all we can gather,

gather, arising from some partiality on the part of the Government officials. This being the case, as given to us, we have the honor to bring it under your notice, and should esteem it an especial favour if you would issue such instructions as will in future prevent the necessity of our lodging complaints.

In order that you may be able to see exactly how the matter stands, we subjoin extracts from Captain C. Robertson's letter to us on the subject, under date 30th July, viz. :—"It is with regret that I feel myself bound to formally complain of the treatment the Co-operative Coal Company receives from the Government Wharfinger at this port. I have repeatedly tried to get a second crane, to keep our mine going, and Mr. Scott refuses to allow two vessels under at once, although they are in turn, and the mine is only working half-time. Since Monday last we could have shipped nearly double the quantity of coal, and had vessels waiting to load, but the reason assigned was that our Company was only allowed one crane; and thus we are deprived of the opportunity of loading vessels when we could do so."

This statement is borne out by the captain of the barque "City of Melbourne" to us as follows, viz. :—Arrived Newcastle 25th August (Saturday); ready for loading Monday morning, alongside wharf, ahead of crane. Messrs. Scott & Collins, on being informed that she was to load Co-operative coals, ordered her into the stream, and she did not load until the Friday following, thus losing one entire week; and this in the face of the fact that had she been allowed to remain she could have been loaded on the Monday early. This morning Captain Robertson writes that he is compelled, from the before-mentioned cause, to make a further complaint, and that a vessel loading for us for Sydney had gone to another Company to load her.

These delays being to us of a most injurious character, we trust you will give the matter your early attention, with a view to some alteration being made; and soliciting your kind consideration of the foregoing,—

We have, &c.,
LAIDLAY, IRELAND, & CO.

Mr. Beeston to investigate this matter immediately and report.—J.B., 15/8/68.
Railways, 15/8/68.—J.L.B.

No. 7.

MR. BEESTON'S REPORT AND MR. SCOTT'S REPORT THEREON.

I enclose copy of Wharfinger's report, from which I think the Commissioner will perceive that the Co-operative Company (if they could produce the quantity) could not bring them in with the limited quantity of wagons that they have at command. From personal knowledge, I am aware that greater forbearance has been shown towards this Company than any other, and they have I think the least ground for complaint. To give them two cranes (except when a vessel is just finishing) would be folly, as they do not produce scarcely 300 tons a day. The only way to remedy the evil is for them to get a sufficient supply of wagons, if they can produce the coal required by the regulations.—J.L.B. 18/8/68.

Mr. Scott to J. L. Beeston, Esq.

Newcastle, 18 August, 1868.-

SIR,

I beg to acknowledge receipt of letter, dated 14th instant, from Messrs. Laidley, Ireland, & Co., complaining of delay to vessels, and likewise partiality.

1st. Whatever delay occurs to the vessels loading Co-operative Company's coals is occasioned by their being unable to supply a larger quantity of coals, and likewise in their very limited number of wagons. As a proof of this, I would especially direct your notice to the guard's daily report, wherein you will find that we often make trips with five or seven wagons each way, for the purpose of affording them every facility in our power to keep their pits at work; this, with the exception of the A. A. Company, is a system which we do not adopt towards any other Company, thereby proving if any partiality exists they reap the benefit, at the same time evincing our desire to do all we can do to ship their coals.

With reference to the "City of Melbourne," I beg to offer the following statement for your consideration :—

July 25,	Co-operative Company, loading	"Cray Ellichee"	'	...	...	supplied	200 tons
27,	"	"	brig	"Caroline"	...	"	100 "
28,	"	"	"	"	...	"	192 "
29,	"	"	schooner	"Vibilia," and "Armston"	"	"	250 "
30,	"	"	"	"Amateur" and "City of Melbourne"	"	"	180 "
31,	"	"	"	"City of Melbourne"	...	"	150 "
3,	"	"	ship	"Starling"	...	"	120 "
4,	"	"	"	"	...	"	250 "
5,	"	"	"	"	...	"	160 "
6,	"	"	"	"	...	"	160 "

You will perceive from this statement, which is correct, that the average quantity of coals supplied is under the required quantity for one crane, and that the second vessel has been berthed before the completion of the vessel under. I might mention more cases of the kind—as, for instance, August 14th, two vessels occupying cranes Nos. 1 and 2, the "Vibilia" and "Our Hope," and at all times when I am satisfied the coals are there.

I may venture to suggest that there is a method of removing this grievance, viz., of allowing vessels to occupy the shoots, as in former times, as they are in turn; but it would not facilitate their despatch,

despatch, and I am quite sure I should have to bear any amount of abuse for my incapacity of working the cranes to advantage.

Further I may add, the Co-operative Company lose sight of the principal feature, viz., the number of wagons they possess, numbering thirty-six, a quantity quite unable to supply what they desire.

I have, &c.,
W. SCOTT,
Wharfinger.

Report enclosed, 19/8/68. P. Wks., 19/8/68.
Inform.—J.B., 19/8/68.
Messrs. Laidley, Ireland, & Co., 20 August, 1868.

No. 8.

THE UNDER SECRETARY FOR PUBLIC WORKS to MESSRS. LAIDLEY, IRELAND, & Co.
Department of Public Works,
Sydney, 20 August, 1868.

GENTLEMEN,

In reference to your letter of the 14th instant, complaining that in consequence of partiality shown to other shippers by the Government officials at Newcastle, the coals of the New South Wales Co-operative Mining Company are not shipped with adequate rapidity, and that the Wharfinger has refused to allow two vessels under the crane at the same time,—I am directed by the Honorable the Secretary for Public Works to inform you that it appears from reports in this matter which have been made by the Wharfinger, and also by the Traffic Manger, Mr. Beeston, the Co-operative Company (if they could produce the quantity of coal at the mine) could not bring it to the wharf with the limited number of wagons which they have at command; and Mr. Beeston states that to give the Company the use of two cranes (except when a vessel is just finishing) would be folly, as they do not produce more than 300 tons a day. If the Company can produce the quantity of coal required by the regulations, in respect of the occupancy of the cranes, their best course to remedy the evil they complain of is to procure a sufficient supply of wagons to bring it to the wharf.

2. The Traffic Manager adds, that from his own personal knowledge he is aware that very great forbearance has been shown the Co-operative Coal Company, and that they have no cause whatever for complaint.

I have, &c.,
JOHN RAE.

No. 9.

MESSRS. LAIDLEY, IRELAND, & Co., to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 31 August, 1868.

SIR,

Referring to your reply of 20th instant, 68/2286, to ours of 14th, on the subject of complaints against some of the Government officials in Newcastle, we do ourselves the honor to enclose herewith for your perusal a statement signed by Charles Robertson, Secretary of the Trust for the Newcastle Co-operative Coal Mining Company, bearing out what we have already laid before you, and would respectfully suggest that an inquiry be instituted into the facts therein alleged, which if borne out prove most incontestably that partiality has been shown, and will, if unchecked, continue to be shown, much to the detriment of the Co-operative Mine.

We should esteem it an especial favour if you would give the enclosed your personal perusal and consideration, and have the honor to be,

Sir,
Your obedient servants,
LAIDLEY, IRELAND, & CO.

[Enclosure in No. 9.]

Mr. C. Robertson to Messrs. Laidley, Ireland, & Co.

Newcastle, August, 1868.

Gentlemen,

In our capacity as Trustees to the N.S.W. Co-operative Coal Mining Company, and also as standing in the relationship of contractors to your firm, to whom we are responsible for the proper and efficient working of the mine, and the delivery of coal at this port, we have felt it to be our duty thus formally to lay before you the sources of certain impediments thrown in the way of our satisfactory fulfilment of the duties devolving upon us.

You have been previously and on several occasions made aware of the difficulties we had to encounter in the shipment of coal, in consequence of the irregular proceedings of the Government Wharfinger, Mr. Scott, and in reference to whose conduct, on a former occasion, you made a representation to the Minister for Works at our instance. In that case we entertained the hope that a knowledge of his conduct having been reported in the proper quarter would have had a beneficial influence upon him for the future, and therefore the complaints on that occasion were not followed up. In that, however, we were mistaken,

mistaken, and at length are constrained to report him again, and this time with a determination to prosecute the cause of complaint against him to the utmost, whatever may be the consequences. Digressing for a moment from the subject of the Wharfinger, while we make you aware of another great disadvantage which, in our opinion, this Company labours under since Mr. Francis, the former contractor for the Government cranes, has been superseded by one Russell. During the period Mr. Francis held the contract for the cranes we experienced no such obstacles in regard to their management as those we have now to complain of; indeed, so far as we know and believe, Francis was entirely unconnected with any of the Companies, was invariably courteous to masters of vessels, strictly impartial towards the Companies, and obliging to all. Not so with Russell,—he is a contractor with the Waratah Company, for whom he undertakes the loading of all vessels at their shoots in the South Channel, and was so at the time his tender for the cranes was accepted by the Government, a fact we presume they were unaware of at the time, otherwise it surely would not have been accepted.

Russell is also in partnership with the Local Manager of the Lambton Company, with whom he is joint owner of vessels engaged in the coal trade. Hence, the anomalous and unsatisfactory position he occupies in relation to the Government and the Companies gives rise to grave suspicions, whilst it holds out to him strong inducements to tamper with vessels, and by adroit management, secure for himself and others advantages incompatible with the public interests, and such as no individual should be allowed to enjoy, through having the control of important public facilities, such as the cranes at this port. We have however many proofs afforded us, on the testimony of captains of vessels and others, of the systematic way in which prejudice is created against our Company. It is by no means an uncommon occurrence, when a master of a vessel inquires about his turn at the cranes, to be told that if he intends loading with the Co-operative it may be very uncertain because they are not in a condition to supply with any reasonable prospect of despatch. This, you will recollect, was strikingly exemplified in the case of the "Tamana," Captain D. Mayne, who, after finding the prediction falsified by our putting on board of his vessel, in the space of three days, no less than 900 tons of coal, left us a note to that effect, a copy of which was forwarded to your office subsequent to the instance mentioned. A similar attempt was made on Captain Brown, of the "City of Melbourne," who was told by Scott that if he intended to stick by the Co-operative Company, he would do no good, and perhaps get himself into "King-street," or words to that effect.

That Scott and Russell co-operate to bring about certain results is no longer a matter of doubt with us, although it is difficult of legal proof; we have, therefore, for some time past had a record kept of some of the more flagrant cases through which expense and delay has been wantonly occasioned. Passing over many, we come to the series that have occurred within a comparatively recent period, namely, since the month of May last, at which period you are aware the colliery resumed work after its suspension for the completion of the embankment and viaduct.

On Tuesday, May 26th, the day after the Queen's Birthday had been kept, we had the "Helene" under the cranes, and were anxious to complete her cargo, as a Sunday had intervened and the Monday following having been observed as a Government holiday. About 9 a.m. the Wallsend engine was going out with empties, when Walker, our Wharfinger, requested the guard to take certain empties of ours along with him as he had been accustomed to do. The guard made answer that he had just received instructions to take no other wagons than those for the Wallsend Company during that day, so ours were left behind. On Walker endeavouring to find Scott he came in contact with Russell, who in reply to his inquiries informed him that Scott was gone to the Races, but he would see that our empties should go by the 2 o'clock train. At this time the pit was idle, the men having been knocked off for some hours for the want of empty wagons. Walker then reported the state of things to Captain Robertson, who together went to Mr. Beeston to whom they represented the case, and also reported the absence from duty of Mr. Scott, on a day not set apart as a public holiday. Beeston expressed regret at what had happened, and whilst reminding him that he had no longer the direction of the coal engines, nevertheless ordered a special to proceed at once with our empties, which arrived at the colliery at 12:30 p.m.

June 25th.—On this day we had two vessels in turn both of which were under the cranes—the "Frowning Beauty" and the "Secret." Having put on board the "Frowning Beauty" more coal than her trimmers could dispose of, her hatches were completely blocked up, so that the crane man could put no more there for some time. Having nearly all our wagons full and at the wharf, and having the "Secret" under No. 1 crane, our Wharfinger suggested that the remaining wagons should be emptied into the "Secret," both as a means of facilitating the loading of the two vessels, as well as of keeping the pit going by sending up the empties. This Mr. Scott persistently refused to do. The "Secret" did not commence taking in cargo until the following morning, and our pit was thrown idle for several hours in consequence. In reference to this case it may be remarked that the other Companies are continually loading at two cranes at the same time, and do so whenever they have vessels to load, and coal sufficient to supply. Why Mr. Scott should have made so invidious an exception in this case can only be surmised. Here was a vessel actually occupying a berth at the crane which was idle, while plenty of coal was already on the wharf, and refused to be put on board.

Now whether this refusal arose from a determination that the Co-operative should not establish a claim in this instance which is accorded to all the other Companies we know not, or whether it was in consequence of a deficiency of crane men—a system by which Mr. Russell profits whoever may lose. It may have been that the loading of the "Secret" at No. 1 crane might have involved the withdrawal of men from some other at which a vessel more favoured was loading at the time, for it should be understood Russell, unlike Francis, keeps only two sets of men for each three cranes. In time of pressure the trade suffers while the contractors gain from this parsimonious system of management. July 11th.—About noon on Saturday, July 11th, we wanted to load a lighter to complete the cargo of the "Shun Lee," then hauled away into the stream. The lighter was alongside, under No. 1 crane, but Mr. Scott refused to allow any coal to be put on board the lighter, under the pretext that our full wagons were standing at No. 7 crane. In consequence of this obstruction we lost the working of the "back shift" for that day. Subsequently Mr. Scott gave a promise that the lighter for the "Shun Lee" should be loaded the same evening. Notwithstanding this promise, only two wagons out of eleven standing full were put on board the lighter, when he gave the crane men orders to leave off and go home. The following day being Sunday, the remainder were put on board in the course of Monday morning. Mr. Scott having made the above promise, and also that the wagons so emptied on the Saturday evening should be sent from the wharf by 5 o'clock on Monday morning, the front shift went to work, but had to leave off again in consequence of the empties not reaching the works until 9 a.m. Thus three hours' wages had to be paid to about fifty men for doing nothing, entirely owing to this default on the part of the Government Wharfinger, entrusted likewise with the direction or control of the engines. On Monday 13th July Mr. Scott kept an engine waiting from 3 p.m. until 5 p.m., in the expectation that the Wallsend Company would by that time have a dozen empties,—at least so he alleged. She left with only four for the Wallsend Company, while nine of ours had stood ready during the whole time, and the colliery was thrown off for two hours before their arrival, for want of them. We do not lay particular stress upon this case further than as showing the capricious and perverse management, by which both Companies have occasionally suffered from similar causes. In this instance it was the big engine, and twenty-two wagons is her complement. July 14th.—On this day Walker wanted the engine to be sent out with twelve empties we had standing—that number being the full complement for the small engine in question. He wanted them to reach the colliery by 7 a.m., knowing that there was a full train of loaded wagons waiting her there. The "Ecliptic" was under loading at the time, and Scott promised on the previous evening that the engine should be sent as required, instead of which, however, the same engine was sent out by him to the Waratah Colliery, from whence she brought a train of — at 8:30. She was then sent out to our colliery, and arrived there at 9:30, at which time our work had been stopped for two hours.

On July 15th Walker inquired of Scott when he would send out the engine to our colliery, with nine empties standing at the wharf, and a full train ready for her at the other end; his reply was, that he should send when he considered the coal was wanted, but not till then.

July 29th.—Captain Francis, of the "Amateur," reported, that on his applying to Scott the day before, to be allowed to come under a then vacant crane, the "Amateur" being next in turn, he (Scott) refused, alleging that the Co-operative was entitled to the use of only one crane at a time, because they had not the means of supply. At the same time there was about 200 tons of our coal standing in the wagons on the wharf. The "Vibilia" was loading with us under another crane, but could not take them fast enough, and the pit standing half a shift in consequence. Scott ordered another vessel not loading with our Company under the crane the "Amateur" sought to take her proper turn under. The prejudice this created is very injurious to the interests of the Co-operative. Masters of vessels are impressed with the idea that their loading with us will cause them indefinite delay, and hence some have been heard to say that they would rather pay a shilling a ton extra to another Company than risk the alleged delay with ours.

July 30th.—We required a lighter loaded, and the Wallsend Company another, while No. 2 and No. 5 cranes were kept standing for want of men to work them; the former from 6 o'clock a.m. to 7:30 a.m., and the latter until 11 a.m. Such delays

to us are sometimes attended with considerable loss, and arise from preventable causes, since if Russell employed, as Mr. Francis did, a set of men for each crane, these delays would not occur. Of course it suits his pocket to thus economize his labour, while it inflicts serious inconvenience and loss upon us.

August 12th.—On this day we had the "Caroline" under the crane, with three more vessels in port to follow. The first engine left at 6.30, and returned with a train of coal from our mine about 8.30. Thirteen wagons of coal were all that were put on board during the day, and although repeatedly reminded of the consequence, Mr. Scott did not allow another engine to go out until 5.30 same evening. The mine was thrown idle as well as the vessel under the crane, and in consequence of this manœuvring we lost the loading of the "City of Melbourne," as well as run a risk with regard to others to whom these failures became known, and create prejudice and dissatisfaction throughout the trade. When Mr. Scott saw what he had done he became very anxious to conciliate matters, and made an offer to put the last train of coal on board during the night, without charging us the extra cost usually demanded for "night loading," and he actually did so. But it was then too late to remedy the evil he had occasioned, or rather may we infer that he had accomplished the object of getting the "City of Melbourne" from us, and therefore could afford to make a display of generosity and professions of regret at what had happened. It may be mentioned also that the engine which was sent up in this case only brings twelve of our wagons a trip, whereas at the time she arrived at the mine twenty-six full wagons were ready for her.

In bringing these matters under your notice, we need scarcely remind you of the losses we sustain whenever the men are thrown off work under such circumstances, because all but the actual coal-getter are paid by the day. This considerably enhances the cost per ton for the raising and shipping of the coal; and limited as we are in the price for this work, may make all the difference between gain or loss on the series of transactions. We also think that a representation should be made respecting the manner in which the cranes are managed in the hands of the present contractors, as compared with the time they were under the control of Mr. Francis. During the greater part of his time and before we had the embankment completed, there were some grounds for refusing the Co-operative the use of more than one crane at a time, but there exists no such reason now; but whenever Mr. Francis saw that an opportunity occurred of allowing us to occupy a second crane without detriment to others he did not refuse us in the cases we have cited above.

We remain, &c.,
(For the Trust),
CHARLES ROBERTSON,
Secretary.

No. 10.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

THE statements put forward in this paper are of too serious a character to be passed over lightly, and Mr. Beeston is requested to report upon them fully by Thursday or Friday next, as I intend being in Newcastle early next week.—J.B., 1/9/68.

Messrs. Laidley, Ireland, & Co., 1/9/68. Railways, 1/9/68. Report herewith.—J.L.B., 3/9/68.

No. 11.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS. LAIDLEY, IRELAND, & CO.

Department of Public Works,
Sydney, 1 September, 1868.

GENTLEMEN,

In acknowledging the receipt of your letter of the 31st ultimo, enclosing a letter addressed to you by Mr. C. Robertson, Secretary of the Trust for the Newcastle Co-operative Coal Mining Company, setting forth certain instances in which the Co-operative Company have been prejudiced, owing to the alleged partiality shown by the Wharfinger at Newcastle, and by the lessee of the steam cranes, to other Companies shipping coal at the same port,—I am directed by the Honorable the Secretary for Public Works to inform you that the statements put forward by Mr. Robertson are of too serious a character to be passed over lightly; and Mr. Secretary Byrnes has instructed Mr. Beeston, the Traffic Manager, to report upon the case fully by Thursday or Friday next, it being the intention of Mr. Byrnes to visit Newcastle early next week.

I have, &c.,
JOHN RAE.

No. 12.

REPORT FROM THE WHARFINGER, NEWCASTLE.

Newcastle, 2 September, 1868.

SIR,

Desirous of being brief and also explicit, I must pass over the first portion of Mr. Robertson's letter, as it refers more to the present and former contractors than to myself, and begin with the first charge brought against me—namely, that captains of vessels are influenced by me not to load with that Company.

Firstly.—Captains of vessels (who are not thorough strangers), on their arrival in port, if they are already acquainted with what Coal Company they intend loading with, in all cases seek me for information with regard to their prospect of loading-turn; and I admit that I am in many cases compelled to tell them that they will have to wait some time, there being several vessels on turn waiting to load that Company's coal before them; and in my capacity as Wharfinger I feel I am bound to give every information in my power to those interested, and who ask it; but further than this I can confidently assert that they cannot bring one case to prove that I have ever tried to influence any captain or person at any time to load with any Company: this is a point which I have invariably carried out without the slightest deviation.

Secondly.—We come to the case of the ship "Tamana" that loaded Co-operative coals. This vessel (the only one apparently that had any chance of substantiating their charges) was berthed at 6 a.m. on the 17th June, at No. 6 crane—a crane requiring 300 tons daily; she occupied the berth thirty-three hours, and took in 691 tons of coals. This vessel, if she could have got coals, could have finished loading in eighteen hours.

hours. 'Tis true the vessel went to sea with 900 tons, but they have forgotten that over 200 tons of that went on board before she came to the crane, and that she actually occupied the crane ten hours over time. With regard to the expression that Captain Brown, of the barque "City of Melbourne," getting himself into King-street, I absolutely deny ever making use of such language, either direct or indirectly. The most that ever I told Capt. Brown was that I could not give him a crane until there was coals for him.

Thirdly.—With reference to my co-operating with the contractor to bring about any result except that of shipping the largest quantity of coal possible, is purely a mistake on the part of Mr. Robertson. If such things existed, they would soon be known to more than Mr. Robertson, and could not possibly last.

Fourthly.—The guard refused to take the empty wagons out by the order of their Mr. Walker. Ever since the complaint that the Lambton Colliery Manager sent to Sydney, relative to empty wagons, the guards of each train have positive orders not to bring any coal except such as they are ordered; the same with returning empties. The reason for this is obvious: that when an engine goes to the mine some reasonable calculation can be arrived at when she will be back; whereas if the agents are allowed to control the guard, we should often be much inconvenienced.

Fifthly.—In reference to my promise of loading a lighter; having no record I do not recollect the circumstance; but had the grievance been brought forward at the time, I should have been fully prepared to sustain an act I might have done, for unless convinced I was acting right I would not act until instructed by my superiors.

Sixthly.—June the 25th, the Co-operative Company had the "Sea King" under the crane. This vessel took the berth at No. 6 crane, on the 20th, at 1 p.m., and left the berth at 1 p.m. on the 25th, making forty working hours under the crane, and taking 700 tons of coals. The "Secret" did not arrive in port until the 26th. June 26th berthed the "Frowning Beauty," a vessel taking at the cranes about 460 tons; left the berth at 29th, occupying the crane twenty-five working hours, taking 460 tons of coals, ten hours overtime. The "Secret," with the expressed wish of the manager, was berthed on the 27th, and completed loading, thus actually taking the coals the "Frowning Beauty" claimed, and leaving her without, thus causing her to be at the cranes at least ten hours beyond her time.

Seventhly.—July 13th. There is no doubt that the engine waited some time for Wallsend empties on the day named, but not to the extent Mr. Robertson has laid down, as the engine left the wharf at 4:30 p.m. This I take from the guard's daily report; but the peculiar circumstances attending that delay it is impossible for me to remember.

Eighthly.—August 12th. There were twenty-three wagons of coals put on board the "Caroline," instead of thirteen, as represented by Mr. Robertson. The engine left the wharf at 4:5 p.m., instead of 5:30, as related by Mr. Robertson, and so on. It would be an endless matter to go on with, but I think I have shown that the statements of Mr. Robertson are entirely wrong, whether intentionally or not is not for me to say; but looking at the whole tenor of the letter, I cannot refrain from thinking that there is a great deal of malice displayed. In fact, the statement of Mr. Robertson in Newcastle is so well known that I have not been able to find one who would listen for a moment to him. The owner of the brig "Caroline" is a resident of Newcastle, and he is prepared at any time to speak from close observation with regard to the faulty side. This he told me some days ago, when I little expected such a letter. Not content with speaking of his own grievances, Mr. Robertson attempts to espouse the cause of the Wallsend Company, and complaining also of the loss of time with reference to their lighter as well as his own; and when you consider that Mr. Robertson has extended his grievances over four months back, I think you will be able to understand the position I am in to refute these details. So far I have given nothing but what is on record, and producible at any time, and this I feel certain will be satisfactory to you.

Before closing, I would suggest that something should be done to protect me from the abuse I am compelled to submit to from their Mr. Walker. With all other Companies I have the representative of the Company to deal with; but in this case, if Mr. Robertson see fit, he can send any one on the wharf to abuse and dictate in a very unbecoming manner to me, without my having the chance of helping it.

I may here also remark, that although he admits that during the two previous years there were causes why the Company should not occupy more than one crane at a time, yet during those two years they were quite as eager for two cranes as they are at present, and was constantly endeavouring to obtain them. This is a fact well known to yourself.

I remain, &c.,

W. SCOTT,
Wharfinger.

Inform satisfactory.—J.B., 19/9/68.
Mr. Scott. P.Wks., 21/9/68.—R.M.

No. 13.

THE TRAFFIC MANAGER to THE COMMISSIONER FOR RAILWAYS.

Great Northern Railway.—Minute Paper, No. 68/2280.

Laidley, Ireland, & Co.'s complaint.

1st—I believe the statements of Messrs. Laidley, Ireland, & Co., that Mr. Russell is contractor for shipping coal at Waratah Company's shoots, and, in conjunction with Mr. Waddell, of the Lambton Company, is part owner of two vessels; but it appears to me the main matter we have to deal with is to see that Mr. Russell ships all coal at the cranes in accordance with the directions of the Commissioner, or other officers appointed by him; this I believe has invariably been done.

Whether he keeps as many men as Mr. Francis did or not I do not know, neither do I consider it material to the issue, so long as Mr. Russell ships all the coal in a reasonable time. The best evidence of this will be afforded, I think, on perusal of the following figures.

On

On examination of the crane shipping books, I find the quantity shipped in the three highest months of Mr. Francis' having the contract was as follows, viz. :—

June, 1867	...	...	...	...	36,752
April, 1868	...	...	...	...	37,331
May, ,,	...	...	...	...	39,437
					<hr/> 113,520

During the first and only three months that Russell has had the contract, the quantity shipped was as follows, viz. :—

June, 1868	...	...	...	...	38,312
July, ,,	...	...	...	...	37,990
August, ,,	...	...	...	...	43,563
					<hr/> 119,865
Francis ...	...	...	...	...	113,520
					<hr/> 6,345
Difference in favour of Russell	...				6,345

And I may observe that he has not by any means been kept fully employed.

The case of the ship "Tarrara," which Mr. Robertson puts forward as showing conclusively what they are capable of doing, is far from being in accordance with fact, if not absolutely false, as the seconds will show. I find on reference to the crane books, that the quantity put on board in three days was as follows, viz. :—

					Tons.	cwt.	[qrs.	lbs.
17th June...	...	...	...	...	282	2	0	0
18th ,, ...	...	...	...	...	226	5	0	0
19th ,, ...	...	...	...	...	157	10	2	0
20th ,, ...	...	...	...	...	24	11	2	0
					<hr/> 691	<hr/> 9	<hr/> 0	<hr/> 0

She took the berth at No. 6 crane on the morning of the 17th, at 6 a.m., occupying the berth thirty-three working hours; and the Wharfinger states she could have taken the coal in eighteen working hours if it had been supplied.

This ship certainly took 900 tons of coal from the port, but Mr. Robertson appears to have forgotten (whether intentional or otherwise I cannot say) that she took over 200 tons of it from a lighter before she came to the crane.

Mr. Scott informs me that captains of vessels who are not thorough strangers, on their arrival in port, if they are already acquainted with what Coal Company they are to load with, in nearly all cases seek him for information with regard to their prospects of a loading turn, and that he is compelled to tell them the truth, and, as it frequently happens that they (the Co-operative Company) have several vessels on turn, the information thus given is frequently unpalatable to the agents of the Co-operative Company; but nevertheless I perfectly agree with him that he is bound to answer all the reasonable questions on the subject.

As to the remarks that Mr. Scott made to Captain Brown, that if he stuck to the Co-operative Company he would have to go up King-street, Mr. Scott most emphatically denies ever having made use of any such remark.

The statement as to their stoppage on the 26th May is not in accordance with what I recollect of the circumstance, which was as follows :—About half-past 10 a.m., Mr. Robertson, accompanied by Mr. Walker, waited upon me complaining that their wagons had not been sent out, and that the back shift would have to wait or not go in in consequence. I inquired if they had seen Mr. Scott, and they replied that he had gone to the races. I replied, I doubted this, as I had seen him not ten minutes before; when they said they had been looking for him but could not find him. I then remarked that I would send the wagons out in a short time, which they said would do. As to my stating that I had given up control of the engines, I never made any such remark; the fact of my sending an engine is, I think, sufficient to contradict that statement. I may have made the remark that I had placed the whole of the coal engines at the disposal of Mr. Scott, and should like to consult him before sending an engine.

In reference to the statement of promising to load a lighter for the "Shun Lee," Mr. Scott informs me that he has not any recollection of this circumstance; but had the grievance been made known at the time, he has not the slightest doubt but that he should have been able to give a satisfactory reason for his course of procedure, as he is conscious of having acted right; and that had he been doubtful on the point he should have referred the matter to his superior officer.

June 25th.—Mr. Scott informs me that the "Sea King" was under No. 6 crane, where she was berthed at 1 p.m. on the 20th, and did not leave it till 1 p.m. on the 25th, making forty working hours, taking 700 tons coal. This crane should ship 300 tons per day. The "Secret" did not arrive till the 26th, on which day the "Frowning Beauty" was berthed—a vessel taking 460 tons coal. She left the berth on the 29th, occupying the crane ten hours overtime.

The "Secret" was berthed at the expressed wish of the Manager on the 27th, and completed loading the same day, thus actually taking away the coal that was claimed and ought to have been shipped in the "Frowning Beauty," and causing the latter to be behind time.

July 13th.—Engine detained two hours for Wallsend wagons. Mr. Scott informs me that no doubt the engine waited some time, but not to the extent named by Mr. Robertson, as the engine left the wharf at 4.30, as shown by the guard's report, but the peculiar circumstances he is unable to remember.

July 30th.—Lighter required loading, stating that if Russell employed a gang of men to each crane the same as Mr. Francis did, delay would not occur. I find on inquiry from a man named Bates, late foreman to Mr. Francis, that Mr. F. employed five full gangs to the seven cranes, and I also find that Russell employs five, and that both occasionally divided their gangs and worked six cranes at one time.

August

August 12th.—I find on reference to the shipping books that there was twenty-three wagons put on board the "Caroline," and instead of the first engine leaving at 6:30 a.m. she did not leave till 7 p.m., and again it is stated the engine did not leave till 5:30 p.m. same evening. Now the guard's report shows her leaving at 4:5 p.m. and being in on the return journey by the time named by Mr. Robertson.

In conclusion, Mr. Robertson states that there was some time ago a reason why they ought not to be allowed to have more than one crane, but no such reason now exists.

In my opinion the principal difficulty has not yet been removed, viz., the short supply of wagons. They have only thirty-six and with this I contend they cannot carry on their trade without stoppages, even if an engine could be had at a moment's notice, which their supply would not warrant.

The Wallsend Company have 150 wagons and the Lambton Company 120, and we cannot avoid stopping their works at times, therefore how much oftener must we stop the Company with thirty-six?

In reporting on this case I am placed at considerable disadvantage, owing to the long period that has been allowed to elapse before bringing forward the complaints, and having no record of some of the circumstances; but I think where the statements of Captain Robertson could be tested by the records kept by disinterested parties, they are shown to be grossly exaggerated if not absolutely false, and consequently his other statements should be received with great caution.

I am debarred from going further into the question, owing to the limit fixed for the time of my reporting by the Commissioner. I may further remark that Mr. Scott complains bitterly of the abuse he is subjected to by the Co-operative Company's agents, and trusts that some steps will be taken to prevent a repetition of it; and I would strongly urge that in future Messrs. L., I., & Co. should be requested to make their complaints at the time they occur, as from the many conflicting interests that the Wharfinger has to reconcile it is impossible for him to remember them at so long a period as has been allowed to elapse in this case. It should be borne in mind that whilst there is only seven cranes there is eight Companies to use them, and consequently their interests are bound to clash at times, and the only surprise to me is that Mr. Scott has been able to keep so clear of complaints.

As the Commissioner is about to visit Newcastle next week, I should be glad if he could bring the papers with him, and if he could spare time to inquire into this matter himself.

JNO. L. BEESTON.
3/9/68.

Inform satisfactory.—J.B., 19/9/68.
Public Works, 21/9/68.

MEMO.—Having made personal inquiries and examined the records of the department, the Minister considers the explanation of the Traffic Manager and Mr. Scott quite satisfactory. Messrs. Laidley, Ireland, & Co., may be so informed.

J.R., 21/9/68.

Messrs. Laidley, Ireland, & Co., 23/9/68.

No. 13A.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS. LAIDLEY, IRELAND, & CO.

Department of Public Works,
23 September, 1868.

GENTLEMEN,

In reference to my letter of the 1st inst., promising a further inquiry with respect to complaints preferred by you on the statements of Mr. C. Robertson against the Wharfinger at Newcastle and the lessee of the steam cranes, for having shown partiality in the shipment of coal to certain Coal Companies at Newcastle, to the prejudice of the Co-operative Coal Mining Company,—I am directed to inform you that, having made personal inquiries and examined the records of the department, the Honorable the Secretary for Public Works considers that the explanation afforded by the Traffic Manager and Mr. Scott the Wharfinger quite satisfactory.

I have, &c.,
JOHN RAE.

No. 14.

MESSRS. LAIDLEY, IRELAND, & CO., TO THE SECRETARY FOR PUBLIC WORKS.

Sydney, 22 September, 1868.

SIR,

Referring to our previous letters on the subject of the conduct of some of the Government officials in Newcastle, we herein hand you copy of letter received from the Master of the brig "Our Hope," the details of which we commend to your careful consideration. Provided the facts therein alleged are borne out (and you will observe that the language complained of was used in the presence of a witness), it seems perfectly clear that obstructions and impediments are thrown in the way of business by those who should endeavour to expedite it as much as possible, and we would ask for a thorough investigation.

Asking your kind consideration of the matter,—

We have, &c.,
LAIDLEY, IRELAND, & CO.

[Enclosure

[Enclosure in No. 14.]

Captain Beedell to Messrs. Laidley, Ireland, & Co.

"Our Hope,"
Newcastle, N.S.W.,
17 September, 1868.

Gentlemen,

The brig's ballast is out, and there being two cranes disengaged and your coal ready for shipment, I applied to Mr. Scott for a berth at a crane. His reply was that I could not get a berth, as *every* ship in port was in turn before me, and that he had power to keep me until he thought proper; that I and the *damn'd* set were trying to put him out of his billet, and if I did not be careful he would lock me up. I asked him what he meant by *the damn'd set*, and he replied the *Co-operative folks*.

If I am to be placed at the caprice of a man like Mr. Scott, and to have my ship detained thro' any grievance of the Co-operative Company, I feel myself compelled to lay the matter before my owners; hoping to have some satisfactory account of Mr. Scott's conduct per return of post.

Capt. Graham, of the "Daphne," was present and heard the conversation.

I am, &c.,
WALTER BEEDELL.

No. 15.

TELEGRAM FROM CHIEF CLERK, RAILWAYS, to TRAFFIC MANAGER, NEWCASTLE.

23 September, 1868.

THE Master of brig "Our Hope" complains that Mr. Scott has most unwarrantably interfered with his loading. "Scott told him he had power to keep him until he thought proper"; that Scott threatened to lock him up, as he said the *d——d set* were trying to keep him out of his billet. The Master of the "Daphne" was present.

No. 16.

TELEGRAM FROM TRAFFIC MANAGER, NEWCASTLE, to THE COMMISSIONER, SYDNEY.

23 September, 1868.

AM in Maitland; know something of this; on being informed by Capt. Beedell, made inquiry from Capt. Graham of "Daphne," who does not corroborate Beedell, but says Beedell used very aggravating, and what he considers impertinent language to Scott. His manner when addressing me was offensive. Will report by letter when I return to Newcastle, but should like to see his letter.

No. 17.

THE WHARFINGER, NEWCASTLE, to THE TRAFFIC MANAGER, GREAT NORTHERN RAILWAY, NEWCASTLE.

Newcastle, 23 September, 1868.

SIR,

I beg to acknowledge receipt of telegram, and in reply beg to state that the statements made by the Master of the Brig "Our Hope" are untrue.

I cannot do more than refer Mr. Beeston to the Master of the Ship "Daphne," and abide by the statement given by him, as he was present at the time and apparently a friend of his; but I am confident that he will not substantiate such assertions.

I may here remark that not only this time, but every time this vessel has been here since Captain Beedell commanded her, I have been subjected to the grossest insult, witnessed both by the Deputy Harbour Master and contractor, at different periods.

The "Our Hope" was berthed for coals on Friday 18th instant, and left the berth on Monday 21st, taking two full days at the cranes, and taking 360 tons of coals. When the vessel was loaded, the Harbour Master waited until he was compelled to send for a pilot to take her from the berth. The captain refused to take any coals on board his vessel after 3:30 on Saturday, although there was coals on the line for him; and as we have often loaded this same vessel in one night, it shows, I think, very clearly, that the master alone is in fault as regards interfering with him. I am here for that purpose, and this is the source from which springs the feeling of animosity; but unless I relax in my duty, I shall be compelled to keep him more strictly to the regulations than he ever has been.

The agent, Mr. Robertson, on being informed on Saturday that the vessel refused to take any more coals, said he would see that he did take them; but Mr. Robertson did not see, or if he did, nothing was done in the matter.

The Captain of "Our Hope" has told me on the wharf that he knows my duty better than I do, and that he would have me out of this before long. This has been said in the presence of more than one or two witnesses, and on several occasions during the last three months. If he accomplishes this, I have no doubt he will be perfectly satisfied.

I have, &c.,
W. SCOTT,
Wharfinger.

No. 18.

No. 18.

THE WHARFINGER, NEWCASTLE, to THE TRAFFIC MANAGER, GREAT NORTHERN RAILWAY, NEWCASTLE.

Newcastle, 24 September, 1868.

SIR,

The statement made by the Master of the Brig "Our Hope" about the cranes being disengaged is absolutely false, for the two cranes that he alludes to were filled by the vessels the "Anne and Jane" and the "Ben Nevis," vessels that arrived in port one week before him.

At the time he applied to me for a berth he was near No. 5 crane which had just been vacated, and the "Anne and Jane" was coming in. He held out his hand in a menacing manner, and told me to look, there was a crane empty and his coals were ready, and if he did not get the berth he would see my masters, and take damned fine care I should not rule him. I answered him that every ship in the port arrived before he did, and if there was coal for them they would take their turns before him; he said no, they should not, he would take d——d fine care if I did not know my duty he did, and he would learn me. After such insults I did tell him that unless he was more careful in his language I would find means to have him locked up; his answer was, I would not be here long if he could do anything; I replied, that him and the set he was with had told me that often; he said, who do you mean by the set; I said, the Co-operative Coal Company; he said, that was all he wanted, he felt quite satisfied now that he had all that was required. Feeling assured that the man was doing all he could to excite me to say or do something wrong, I left him to talk to those who were willing to listen.

I regret having to trouble you with such details, but I think they are necessary for your fully understanding the position I am in. I must submit to all that is said as if I were here for that purpose, and I can assure you that such conduct makes me appear very small in the eyes of those who might be around.

I have, &c.,
W. SCOTT,
Wharfinger.

No. 19.

THE TRAFFIC MANAGER, GREAT NORTHERN RAILWAY, to THE COMMISSIONER FOR RAILWAYS.

(Laidley Ireland's complaint and Captain Beedell's report.)

I HAVE the honor to state, for the information of the Commissioner, that on Friday the 17th, about 10 a.m., as I was crossing the steamer's wharf I was accosted by Capt. Beedell, a perfect stranger to me, who commenced *in a most offensive tone* a long harangue about the obstacles that was thrown in his way both by the Wharfinger and Harbour Master, Deputy Harbour Master, and all other officers connected with the port, and expressing his determination to move the whole lot. I inquired in what way the Wharfinger had obstructed him, and he said that there was two vacant berths the day previous, and that he would not give him one but threatened to lock him up *if he asked him another question*, and said that him and his d——d lot were trying to make him lose his billet, and he, Capt. Beedell, expressed his determination to effect that object on this occasion, as he said there was not any mistake this time, as his friend Capt. Graham of the "Daphne" heard the whole of it, and would testify to the correctness of his statements. I asked him if he had given Mr. Scott any provocation, when he replied no. I said that it appeared a strange proceeding to arise without any provocation, but he assured me that it was perfectly correct. I informed him that I would make inquiries, and if his statements were correct, I would take such steps as would prevent anything of the kind in future. He then said *he* would take care it should not occur again, as he would write to Sydney and have him "sacked" before he left the port. I strongly advised him to do so if his statements could be borne out. From Capt. Beedell's manner, I was under the impression that he wished to make me lose my temper, which I studiously avoided, although with great difficulty.

Immediately after this I saw Mr. Scott and questioned him respecting the matter, and he denied most emphatically that he used any bad language, but on the contrary he had received gross provocation, and was most grossly insulted by Capt. Beedell. These statements being so directly at variance, I asked Scott if any one was present, and he replied yes, Capt. Beedell's friend, the captain of the "Daphne," and others whom he did not recollect. I then made it my business to see Capt. Graham of the "Daphne," who is also a perfect stranger to me (and I believe Mr. Scott has not seen him before this voyage). I told him that Capt. Beedell had preferred a complaint of the conduct of the Wharfinger on the previous day (at this time I did not know of the remarks that Scott had power to keep him out as long as he liked), and that I had been referred to him. In reply to my question relative to d——d lot, Capt. Graham said *Mr. Scott made no use of bad language*. He made use of some expression to the effect that you and a certain set are trying to get me out of my situation, and I am determined I will not submit to be continually insulted in this way by you on the public wharf, and if you do not cease doing so I will take means to stop you, even if I have to go to the extent of having you locked up; and during the whole period Captain Beedell made use of the most aggravating, irritating, and what he considered most insulting language to Scott, and that Scott kept his temper under the trying circumstances much better than he, Captain Graham, could have done.

On my return from Maitland after receipt of telegram, I again saw Captain Graham, and questioned him relative to Scott having said that he had the power to keep him out as long as he liked. Captain Graham said he did not say anything of the kind.

I also made inquiries from different parties to find out any person that might possibly have heard the altercation, and I find that Captain Hescott, Agent for the A. A. Company, heard it, and he gives as near as possible the same version as Captain Graham, and adds that if he had been insulted by Captain Beedell as Mr. Scott was he would have thrown him over the wharf.

I may further state, at the risk of being considered tedious, that we have loaded the brig "Our Hope" in a night, that on this occasion she took two days to take the coals, being three hours over the time allowed at one of the small cranes. He refused to take any coal after 3:30 p.m. on the Saturday, and
Captain

Captain Robertson, the Agent of the Co-operative Company, was informed of this, and said he would see that she did take them; but nothing came of it, and even after the vessel was loaded there was considerable difficulty in getting Captain Beedell to move from the berth, and it was only at last done by threatening to put a pilot aboard that he did move. I believe this is not the first time he has done this. Mr. Scott complains of having difficulty with him and being subject to repeated insults, which is borne out by the enclosed letter from Captain Collins, the Deputy Harbour Master, and Captain Allan it appears has also been insulted by him.

I enclose reports from Mr. Scott for Commissioner's perusal. The one dated 23rd was written, as per request from me by telegram from Maitland; the second after Captain Beedell's letter was received, and from which it will be observed that Captain Beedell's statements that two cranes were disengaged is absolutely false.

JOHN L. BEESTON.—25/9/68.

Inform Laidley, Ireland, & Co. Explanation of Scott satisfactory. Papers may be seen on application to Chief Clerk.—J.B., 30/9/68.

Wrote, 2/10/68.

No. 20.

PILOT COLLINS AND CAPTAIN ALLAN, HARBOUR MASTER, NEWCASTLE, to J. L. BEESTON, Esq.

Newcastle, 25 September, 1868.

SIR,

In reply to your question as to whether I was present on any occasion you refer to, I answer I was, and have more than once heard Captain Beedell make use of insulting language to the Wharfinger, telling him he would see his master, and have him out of his billet very shortly, and this in the presence of all who may happen to be on the wharf at the time; telling him also that this was another hitch, and that was all he wanted, and his manner at all times of the most offensive kind.

2nd. In reference to my own dealings with this man, I have at all times much trouble in getting him from the berth, when loaded, to make room for the next ship, having occasion, after waiting some time to send a pilot to remove him; and he likewise shows a strong desire at all times to ignore all authority.

I am, &c.,
A. COLLINS,
Pilot and Deputy Harbour Master, Newcastle.

I confidently confirm the second part of Captain Collins' letter, and may add that I have personally received insulting and disrespectful language from the present master of the brig "Our Hope."

D. T. ALLAN,
Harbour Master.
25/9/68.

J. L. Beeston, Esq.

No. 21.

THE COMMISSIONER FOR RAILWAYS to MESSRS. LAIDLAY, IRELAND, & Co.

Department of Public Works,
Railway Branch,
Sydney, 2 October, 1868.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of 22nd of September last, preferring certain charges against the Government Wharfinger at Newcastle, and to inform you that the explanations offered by Mr. Scott appear to me to be quite satisfactory.

Should you, however, wish to make further inquiries into the matter, all the papers connected with the case can be seen on application to the Chief Clerk of the Railway Branch.

I have, &c.,
JAMES BYRNES,
Commissioner for Railways.

No. 22.

CAPTAIN SIVIER to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 8 April, 1869.

Brig "Spec."

SIR,

I arrived in the port of Newcastle on or about the 26th of May, 1868, to load a cargo of Waratah coal under the Government cranes, and to take my turn in rotation. On Friday, the 29th of May, 1868, it was then my turn to follow the ship or barque "Wallaroo," which left the cranes that evening. Not being well myself, I left Newcastle at 10 o'clock, a.m., for Sydney, with the understanding, from Mr. Scott the Wharfinger, and Mr. Collins the Pilot, that they would see my vessel, the "Spec," was put under the cranes that evening, as the coal was already waiting for me. Mr. Cunningham, the Manager of the Waratah Company, repeatedly asking me, if I was ready, I told him I was. Therefore, as I have said before, I left for Sydney, thinking I should have justice done by Mr. Scott and Collins

Collins the Pilot, as I had to pay pilotage for mooring my vessel, so that there should be no obstacle thrown in the way; but to my surprise, when I wrote Mr. Hewison, my agent, on Monday, to know if the "Spec," my vessel, was loaded and ready for sea, I had a telegram from him to say the "Spec" was not under the cranes yet, but for why he could not say. But I must say there is one Coal Company that get the preference of the Government cranes, and that is the Lambton Company, which should not be allowed to do so. The other Companies have no chance with them as long as such things are allowed, and it is not only the Coal Companies, but owners of ships, that charter these ships to load with other Companies, that suffer likewise. Again, I arrived in the port of Newcastle about the 10th January, 1869, to load a cargo of coal under the Government cranes, from Messrs. James and Alexander Brown, and finding it would soon be my turn to load and go under the cranes, I got my ballast out and stiffening on board ready, and on the 15th day of January, 1869, when it was my turn to go under, and as the coal was all ready, and had been for several days, which the Messrs. Brown can prove, for they repeatedly told me they were, and through Scott not giving me my proper turn they lost £40 through it. I told them I could not help it if Mr. Scott got drunk and was not there to do his duty—I could not help it; but to my surprise, Mr. Russell the lessee of the cranes, and Mr. Wadle the Manager of the Lambton Coal Company, have a vessel called the "Stranger" belonging to themselves, that had but that very day come in from sea. The consequence was she was put under No. 6 crane and loaded, and my vessel was kept back, and she got away on Sunday morning. Now if Mr. Scott had not been away drunk, and for him to do his duty such and give justice to every one, such unfairness could not take place. I made complaints about it, and so did the Messrs. Brown. I told Scott I would see into it on my return from Adelaide; he said I could do what I liked. After his doing me out of my turn he was not satisfied, but just as my vessel was nearly loaded, two hatchways being full, the third one nearly so, Scott came down about half-past 6 o'clock in the morning, at the time I was dressing myself, and commenced blocking up my vessel's fore hatchway, trying to smother my crew below. I heard a noise on deck, therefore I went upon deck and saw what was the matter. My chief mate was begging of Scott not to smother the men below; he said he would do as he liked, therefore I went on shore and told him I would make him remember me. I also asked him what he had to do with the cranes, as he was not the lessee of them. I told him he was there to see vessels placed in their berths, and when loaded to see them out again. He told me I had been over my time; I told him I had not been anything of the sort. Scott and Russell together gave the coal that was for my vessel to another ship to keep me waiting, so that is the way the Government cranes are managed at present. No one can say that I take a longer time to load my vessel than is necessary; she carries 420 tons, and I can load her in a little over a day, and if I could get the coal as we could take then I could load her in a day, but we have to wait for coal for hours until the trains come in; and then, when they do come, the coal is put on board in such a way which is a disgrace to any one, the decks are filled fore and aft, smashing mast-coats, pump-coats, blocking up windlass, winches, and everything about a ship's deck. The result is, it takes longer to get the coal off the ship's deck and clean away than what it would to load a ship if the coal was put on board in a proper manner. The fact is there is not a sufficient staff at the cranes to load ships properly; the men at the cranes are sent from crane to crane; they will come and fill the ship's decks full, and then go and serve another the same way. I am not the only one that complains, but it is a general thing. I can only say I was never served in the same kind of way when a gentleman by the name of Francis leased the cranes, nor did I ever hear of any one saying they were treated in such a way. If Mr. Francis is in Sydney, or should be in Sydney, any one can ask him if ever I delayed my vessel in any way, whether I was taking in cattle or coal, for I always try and get my vessel away as soon as possible, which no one can dispute. When I have been in Melbourne and Adelaide I have been asked by different masters of English ships; I have told them there is every convenience; they will then say they have been told their ships will be smashed to pieces by having the coal pitched upon the decks half way up the masts, the same as I was served.

I remain, &c.,

THOMAS INGLES SIVIER.

Camden Cottage, near Camden College,
Newtown, Sydney.

No. 23.

MINUTE REFERRING LETTER TO TRAFFIC MANAGER.

Brig "Spec."—Captain Thomas Ingles Sivier—complaint against cranes.

Mr. Beeston, for report.—R.M., 19/4/69.

Mr. Scott's reply to complaint of Captain Sivier enclosed. The Commissioner perused it whilst at Newcastle.—W. Cox, 20/5/69.

Let this matter stand over for the present.—J.S., 22/5/69.

Mr. Scott to The Traffic Manager.

Newcastle, 30 April, 1869.

Sir,

I hereby tender my reply to the letter dated April 8th, 1869, from the master of the Brig "Spec."

I should be sorry to trouble you with all the details this letter would attempt to draw forth, but I will give you sufficient to show there is not the slightest foundation for any complaint on the part of Captain Sivier; so far from his being the sufferer, the loss is all on our side. In answer to the first charge,—I deny that any ship has ever been put under the cranes out of her legitimate turn. Such proceeding as this you are as well aware as I am could not exist one week; the difficulty is that masters of vessels, in some few cases, think they know much better than I do when they should be berthed. There are too many persons in Newcastle that are quite as much interested in the coal trade as Captain Sivier to admit of anything wrong without at once seeing into it, and none would be more ready than the Messrs. Brown to complain if they had through any fault of mine lost £40. In reference to the Messrs. Brown

telling him his coals were ready,—they did tell him his coals were ready—they did tell him so in my presence, which I had to contradict to them; and as a proof of this I may remark that I had in this present case to remove the "Spec" from the cranes both for want of coals and wait one full day after she had taken a portion of her cargo; in fact the whole of the letter is in terms that none who once read it could doubt the motive that induced. I showed the Messrs. Brown the portion that spoke of their loss, at which they heartily laughed; in short, malice is so prominent in the whole of the letter, that I think I cannot do better than say that Captain Sivier has not the slightest ground for complaint, and rest satisfied you will take the same view.

I have, &c.,
W. SCOTT,
Wharfinger.

No. 24.

Messrs. MOREHEAD & YOUNG to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 12 July, 1869.

SIR,

I have the honor to enclose extracts from letters recently received from the Manager and Newcastle Agent of the Lambton Colliery, on the subject of the defective state of the shipping appliances at Newcastle for coal brought to port by the Great Northern Railway, and would respectfully urge upon the Government the necessity for immediate action being taken with a view to remedy the evils complained of.

This morning we have a further letter from our Newcastle agent, from which I also send an extract relating to the arrangements as to the accommodation for shipping resorting to that port.

Doubtless the Government will make an effort to prevent any avoidable discouragement being given to the growth of the trade of that important and rising place.

I have, &c.,
R. MOREHEAD,
(For self and M. YOUNG.)

[Enclosures in No. 24.]

Extract from letter from Mr. Croudace, dated 9 July, 1869.

We have been working very well lately, but are hampered for want of greater shipping facilities. The boilers for the steam cranes are in very bad order, and I should not be in the least surprised if two or three of them were suddenly to fail, and so put an end to shipping for a time.

Extract from letter from Mr. Waddell, dated 9 July, 1869.

We are not at full work, although if we could get our ships in without having to wait turn at the cranes we could be. I have lost the "Prince Edward" and "Alcandre"; at the same time the pit has been idle longer than would have produced sufficient coal to have loaded them, if we had only accommodation to ship it when we required. We feel this now that the harbour is so full, and the ships not apportioned properly to the different Companies. If the new crane or the shoots had been ready now it would have been a great benefit to us.

Extract of a letter from Mr. Waddell, dated 10 July, 1869.

It is time, or rather past time, that some other system of mooring the ships in harbour should be adopted. You are aware how it is done—every one moored singly. This is all very well when there is plenty of room, but when that is not the case they ought to be moored together. It is a pretty state of things when we have our commodity in abundance, and customers coming to buy it, that they are to be told they must not come in for it.

No. 25.

MR. WHITTON'S REPORT ON ABOVE.

Railways.—B.C., 14/7/69, J.R. Mr. Whitton.—R.M., 15/7/69.

I have written to Mr. Boag for a report on the condition of the boilers to the cranes, but it appears to me to be a legal question whether the Government or contractor should supply them. The question is now with the Crown Solicitor—J.W., 16/7/69.

Commissioner, 16/7/69.

No. 26.

A. MARSHALL AND OTHERS to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 11 October, 1869.

SIR,

On noticing an advertisement for new tenders for working the Newcastle steam cranes, I would respectfully submit that a change be made from the present bad management.

There are no regulations. We are told that the coasters have no right to a crane at all, and when we do get under we are subject to much delay—not enough of hands to work the cranes. There is also much delay by long-headed vessels being put under the shallow-water cranes, causing them to take the ground, while there is shallow vessels get into deep berths.

Dear Sir,
I remain yours,
A. MARSHALL,
Master and owner "Australia," "Gleaner."
JAMES CRAIG,
Master, owner of "Gleaner."

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No. 27.

TRAFFIC MANAGER, ENCLOSING REPORT FROM WHARFINGER.

Mr. Beeston for report. B.C., 21/10/69.—J.R.

I enclose report from the Wharfinger in this case. There is no grounds for complaint as to the number of hands; there being, when necessary, seven and eight gangs at work at one time, and there is only eight cranes. It is impossible to avoid vessels taking the ground, the berth at No. 1 crane being allotted for coasters, in consequence of it being the shallowest, and the coasters generally are light draught vessels.—J.L.B. 2/11/69.

[Enclosure.]

Mr. Scott to The Traffic Manager.

Newcastle, 26 October, 1869.

Sir,

I beg to acknowledge receipt of letter, dated October 11, from Messrs. Marshall and Greig, complaining of bad management of steam cranes.

In reply, I would respectfully draw your attention to the fact that both persons have been trading constantly for the last four years, or during my time of office, to this port, in the employ of other owners of vessels, and it is only since they became owners themselves that they have found out the cranes are badly managed.

The brig "Australia" has loaded at the cranes twice (having to make another trip before becoming a coaster, according to the regulations).

In reference to the contractor not having hands to load the vessels the fault is on the vessel's side, as in nine cases out of ten the men at the cranes are waiting to put coals on board while the ship is unable to trim, and I would here suggest that the trimming of vessels should be done by the contractor for the cranes, as we are often placed at the mercy of the trimmers in getting vessels finished in time for the tide. Last evening a case occurred in point with one of the coasters. She was to load, but the master found, on berthing the vessel, that the crew would not work at night; thus giving the contractor the trouble of furnishing men for night and then sending them home without doing anything. These failures are of constant occurrence. In reference to the shoal-water at No. 1 crane, the Commissioner will no doubt remember my mentioning the circumstances to him when in Newcastle, and I believe that nearly the whole of the coasters touch the ground in the course of loading.

I have, &c.,
W. SCOTT,
Wharfinger.

No. 28.

R. MOREHEAD, Esq., to THE SECRETARY FOR PUBLIC WORKS.

Lambton Colliery Office,
Newcastle, 16 October, 1869.

SIR,

I think it impossible your Department can be aware of the position in which the Companies depending on the Government for the shipment of coal are now placed. Four of these Companies are entirely dependent on the cranes for this work, and three others use these appliances occasionally. Two of the eight cranes are at present unavailable, No. 5 being under repair and No. 8 is stopped by the dredge; this leaves six to do the work above indicated, a provision preposterously inadequate for the work to be done. With plenty of ships in harbour, and ready to put out coal in abundance, we feel ourselves helpless to carry on our trade. As for the staiths they seem to be practically a mockery, standing unused and unusable after the years during which they have been promised to be available to Companies depending on the Government for the shipment of their coal, now considerably increased in numbers since these structures were commenced.

I very respectfully but very urgently call your attention to the state of matters above set forth, and would point out, unless a remedy is immediately afforded there will be obviously no course for us to follow but to set about getting a private shipping place for our colliery, if we are not to have our trade entirely destroyed.

I have, &c.,
R. MOREHEAD.

No. 29.

Received from Mr. Francis, 25/10/69.—J.S.

PETITION.

To the Honorable John Sutherland, M.L.A., Minister of Public Works.

RESPECTFULLY SHOWETH:—

We, the undersigned ship-owners, merchants, and masters of vessels trading to the port of Newcastle, in the Colony of New South Wales, for coals.

We humbly petition you to redress the grievances we now labour under in having our vessels unnecessarily delayed at the Government coal cranes by the present mismanagement of the shipping and insufficient working of the cranes, for the want of the required number of men to each crane. There are eight cranes, yet there are not more than five gangs of men lately employed to work them, and three cranes are so out of repair that they cannot be used; and further, the owners of the coasting craft are informed by the contractor there are no cranes for their vessels, which are sometimes detained two or three weeks to obtain a cargo of coals at the cranes. And as the Government have called for tenders for working the cranes for

for the next three or five years, we humbly petition that such measure may be taken to prevent the continuance of the grievances that we now labour under from the neglect of the Government in not seeing that the contractor loads our vessels in a reasonable time, for the loss we sustain from this source and the injury to the coal trade is a public grievance.

George Robertson.
F. Buckle.
William Briggs.
George Barrett.
Henry Roberts.
D. Williams.
John Phillips & Co.
J. Penbott.
C. Livie, ship-owner, "Caroline" and
"Uncle Tom."
John Howard, Master "Lion."
James Robertson, ship-owner.
Peter Glison.

Jne Korff.
James Manson.
Joseph Saunders.
William Brown.
John Warburton.
C. G. Warburton.
William Darlenton.
G. F. Mason.
A. Pinkerton.
H. Newman.
Thos. Robinson, ship-owner.
John Daly.
John Bowman, barque "Reconnaissance."

No. 30.

TRAFFIC MANAGER'S REPORT THEREON.

Mr. Beeston for report.—J.S., 25/10/69, B.C.

1st.—That there are eight cranes, and only five gangs to work them.

This is not in accordance with facts, as I have seen seven cranes at work at one and the same time ; and on reference to the Wharfinger's explanation enclosed, it will be noticed that he has had the whole of the cranes working at one time.

2nd.—And three cranes are so out of repair that they cannot be used.

This statement I meet with a simple denial, not being in accordance with facts.

3rd.—That the owners of coasting craft are informed by the contractor there are no cranes for their vessel.

This the contractor denies ; but it would not be of any importance if he had said so, seeing that he has nothing whatever to do with the allotting of berths, that duty being performed by the Wharfinger.

I may further observe that I am not aware of any instance where coasters have not had the use of one crane-berth. It is quite possible that from force of circumstances, such as the arrival of a large fleet of coasters on the same day, that they may be detained for a considerable period waiting their turn, having claim to one crane only ; but at times, when opportunity offers, two or three are allotted them temporary.

J.L.B., 2/11/69.

THE WHARFINGER, NEWCASTLE, to THE TRAFFIC MANAGER, GREAT NORTHERN RAILWAY.

Newcastle, 29 October, 1869.

SIR,

The letter or petition received by the Commissioner from Mr. Francis, which you placed in my hands yesterday, I have perused, and now respectfully submit my reply.

With few exceptions the names of the petitioners are strange to me, but all the vessels' names mentioned are familiar. With the following vessels' names I will give a brief outline of my position to them :—

Barque "Reconnaissance" loaded twice at the crane during my term of office, namely four years, or nearly.

Barque "Lion" loaded three times.

"Dashing Wave" has not to my knowledge loaded at all.

However these petitioners could for one moment hold themselves up as any authority for the management of the cranes I am at a loss to conceive, and can only surmise that they have been led to such actions by the advice of others ; and if the other petitioners will only select some case upon which they are grieved, I am quite prepared at any time to prove that if their vessels have been subject to any delay in Newcastle, that it has been from want of coal, and not from want of facilities, even in our present limited condition. In the case of the "King Oscar," the name of one vessel mentioned,—this vessel has lain sixteen days in port before she was fixed for loading ; and vessels that arrived a week after her, that were fixed on arrival, were loaded and gone before she was prepared to load,—and yet her owner, Thos. Robertson, believes that the cranes are badly managed. I cannot say more than this,—that I am prepared to show that if a vessel has been detained in the port unusually long that the management of the cranes has had nothing whatever to do with it. Permit me to observe, that during the first two years of my management of the wharf and cranes, ask where or whom you would, the answer was the utmost satisfaction was given ; and it is only since the former contractor, Mr. Francis, was disappointed in not getting the cranes again that so much of this apparent dissatisfaction prevails. I have endeavoured to add other names to this petition since I have had it, but out of the sixty vessels now in port I cannot find one master that would willingly place his name there ; but all are willing, if I wish it, to sign one of an opposite character. I merely mention this to show what an amount of trouble some one must have taken, that out of more than 100 ship-owners and masters in Sydney they have managed to prevail on some twenty odd to sign such a document ; and also the animus that must have existed to prepare such, as Mr. Francis' name does not appear on it either as a loser or a gainer.

I need not inform you that the eight cranes as mentioned in the petition as being at work is a mistake, as although we have used No. 8 cranes on some occasions when the dredge was repairing, yet it has only been for a very short time, and then principally on account of other cranes being under repair; and that it is only within the past week that we have had eight cranes at work, and during that time I have had the whole of the eight cranes working at once. Whether the contractor did this with five gangs I shall not trouble, but that it was done I know, and will be again whenever requisite while I am here. Although I still remember what the former Commissioner told me when the same complaints was made about Mr. Francis, that the Government did not wish to oppress the contractor, and that unless the ships or the Coal Companies could guarantee constant work for the contractor, that some amount of discretion was necessary in compelling him to put on extra labour for so short a time as is sometimes wanted. Further, I may say that the petition to the Coal Company did not succeed half so well amongst them as it apparently did amongst masters and ship-owners, and this is the very place where the first real complaints are likely to arise; but as long as the produce of a pit is shipped away there cannot exist any ground for complaint, and this I make my first study in all my action with regard to the management of the wharf.

In conclusion, I cannot help remarking this fact,—that all or most of the complaints that has reached the Commissioner has emanated from one source, but that I have carefully avoided any allusion to that source in my previous replies; but seeing Mr. Francis' name on the petition has induced me to throw all scruple on this point on one side, and it may be summed up in a few words, viz., that Mr. Francis was the unsuccessful tenderer last time, and he desires to be the successful one this time. Permit me also to remark, in reference to the management of the cranes, that one look at the returns will convince any one on this point, but at the same time I should deem it an especial favour (if the Commissioner should deem it prudent) to exchange for some other situation wherever the Commissioner should think fit, as the continued complaints makes it very unpleasant, more especially when I know that the whole of my time is given to its proper fulfilment.

I have, &c.,
W. SCOTT,
Wharfinger.

No. 31.

COMMUNICATION PRESENTED BY MR. FRANCIS.

Received from Mr. Francis, 1 Novr.—J.S.

Sydney, 27 October, 1869.

To the Honorable J. Sutherland, M.L.A., Minister for Public Works.

SIR,

Tenders having been called for working the steam cranes at Newcastle from the 1st of January, 1870, we, the undersigned merchants, ship-owners, and others, respectfully draw your attention to the very serious delay and uncertainty there is in loading vessels, especially the smaller vessels engaged in the coasting trade, believing that under different arrangements, even with the present limited appliances, the grievance could in a great measure be remedied.

At present only one crane is given for the coasters, although there are sometimes as many as from twelve to twenty of those vessels entered in in one day.

The water at this crane (No. 1) is so shallow that the vessels have very often to load while aground at the risk of sustaining injury, the crane being sometimes idle for hours while the tide is rising, before the vessels can be removed.

The night loading has not proved of so much benefit as was at first anticipated, through being irregular; the Companies have not always sufficient coal on hand, consequently, when a vessel takes a night turn, the next vessel on turn is very often as much delayed as the other is accelerated.

We ask for nothing unreasonable, but simply this—that before the cranes are again leased, such conditions should be embodied in the lease as will secure to the smaller vessels a fair proportion of accommodation; and we would respectfully suggest that two cranes should be set apart for coasting vessels, which arrangement would, we believe, greatly facilitate the loading of all classes of vessels, as the loading of large and small vessels at the same crane is a hinderance to both; a crane often being idle through a large vessel being unable to shift in consequence of the state of the tide or weather.

Hoping that the general management of the cranes will have your serious attention,—

We have, &c.,

P. J. Elliott & Co., Woolloomooloo Bay.	George Carter, master mariner.
George Kenny, ship-owner.	George Robertson, master mariner.
Peter Fleming, schooner "Martha Ellen."	D. Harding.
Henry Newton, brig "Hebe."	James Manson, master mariner.
J. F. Bowan, ketch "Qonia."	Charles Ritch, master "Brilliant."
Wm. Llewellyn, schooner "Agnes."	Angus Campbell, ship-owner.
P. C. Coomy, M. M.	Broomfield & Whitaker.
John M'Keel, schooner "Traveller."	W. B. Hannah, master "Wave of Life."
James Thorne.	James Greig, ship-owner.
A. E. Prangnall, brig "Venture."	James Neill, M. M.
William Brown, "Gleaner."	T. Robertson, ship-owner.
F. Buckle, ship-owner.	F. W. Cook.
A. Pinkerton, ship-owner.	T. G. Sawkins.
Robert King, Shipping Agent.	W. Bartlett.
John Howard, master mariner.	Jas. A. Burne.
Gordon Korff.	E. B. Davidson.
J. Korff.	Robt. Drysdale, ship-owner.
J. M'Eachern, master mariner.	J. Blue, ship-owner.
Wm. Stirling, master mariner.	John & C. J. Warburton.
William Creenlees, master mariner.	

No. 32.

THE TRAFFIC MANAGER'S REPORT.

Mr. Beeston for report.—B.C.—2/11/69., J.R.

I do not think it desirable that a second crane should be placed at the service of the coasters; if such was, I have very little doubt but the Commissioner would have a much longer petition from the captains and owners of other vessels than coasters. The practice has been to occasionally place a second crane to load coasters, and I think it would be the best to continue that course. I enclose report from the Wharfinger, who goes fully into the matter.—J.L.B., 12/11/69.

See report also on 69/3432, herewith.

[Enclosure.]

Mr. Scott to The Traffic Manager.

Newcastle, 9 November, 1869.

Sir,

The similarity between these petitions and the previous one are such that my former replies will serve for them, with one or two exceptions, which I will write on.

Respecting night loading, the grievance will be readily overcome by the vessels on turn during the day to be compelled to load at night whenever requisite, thus saving the trouble of removing the vessel under and saving a loss of time the next day, as the vessels that load at night are scarcely away from the berth to do any good before 8 o'clock a.m.

In reference to the allotting of two cranes to the coasters, I would strongly urge the refusal, as such a course would be highly detrimental to the proper working of the cranes, and be the source of a vast amount of dissatisfaction in other quarters. The coasters at present enjoy far more privileges than any vessels trading to the port and customs, as established, a precedent that at times would be much better if not existing, viz., that of giving them one crane; but this even interferes with the work at times, and leads to annoyances, and likewise the loss of vessels by their going to other shoots, when they might with advantage be loaded here, by giving them their turn of arrival. But to say that coasters shall claim either one or two cranes would be so seriously to interfere with the work that it could not last. The captains of coasters, from this cause, have been under the impression that they have a claim on one crane, in spite of any authority; but on reference to clause (6) of the instructions to the Wharfinger, it will be seen that they have only a claim amongst other small vessels; and this is my view of what should be, for it is not an uncommon occurrence for coasters to lay in Sydney one week and more before getting a place for their coals, and that we have lost the loading of other small crafts through placing a coaster under No. 1 crane in preference to other small vessels that have waited here for ten or twelve days, and been on turn before the coaster; moreover, coasters are not confined to one crane, but they have the advantage of all the cranes at times. I have had as many as five coasters under, on several occasions, when there has been coal to supply them; and I assert most strongly that no coaster that comes here need be in the port sixty hours without being loaded, provided he can find coals, and is willing to find trimmers; and I would again strongly urge the necessity of compelling all vessels to trim by trimmers, instead of, as at present, by the crew. We number about forty coasters, all told; we load an average about two a day, and A. A. and Waratah at least three more: so that there are five coasters a day loading, out of forty.

I have, &c.,

W. SCOTT,

Wharfinger.

No. 33.

PETITION PRESENTED BY MR. CUMMINGS.

J.S., 2/10/69.

To the Honorable John Sutherland, M.L.A., Minister of Public Works.

We, the undersigned ship-owners, merchants, and ship-masters of vessels trading to the Port of Newcastle, in the Colony of New South Wales, for cargoes of coals,—

WE humbly petition you to redress the grievances we now labour under in having our vessels unnecessarily delayed at the Government coal cranes, by the present mismanagement of the shipping, and insufficient working of the cranes for want of the required number of men to each crane. There are eight cranes, yet there are not more than five gangs of men to work them, and this number only lately employed. Three of the cranes are so out of repair that they cannot be used to ship coal.

The owners of coasting craft are informed by the contractor there is no crane for their vessels, so they are often detained two or three weeks before they can get under the cranes to ship their cargoes.

The Government having called for tenders for working the cranes for the next three or five years, we humbly petition that such measures may be taken to prevent the continuance of the grievances that we now labour under, from the neglect of the Government in not seeing that the contractor loads our vessels in a reasonable time. The loss we sustain from this detention is so great an injury to the coal trade as to be a public grievance.

Dated this 27th day of October, 1869.

P. B. Sutje, owner of De Elgues.

John Blue, ship-owner.

Wm. Llewellyn, ship-master.

David Howells, ship-master, owner of "Fox."

Jas. Neill, ship-master.

Edward Foster, ship-owner.

S. Wilkinson, master of brig "Rookh."

W. R. Stephenson, ship-master.

George Robertson, owner of "Fruiterer" barque,
brig "Venture," brig schooner "Scotia."

Wm. Linklater, owner brig "Freak."

No. 34.

THE TRAFFIC MANAGER'S REPORT THEREON.

Mr. Beeston for report.—B.C., 2/11/69.—J.R.

THE contents of this are very similar to the one presented by Mr. Francis, and my report upon that may be taken for this also, with the addition that I have some reason to question the signatures of some of the parties being genuine, and enclose a letter given to the Wharfinger by Captain Foster denying that he either signed or authorized any one to sign it for him.

J.L.B., 12/11/69.

[Enclosure in No. 34.]

Mr. E. Foster to Mr. Scott.

Newcastle, 9 November, 1869.

IN reference to my name appearing on the petition presented by Mr. Cummings to the Commissioner, I totally deny any authority for placing it there, and I am happy to say that I have been treated in Newcastle in a way that reflects the highest credit on the Wharfinger and all concerned, and am confident that not only all is done that can be done, but that the management is conducted in such a manner that few could equal it.

I remain, &c.,
EDW. FOSTER,
Owner "Ino" and "Storm Bird."

P.S.—I consented to an application to two cranes, but not for any mismanagement.

34A.

MINUTE PAPER.

Petitions with reference to the working of the steam cranes, Newcastle.

There have been four petitions received recently on the above subject, viz. :—

1. From ship-owners, merchants, and masters of vessels trading to the port. Vessels not loaded within a reasonable time—Not more than five gangs to work eight cranes—Three cranes out of repair.

Mr. Beeston denies these allegations, and is supported by the statement of the Wharfinger, who points out the unreliable nature of the petition.

2. From A. Marshall and James Greig. No regular crane for coasters—Not enough hands to work the cranes—Vessels put under shoal-water cranes.

Mr. Beeston reports no ground for complaint. No. 1 crane is allotted for coasters; when necessary eight gangs are at work; cannot avoid putting coasters in shallowest berth, they being generally of light draft.

3. From merchants, ship-owners, and others. Delay in loading vessels—Only one crane allotted to coasters—Shallow water at that crane—Two cranes required for coasters, &c.

Mr. Beeston reports that he cannot recommend two cranes for coasters, and the Wharfinger points out that coasters are exceptionally well used as it is. No coaster he says need be in port ten hours without being loaded. On the average two are loaded a day at the cranes, and three by the Companies (five a day), and there are only forty coasters in all.

4. From ship-owners, merchants, and ship-masters. Vessels delayed through mismanagement, want of men at cranes—No crane for coasters—Now that cranes are to be re-leased, the Government should oblige contractor to load vessels in a reasonable time.

Mr. Beeston points out the similar nature of this petition to that presented by Mr. Francis, and gives it the same reply. In support of his statement as to the want of *bona fides* of the petitions, encloses a letter from Captain Forster, one of the petitioners, denying that he signed, or authorized any one to sign for him, and speaking in high terms of the management of the cranes.

The several petitions may be replied to separately, and petitioners informed that, from inquiries made, it is apparent that any delay that occurs in loading vessels is not attributable to the Department, but arises either on the part of the shipping, or through the Companies not having coal to ship. They may be told that amended regulations for the management of the cranes are to come into operation on the 1st January next, and that if the Shipping and the Coal Companies will co-operate with the Government in expediting thereunder the loading of vessels, no unreasonable delay will take place.

J.S., 16/11/69.

These petitions are to the Minister, and should be replied to by Public Works.

Mr. Halligan, 20/11/69.

Petitioners informed, 22/11/69.

No. 35.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS. FRANCIS AND OTHERS.

Department of Public Works,
20 November, 1869.

GENTLEMEN,

IN reference to your petition of the 23rd ultimo, praying that certain alleged grievances in the working of the Government steam cranes at Newcastle may be remedied, I am directed by the Honorable the Secretary for Public Works to inform you that, from inquiries made it is apparent that any delay that occurs in loading vessels was not attributable to the Government, but arose either on the part of the Shipping or from the Companies not having coal to ship.

2. Mr. Secretary Sutherland desires me to add, that amended regulations for the management of the cranes are to come into operation on the 1st January next, and that if the Shipping and the Coal Companies will co-operate with the Government in expediting the loading of vessels, no unreasonable delay will take place.

I have, &c.,
JOHN RAE.

No. 36.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS A. MARSHALL AND OTHERS.

Department of Public Works,
22 November, 1869.

GENTLEMEN,

In reference to your letter of the 11th ultimo, praying that certain alleged grievances in the working of the steam cranes at Newcastle may be remedied, I am directed to inform you that, from inquiries made, it is apparent that any delay that occurs in loading vessels is not attributable to the Government, but arises either on the part of the Shipping or from the Companies not having coal to ship.

2. Mr. Secretary Sutherland desires me to add, that amended regulations for the management of the cranes are to come into operation on the 1st January next, and if the shipping and the Coal Companies will co-operate with the Government in expediting the loading of vessels, no unreasonable delay will take place.

I have, &c.,
JOHN RAE.

No. 37.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS. ELLIOTT & Co., AND OTHERS.

Department of Public Works,
22 November, 1869.

GENTLEMEN,

In reference to your memorial of the 27th ultimo, praying that certain alleged grievances in the working of the Government steam cranes at Newcastle may be remedied, I am directed to inform you that, from inquiries made, it is apparent that any delay that occurs in loading vessels is not attributable to the Government, but arises either on the part of the Shipping or from the Companies not having coal to ship.

2. Mr. Secretary Sutherland desires me to add that amended regulations for the management of the cranes are to come into operation on the 1st January next, and that if the Shipping and the Coal Companies will co-operate with the Government in expediting the loading of vessels, no unreasonable delay will take place.

I have, &c.,
JOHN RAE.

No. 38.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MESSRS. BLUE AND OTHERS.

Department of Public Works,
22 November, 1869.

GENTLEMEN,

In reference to your petition of the 27th ultimo, praying that certain alleged grievances in the working of the Government steam cranes at Newcastle may be remedied, I am directed by the Honorable the Secretary for Public Works to inform you that, from inquiries made, it is apparent that any delay that occurs in loading vessels was not attributable to the Government, but arose either on the part of the Shipping or from the Companies not having coal to ship.

2. Mr. Secretary Sutherland desires me to add, that amended regulations for the management of the cranes are to come into operation on the 1st January next, and that if the Shipping and the Coal Companies will co-operate with the Government in expediting the loading of vessels, no unreasonable delay will take place.

I have, &c.,
JOHN RAE.

No. 39.

(2.) The number of tons of coal from May 14th, 1868, to October 13th, 1869, which the Government have received payment for, and the number of tons the Government have paid the contractor for shipping.

The number of tons for which the Government have been paid for	...	717,259½
The number of tons paid for to contractor	... ..	707,823½

(3.) What number of cranes out of the eight have been broken down at one time during the contract?

One. Mr. Beeston, the Traffic Manager, states that he has no recollection of more than one at a time being laid up for repairs. It is just possible there might have been a second laid off for a temporary repair of an hour's work or so, but there is no record of it, nor does any of the officers on the spot recollect such a case.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COAL FIELDS.

(REPORT FROM EXAMINER OF, FOR 1869.)

Ordered by the Legislative Assembly to be Printed, 7 May, 1870.

REPORT from the Examiner of Coal Fields upon the condition and prospects of the Coal Fields, for the year 1869.

THE UNDER SECRETARY FOR LANDS to THE EXAMINER OF COAL FIELDS, NEWCASTLE.

Department of Lands,
Sydney, 22nd April, 1870.

SIR,

I am directed to request that you will be good enough to state whether 24th clause of the Coal Fields Regulation Act of 1862 has been complied with, and, if so, to forward the half-yearly Inspector's Reports since the date of the report alluded to in your letter of the 30th June, 1869.

2. I am at the same time to request that you will furnish a report upon the conditions and prospects of the Coal Fields for the past year.

I have, &c.,
A. O. MORIARTY.

MR. T. LEWIS to THE EXAMINER OF COAL FIELDS.

Newcastle, 8 July, 1869.

MY DEAR SIR,

In availing myself of the honor of presenting to you this my half-yearly report for the six months ending 30th June, 1869, on the present state and condition of the collieries and kerosene shale mines in the Colony,—I beg to state that no material change has taken place during the term of this as compared with that of my last half-yearly report, either in the quantity of coal produced, selling price thereof, or the number of collieries, &c., in actual operation.

There were then sixteen collieries working in the Northern and four in the Southern District, making twenty collieries, and three kerosene shale mines—in which numbers there is now no alteration to report. However, besides some material additions in several collieries in the north there is a new company just starting, another in the south. The approach of the railway seems also to be awakening colliery enterprise in the Western District, although I have not visited that part yet.

Present condition of mines.

With one exception during the term of this report I found a general desire in colliery managers and proprietors to comply with the spirit of the law. In so far as the creation of main air-currents the ventilation of our larger collieries especially is unquestional; but the distribution and circulation of the currents among the workings involve most difficulties and therefore require constant attention. As may be readily conceived, those difficulties multiply in proportion as the workings extend from the ventilating apparatus, and this is the part of the subject mostly demanding the Inspector's interference.

The Anvil Creek Colliery is the exceptional case alluded to. Besides neglecting several minor matters, Mr. Farthing, the proprietor and manager, persisted in making no adequate provision for the efficient ventilation of his new mine while it was in course of opening, and not before the law was about to be enforced did he reluctantly take steps to comply with the reasonable requirements of the Coal Fields Act. I hope soon to be able to report favourably; but failing that, the Coal Fields Office will have to bring its utmost pressure to bear.

Accidents in mines.

To whatever cause or causes the present somewhat long list of accidents may be attributable, one thing I am certain of from personal observation and inquiries, that abundance of timber, &c., is sent down into all the mines; and in my travels amongst the workings I find no grounds for complaints as to sending the same all into places or workings, although I too often find men neglecting to use it when necessary.

The present list exhibits eleven separate accidents, all from falls of coal and roof, resulting in as many injuries. Three of them proved fatal and eight non-fatal.

The Waratah Colliery was the scene of four casualties—two fatal, two non-fatal; one fatal by a fall of roof and one by a fall of coal. The two non-fatals by falls of coal.

Two cases at Lambton Pit, one fatal and one non-fatal, both by falls of coal.

Two non-fatal cases in the Borehole Pit, both by falls of stone, &c.

One non-fatal by a fall of coal in the Bulli Colliery, and two non-fatal in the New Lambton Pit—one by a fall of coal, and one by a fall of stone.

The first fatal case happened in the Waratah tunnel on the 4th January, to an experienced miner named Thomas Hughes, by the roof falling on him in a heading which he and his mate had just commenced to work back, after it had been idle for about eighteen months—the seam is 9 feet high, the upper 2½ feet, worked in tops, over which is 2½ feet of coarse coal or jerry, then the ordinary strong stone roof; the fatal morning being the first for them in the place. Deceased and mate (Robert Price) started to drop tops at the board end, 6 yards wide, with an open board behind on the other side of heading, and a solid pillar on both sides. In his evidence at the Coroner's inquest, Robert Price stated,—“That a row of props was set across the mouth of the board behind, but shortly after they commenced working at the coal, they heard a move overhead, which prompted them to set other props nearer to the working face, and then resumed work for some hours, and consulted about setting another prop, although doubting the necessity. Deceased was clearing a place for the props, when all of a sudden a large piece of the coarse coal, &c., broke over the props completely covering him, and while his mate was away seeking assistance, a large block, some tons weight, of the upper roof fell, after which he was heard only to moan once or twice; it took the men about half an hour to liberate the body.” Mr. T. Oswald, underground manager, stated in his evidence,—“That he had examined the place on the day before the accident, and it was then, to all appearances, in a safe condition”; he said, moreover—“That a deputy visited all workings every morning before the miners.” The said manager stated to the jury,—“That it was considered the second clause of third special rule was applicable only to fire mines,” to which I made the following reply;—“These rules being the approved code for the Waratah Colliery, therefore no part thereof can remain in operation when circumstances warrant its enforcement.” As to the cause of the roof giving so little warning to the men, I made the following observation;—“The roof having already broken during the time the place was idle, therefore the usual cracking sounds could not be repeated.” Verdict of jury—Accidental death.

The second fatal accident happened on 24th February, to an old miner named Hugh Fyfe, by a fall of coal in Waratah tunnel also; the sufferer lived till 28th. The scene was a pillar working, 8 feet high and 7 feet wide, 3 feet of which was left on the right side; there were vertical breaks in with a slight pressure on the coal. Deceased and mate had undermined the place from the corner to the fast end up to a facing 2 feet thick, and after removing the sprag, deceased drove a wedge at the fast end which moved the coal, but failed to bring it down, owing to a post hole holding it fast to the roof. Fyfe then drove another wedge into the “jack” which brought down the mass before he was able to clear himself, the top part of which struck him so severely that he died in four days. In most pillar workings the seam bodily, the miners use what they term “soldiers,” long props for warding off the falling coal, which expedient was overlooked on this occasion, notwithstanding that timber of all lengths is supplied for security. The seam being both high and breaky, and both of the men advanced in years, &c., were additional reasons why greater care should have been taken, which circumstance I pointed out to the men on the place as well as at the Coroner's inquest. Verdict of Jury—Accidental death.

The third and last fatal casualty occurred to an experienced and careful miner named Michael Murphy, by a fall of coal in the Lambton Pit on the 29th April, and died on the 2nd May. As in all similar cases, I made a personal examination of the scene of the misfortune, and attended the Coroner's inquest. Deceased worked in an ordinary 8-yards board, height of working lift, 5ft. 9in. His mate, George Holland, who worked on the other shift, whose evidence, confirmed by the aspect of the plan, is:—The facing on the left half of the board was worked away on the previous shift by myself, Holland, and the other half undermined to the same facing, and two sprags, one over the other, set about 3ft. from the loose end of the hanging coal, with a “lid's cog” in the holding still nearer the end. On the fatal morning, after cutting the fast end, Murphy prepared for dropping the coal, and was struggling to remove the “lid's cog” with his pick, when the outer end of the coal broke off close to the sprags from a joint or cross-facing, over a ton's weight of which fell on him and caused his death in four days. This case affords another instance of the varied dangers which surround the coal miner, against some of which the most scrupulous human forethought and experience fail adequately to provide—the presence of the treacherous cross-facing being so unusual and unexpected in this part of the mine, the men never thought of spragging the end of the coal, although timber, &c., was plentiful. Verdict—Accidental death.

Of the eight non-fatal cases, two happened in the Waratah Colliery, each resulting in leg fracture to an experienced miner by a fall of coal; two in the Borehole Pit. In each case an experienced miner got his leg broken by a fall of stone or rubbish; one leg fracture by a fall of coal in the Lambton Pit, one collar-bone fracture by a fall of coal in the Bulli tunnel, and two in the New Lambton Pit—a leg fracture by a fall of coal, and an arm fracture by a fall of stone. From personal inquiries made into each of the cases, I may safely state that, with a single exception, they were all accidental; whilst the case of Henderson at Bulli was the result even of reckless disregard of positive orders by the overman to drop the coal, and set a prop; he had only been about four months in the mine along with another man.

The usual classified list of accidents is hereto appended.

I have, &c.,
THOMAS LEWIS.

A CLASSIFIED List of Fatal and Non-fatal Accidents in the New South Wales Collieries, during the six months ending 30 June, 1869:—

Name of Colliery.	No.	Date.	Name of Person.	Occupation.	Remarks on Nature and Extent of Injuries.	Injuries.		Fatal.		Total Injuries.	Total Fatal.
						Falls of coal.	Falls of stone.	Falls of coal.	Falls of stone.		
Waratah	1	4 Jan. ...	Thomas Hughes ...	Miner ...	Lived a short time .....	...	...	...	1	...	1
Lambton	2	11 Feb. ...	David Williams ...	Do. ...	Leg fracture	1	...	...	...	1	...
Waratah	3	13 " ...	Frank Hutchison ...	Do. ...	Do. ...	1	...	...	...	1	...
Do.	4	24 " ...	Hugh Fyfe ...	Do. ...	Lived four days .....	...	...	1	...	...	1
Borehole	5	19 Mar. ...	Michael Nash ...	Do. ...	Leg fracture .....	...	1	...	...	1	...
Waratah	6	12 April. ...	David Jenkins ...	Do. ...	Do. ...	1	...	...	...	1	...
Borehole	7	15 " ...	James Parkinson ...	Do. ...	Do. ...	...	1	...	...	1	...
Bulli	8	21 " ...	Joseph Henderson ...	Do. ...	Collar-bone fracture ...	1	...	...	...	1	...
New Lambton ...	9	22 " ...	Samuel Quintral ...	Do. ...	Leg fracture	1	...	...	...	1	...
Lambton	10	29 " ...	Michael Murphy ...	Do. ...	Lived till fourth day ...	...	...	1	...	...	1
New Lambton ...	11	20 May ...	Joseph Watton ...	Do. ...	Arm fracture .....	...	1	...	...	1	...
TOTALS.....						5	3	2	1	8	3

REPORT of the proceedings of the Inspector of Collieries in New South Wales, during the six months ending 31st December, 1869.

MR. THOMAS LEWIS to THE EXAMINER OF COAL FIELDS.

MY DEAR SIR,

As Inspector of Collieries I have the honor to report to you my proceedings in connection with the collieries and kerosene shale mines in the Colony, during the half-year ending 31st December last.

The number of collieries in active operation in the Northern District was the same at the close of the year 1869 as it was at the close of 1868—sixteen. One was added in the Southern District during last year, making five at present.

The number of kerosene shale mines is unaltered—one in the south and two in the west—three. During my recent and first visit of inspection to the Western District, I found that two other shale and seven coal mines had been started, all of which are at present comparatively idle, awaiting the settlement of the railway tariff for taking the materials by rail to Sydney, as the proprietors informed me.

Accidents in and about the mines.

It is painful to have to present this heavy list of seven separate fatal accidents, resulting in the deaths of one person each, and ten separate non-fatal casualties, causing serious bodily injuries to ten persons—as compared with three fatal and eight non-fatal cases during the preceding six months. All were duly reported to you.

Summary of separate fatal accidents—

	Accidents.	Lives lost.
By falls of working coal seams	5	5
By winding rope breaking in sinking pit	1	1
By falling from scaffold on surface	1	1
Total fatalities	7	7

Summary of non-fatal accidents—

	Accidents.	Persons injured.
By falls of working coal seam	5	5
By falls of stone roof	2	2
By shot explosion in sinking pit	1	1
Jammed by full coal skip	1	1
Kicked by a horse below	1	1
Total non-fatals	10	10

Notwithstanding the praiseworthy care of the masters to furnish the miners with the necessary materials for securing their working places, I am sorry to say that out of the five experienced miners killed by falls of coal, three resulted from the neglect of the deceased themselves; and I venture to say that if the masters were as slow in supplying timber, &c., as the miners are in using it, the latter would have serious and just cause of complaint. As stated in some previous reports, I have succeeded in getting most of the larger collieries to adopt a stringent by-law, making it imperative on the miners to set sprags against the coal while the dressing process is being carried on; but I fear that some of the managers have not been over scrupulous in its enforcement. Both at inquests and in my ordinary visits through the mines do I endeavour to press this important matter.

The

The first fatal accident, No. 2 in the tabulated list, happened on the 15th July, in the Waratah Company's old tunnel, through deceased, Alban Davies, himself, carelessly allowing a large piece of dressed coal in a wide board to hang unsecured, which fell on him while doing other work in front of it. Verdict found—Accidental death through deceased's own neglect.

Second fatal, No. 3 in the tabulated list, occurred on 12th August, to an aged but strong man named William Bragil, carpenter, while putting up a weigh-house at the foot of the Waratah Company's new tunnel screens. Deceased had, for his own convenience, erected a temporary stage or scaffold over one of the two railway lines leading under the screens, and the end of the loose board forming his footing projecting over the near rail of the other line was struck by an empty waggon, driven towards the screens by a screener named Dixon, and poor Bragil was toppled over head-foremost on to the iron rail below and fractured his skull, from which he died in a few days. Verdict—Accidental death.

Third fatal, No. 10 in tabular list, happened on 18th September, in the Lambton Colliery, through deceased, Robert Gibson, who was an experienced miner, thoughtlessly resuming the undermining operation under a large block of coal with both ends loose in a narrow holing between two boards, which was already prepared for taking down, without re-securing it, which fell on him. Verdict—Accidental death through deceased's own neglect.

Fourth fatal, No. 12 in tabulated list, occurred on 4th October, in the Co-operative Colliery, to a young man, but an experienced miner, named John Adamson, through a large piece of loosened coal discharging, the only sprag set to secure it falling on him while filling his coal skip close by—deceased having had no room to set another sprag, the coal ought to have been dropped. Verdict—Accidental death.

Fifth fatal, No. 13 in the tabulated list, befel a water bailer, named Peter Séús, on 12th October, while bailing water in a sinking pit belonging to the Lambton Company, by a loaded bucket falling on him through the winding well rope breaking. The wire rope was $2\frac{1}{4}$ in. diameter, its calculated breaking strain when new was 7 tons, working load 24 cwts. It was proved at the inquest that the load was not over 9 cwts. when the rope broke within 3 ft. of the socket; only a few weeks before the misfortune I had been to the shaft, and in addition to my own personal observations, I made strict inquiry of the engine-man, George Smith, and of the master sinker, Jas. Harrison, as to the condition and working of the winding apparatus generally, and nothing was wrong. However, a few days before the accident, deceased himself, who usually paid attention to the ropes, discovered a single wire, $\frac{1}{8}$ th part, severed near the socket, which he at once reported to the manager, who sent without delay to Sydney for a new rope to replace it, not that he feared the old one, but to be on the safe side as he said. The sinkers having expressed themselves perfectly satisfied with the old rope were therefore allowed to work on till the new one came to replace it, and which had come on to the ground the day previous to the accident. The old rope had been in gear only about five months, but had worked no more than half that time. Of the several separate single wires since tested by me, only one of them parted at a strain of 2 cwts., which 2 cwts. \times 35 cwts. = $3\frac{1}{2}$ tons.

In my report of case I said—I can account for the sudden breaking of the rope in no other way (however unsatisfactory) than the result of a secret and unobservable deterioration by the chemical action of the pit mineral water, assisted perhaps by that of the atmospheric air; however, I have since then thought it quite possible that it was due to the loaded rope missing the pulley and dropping on to the axle or shaft. Verdict—Accidental death.

Sixth fatal, No. 14 in the tabulated list, took place on the 18th October in the Waratah Company's old tunnel, to an experienced miner named Jabes Biddle, who worked with care, and had set a sprag against the coal within 4 ft. of the wall in a wide board, and while working in the corner a piece of the hanging coal fell on him from an undetected joint or break inside the sprag, and killed him. Verdict—Accidental death.

The manager of this colliery has never manifested much determination to enforce the by-laws as to spragging the coal, although as good as any for providing the miners with props, &c.

Seventh, and last fatal, No. 17 in the tabulated list, happened on 31st December, in the Anvil Creek Colliery, to an experienced miner named Richard Buchanan, through his own neglect to secure a piece of coal with one end loose he was undermining, which fell on and killed him. Verdict—Accidental death.

In this case the Coroner for the Maitland District, Mr. James Thomson, held the inquest in my absence, without either adjournment or notice.

NON-FATAL ACCIDENTS.

From a personal examination of the circumstances each of the ten non-fatal cases, I found four of them of a preventable nature, although only one of them, I think, is of such character to demand special notice herein.

No. 1 in the tabulated list.—The sufferer, William Lundy, who lost one eye and hand, was sinking for Lambton Company, and on 1st July he and his brother were down, and had a side shot 18 inches long, charged with half a pound of gunpowder, to which they set fire on coming up to dinner.

The shot not having exploded during dinner-time, both brothers went down again to clean out the hole, and get it re-charged; for this dangerous operation Lundy used the steel-pointed drill, which, as soon as it passed through the stemming into the powder struck a spark of fire from the hard rock, and the charge exploded unexpectedly, and removed its load. The wonder is that both men were not killed in such a narrow place as the bottom of a shaft only 9 feet diameter. The sufferer said he thought the powder must have got damp by the heavy water in the shaft, and that was the reason given for using the steel-pointed drill.

This case ought to teach sinkers that iron tools cannot be used safely in holes charged with gunpowder.

CONVICTION.

Pursuant to your instructions I summoned the manager of Bulli Colliery, Mr. Alexander Ross, for having neglected to give proper notice of an accident by which a miner, named Samuel Hurley, No. 8 in the list, sustained serious bodily injuries by a fall of stone roof in the Bulli Colliery, on 9th September. The Bench at Wollongong sustained the charge, and defendant was fined in a nominal sum of 20s. and costs, in the hope that such neglect should not be repeated, on 18th November. This being the first case under the Act it was not pressed.

PRESENT

PRESENT CONDITION OF THE MINES.

Here I beg to make the following statements. I never give any previous intimation to the colliery officials of my inspection visits, except when I revisit to see that any cause of previous complaints is removed, according to promise. I always go my rounds through the mines alone, except when the officials happen to meet or overtake me, thereby affording any man unrestrained scope for making any well-grounded complaints in matters that may escape my personal notice. It is my universal practice to find out the workings most likely to be suffering for want of ventilation, such as the innermost boards in and greatest distance from the air-ways.

When I was transferred from Wollongong to this district, in July, 1864, the larger as well as the smaller collieries had but very inadequate means employed for creating air-currents in the mines; but whilst I can now congratulate the parties concerned on the removal of that evil, I am sorry to say that another equally prejudicial in its effects is gradually but too palpably taking its place, and I think that the nature and results of my proceedings and some of my official correspondence on the ventilation of some of the collieries forcibly indicate the desirability if not the absolute necessity for altering the law to meet the evil complained of before it grows too strong.

In my last half-yearly report I was constrained to make particular reference to the deplorable state of the ventilation in the Anvil Creek Pit, after having both written and spoken many times to the proprietor Mr. William Farthing during the previous year on the subject, which reference I closed by expressing a faint hope that the proprietor would carry out a vague promise he was induced to make to improve the ventilation of the pit as well as other matters complained of. On 3rd July last I revisited the pit to see what steps were taken to ventilate the mine which I found in its usual condition.

Again on the 18th August with similar results; again on the 7th October in company with yourself, I found no perceptible improvement.

The result of all the above visits, with the letters on the subject, having been duly reported to you at the time and repeated references to the subject in my two monthly reports, I think it unnecessary to reproduce the whole herein, although I think I cannot justly omit the report of my last visit on the 14th December, which shows in some measure the present state of things. I ought first to state, on 18th August, when calling Mr. Farthing's attention to the deplorable condition of the pit, I was subjected to a torrent of most abusive language from him. All the following correspondence was duly reported to you at the time.

"To W. Keene, Esq., &c., &c.

"My dear Sir,

"I have the honor to report to you of my having this day revisited the Anvil Creek Pit to see if any improvement was made in the ventilation since our joint visit on 7th October last.

"2. I regret to report that no attempt has been made to effect such improvement, no artificial means used for creating an air-current, and that moving to-day was very feeble, even in the main air-way, through which it makes a short cut direct from the downcast to the upcast shaft, owing to the air-door which ought to be good and well looked after being left both *open* and *broken*.

"3. The third or fourth board end on both sides of the downcast shaft is open, so even if there was a current moving it could not pass such openings to the workings, most of which are inside a considerable distance.

"4. After coming out of the pit I reminded Mr. Farthing that the ventilation was not improved; he replied—'No, and having carefully considered the Act I conclude that the ventilation of my pit is quite up to its requirements, but if it comes to the worst then I shall rely on the arbitration clause therein.'

"I have, &c.,

"THOMAS LEWIS.

"Newcastle, 14 December, 1869."

I venture to say that if the somewhat vague and indefinite language used in the second general rule in the Coal Fields Act as to ventilation of mines affords an opportunity for defeating the spirit and intention of it, so flagrantly as in the above case, the sooner it be altered the better; at any rate the Law Courts should be appealed to at once and should they decide in favour of Mr. Farthing, such decision would render the present Act a "dead letter" in regard to the *ventilation* of mines.

"To Thos. Croudace, Esq., Manager of the Lambton Colliery.

"Dear Sir,

"On visiting Robinson and Dip Flats to-day I found the air both slow and dull amongst the workings, notwithstanding the main air-current being faultless at the time. Doubtless, broken and neglected doors contributed materially to the unpleasant result.

"The ventilating furnace was nearly exhausted at 12 o'clock (no work for afternoon shift). I believe the furnace should be constantly kept up when there is constant work in the pit, and after a stoppage it should be fired again the day before starting the pit. I intend to revisit the above flats in a week or so when I hope to find the cause of complaint removed.

"I have, &c.,

"T. LEWIS,

"Inspector of Collieries.

"Newcastle, 29 July, 1869."

Again—

"To the Manager of the Lambton Colliery.

"Dear Sir,

"I am sorry to have to reiterate my oft-repeated complaint of the state of the ventilation in Robinson's and Cross-cut Flats. On visiting the above flats yesterday, I found the air-currents very feeble, and all the canvas brathers torn down in the former flat; so that the little air passing through made the shortest cuts, instead of serving the men in the innermost workings.

"The air-current was scarcely perceptible amongst the inner workings in the Cross-cut Flat; also which defect was mainly, if not wholly, due to a want of proper care in circulating the air.

"Trusting you may at once use effectual means to remedy this long-standing cause of complaint,—

"I have, &c.,

"T. LEWIS,

"Inspector of Collieries.

"Newcastle, 1 December, 1869."

On revisiting the above parts on 31st December last, I found the grievance only partially removed.

"To Thos. Harsfield, Esq.,

"Manager of the New Lambton Colliery.

"Dear Sir,

"Having visited the New Lambton Pit on 4th instant, and found the ventilation unsatisfactory, to which matter I then called your attention by a note, to-day I revisited the pit and found things rather worse than better in the pair headings known as Coak's and Penman's, as well as No. 6 heading, in each of which places a large number of miners work.

The

The air-current does not circulate through them at all, and the miners suffer great and unnecessary hardship in consequence; therefore I request you at once either to remove the men from the parts complained of, or cause a constant current of air to circulate through said headings, in compliance with the requirements of the second general rule in the Coal Fields Regulation Act of 1862.

"I have, &c.,
"T. LEWIS,
"Inspector of Collieries.

"Newcastle, 27 October, 1869."

Again—

"To the Manager of the New Lambton Colliery.

"Dear Sir,

"On visiting your pit to-day, I found the narrow board for the new engine bank inside the fault several chains in advance of the air-current; moreover, there were also three headings all a considerable distance beyond the reach of the current, and as a matter of course all the men working in such places suffer unnecessarily for want of air. The second general rule in the Coal Fields Regulation Act of 1862 enacts 'That all working places of the pits levels and workings of the colliery shall be constantly ventilated', &c. I therefore request you to withdraw the men from the part complained of at once, except such as may be needful for driving an air-way, until the workings therein shall have been ventilated, in accordance with the provisions of the above-recited Act.

"I have, &c.,
"T. LEWIS,
"Inspector of Collieries.

"Newcastle, 26 November, 1869."

I feel in duty bound to add, that on my revisiting the pit on 1st December, to see whether my request had been complied with, I received rather harsh treatment from the proprietor, Mr. James Brown, and the manager.

"To J. B. Winship, Esq.,

"Manager of the A. A. Company's Colliery.

"Dear Sir,

"I regret being under the necessity of calling your attention to the state of the ventilation in the Gully Cross-cut Flat, in Borehole Pit. On Saturday, 16th instant, Mr. Elliott, overman, accompanied me through said flat, when I pointed out to him the unsatisfactory state of the air. When I suggested the removal of the men in top of one heading until an improvement was made, he promised to effect such improvement at once.

"To-day, 23rd, I revisited said flat, fully expecting to find the promised improvement effected, but to my surprise, it was only partially carried out, whilst in the other places things were as bad as on previous visit.

"On both occasions your main air-currents were good, therefore there was but little excuse for the unsatisfactory state of the air in the parts complained of.

"Having no reason to doubt that you will at once attend to the matter,—

"I have, &c.,
"T. LEWIS,
"Inspector of Collieries.

"Newcastle, 23 October, 1869."

The above letter secured another promise from the overman (the manager being absent at the time, otherwise faith would have been kept), which, on 28th, I found was not kept. The grievance is now removed.

"To J. Y. Neilson, Esq.,

"Manager of the Wallsend Colliery.

"Dear Sir,

"On the 8th of last month I found some of the lower boards in the back heading new district considerably beyond the air-current, consequently the men suffer unnecessary inconvenience, to which I then called your attention by a note. To-day I revisited said boards, and found the lowest one about fifty yards, and the next to it not much less, before the air; and rising sharply as they do, it is evident the pillars ought to have been holed and the current carried through. Even a single board should not be overlooked.

"In the No. 1 flat, on the other side of the pit, the air-current was feeble, and several of the workings therein warm.

"The second general rule in the Coal Fields Regulation Act enacts 'That ventilation shall be constantly produced in all working places of the colliery', to which I respectfully call your attention.

"I have, &c.,
"T. LEWIS,
"Inspector of Collieries.

"Newcastle, 2 November, 1869."

The grievance was removed on 6th December.

On another subject—

"To Chas. Croudace, Esq.,

"Manager of the Lambton Colliery.

"Dear Sir,

"In availing myself of the honor to acknowledge the receipt of your notice of a slight accident, on 18th instant, to the lad William Johnson, employed as guard to ride in front of the full trains drawn by steam-power from the dip flats, who no doubt had a very narrow escape with life, I now call your attention to my letter of 18th November last (1868), in which I pointed out at some length the peculiar and grave dangers attending such employment. Being fully convinced, as I am, there is no absolute necessity for placing the lad in such position, where his life is in the balance, as it were, every trip, I must now repeat my most solemn protest against employing any person in such dangerous position.

"I have, &c.,
"T. LEWIS,
"Inspector of Collieries.

"Newcastle, 20 August, 1869."

Not until another lad, 15 years, named George Hagan, had a similar narrow escape to that of William Johnson, a few months ago, did the above honest and solemn protest produce the desired effect. Now the trains find the road quite as well without the guard.

I have, &c.,
THOMAS LEWIS.

7
 TABULATED List of Fatal and Non-fatal Accidents in the New South Wales Collieries, during the six months ending 31st December, 1869.

No. of Accident.	Date of Accident.	Name of Colliery.	Name of Person.	Occupation.	Remarks on cause and extent of injuries.	Fatal.			Non-fatal.					
						Falls of Coal.	In sinking pit.	Fall on surface.	Falls of Coal.	Shot in sinking pit.	Kick by horse.	Jammed by skip.	Total, Non-fatal.	
1	1 July	Lambton	William Lundy	Sinker	Loss of hand and eye in sinking pit							1	1	
2	15 "	Waratah	Allan Davies	Miner	Fatal, by fall of coal—own neglect	1								
3	12 Aug.	Do.	William Bragil	Carpenter	Fatal, falling from a stage on surface		1	1						
4	25 "	New Lambton	Luke Smith	Miner	Collar-bone fracture and bruises—fall of coal				1				1	
5	31 "	Do.	Charles Bartholomew	Do.	Severe bruises to back and abdomen								1	
6	31 "	Do.	Thomas Grierson	Do.	Leg fracture								1	
7	3 Sept.	Bulli	Thomas Thomas	Do.	Dislocation of ankle joint				1				1	
8	9 "	Do.	Samuel Harley	Do.	Leg fracture and dislocation of ankle joint—fall of coal.					1			1	
9	14 "	Borehole	William Jack	Do.	Severe bruises to head and legs—fall of coal.				1				1	
10	18 "	Lambton	Robert Gibson	Do.	Fatal, own carelessness	1		1						
11	28 "	New Lambton	Fred. Walters	Wheeler	Severe bruises to head—fall of stone					1			1	
12	4 Oct.	Co-operative	John Adamson	Miner	Fatal, spine dislocated by the coal.	1		1						
13	12 "	Lambton	Peter Seris	Water-bailer	Fatal, loaded bucket in sinking pit—rope breaking	1	1	1						
14	18 "	Waratah	Jabes Biddle	Miner	Fatal, worked carefully—fall of coal.	1								
15	11 Nov.	Borehole	Mathew Munro	Horse-driver	Leg fracture—kick by horse.							1	1	
16	13 Dec.	Wallsend	Henry Hitchcock	Road-man	Thigh fracture—jammed between skip and prop								1	
17	31 "	Anvil Creek	Richard Buchanan	Miner	Fatal, own neglect—fall of coal	1		1						
Total.....						5	1	1	7	5	2	1	1	10

EXAMINER OF COAL FIELDS TO THE UNDER SECRETARY FOR LANDS.

Coal Fields Office,
 Newcastle, 28 April, 1870.

SIR,

I do myself the honor to forward you herewith the Reports of the Inspector of Collieries, Mr. Thos. Lewis, for the year 1869; and in attention to the request in your letter of the 22nd instant, that I would report upon the condition and prospects of the Coal Fields in the past year,—I beg to state for the information of the Honorable the Secretary for Lands, that no preceding year has equalled the promise and activity of 1869.

2. The quality of our coal is year by year better appreciated, and I am informed that at Madras it meets English coal at equal prices, and is greatly esteemed for gas manufacture. In the China market the difference in price, which used to be from five to six thaelers has fallen to one-and-a-half thaeler. I have always expressed the opinion that time would dissipate the prejudices as to the qualities of our coal, and that when shipped direct from the mines here, it would be found to be more advantageous in use than English coal, generally subjected to two or three transshipments.

3. The error as to the geological position of our coal, and which attributed it to a much later age than the European beds, has entirely disappeared, and in a "Treatise on Coal and Coal Mining," by Warrington Smyth, published only two years ago during his presidency of the Geological Society, he says that the numerous observations on them, contributed by Mr. Beete Jukes, the Reverend W. B. Clarke, Mr. Selwyn, and Mr. W. Keene leave no doubt as to the Paleozoic character of the lower part of a great conformable series of "strata," and in the table of stratified rocks he places the New South Wales coal as belonging to a period from the Devonian to the Trias.

4. New works are in progress in various directions. New Lambton is an important extension of our colliery workings, and the original Lambton, or Scottish Australian Company, is engaged in an important and interesting sinking for coal, at Stockton, on the North Shore, opposite Newcastle. A cast-iron "tubbing," or shaft, of seven feet diameter, has, in a few weeks work, been very expertly let down, without pumping out the water, through eighty-two feet of loose sand, to the clay-bed, by special, ingenious, and well adapted contrivances of the Manager, Mr. Croudace; and I expect that from knowledge acquired by previous borings, they will win the same seam as is worked by the Australian Agricultural Company, at a depth of about two hundred and forty feet.

5. Messrs. Vindin and Mitchell are commencing operations at Greta, and further to the north, in the direction of the line of railway, coal is found near Muswellbrook, at Wingen, Page's River, and Murrurundi. In the west, researches continue to be made for workable seams near Mount Victoria and Little Hartley. The Western Petroleum Coal Company have greatly increased their facilities of transport to the railway, and a fine seam of coal has been opened at Lithgow Valley near to the Bowenfells Railway Station. The Reverend W. B. Clarke has reported on this seam for a Company now forming to work it, and from my own examination I can confirm all that Mr. Clarke has reported as to the extent, thickness, quality, and facility of working of this coal. In the south, Wollongong maintains its reputation as producing a good steam coal, and near to the Great Southern Railway seams have been proved to be workable at various points particularly at the Cataract and Sutton Forest.

6. I have examined seams more than seven hundred miles to the north of Newcastle, belonging to the same deposits we are working here, covered and underlaid by the same fossil flora and fauna; and we may, without boasting, claim to rank with the most extensive coal field in the world.

7. A very correct idea may be formed of the number of persons supported by our colliery workings, independent of navigation, by the following Statistical Table, furnished to me by the courtesy of Mr. Merewether

Merewether, taken from the books of the Australian Agricultural Company, and which shows the number of persons immediately dependent on the workings of that company's colliery only:—

	Men.	Women.	Male Children.	Female Children.	Total.
Staff.....	3	3	4	3	13
Sundry	109	57	91	84	341
Miners and Wheelers	264	165	218	250	897
	376	225	313	337	1,251

8. From the same books it appears that of the 376 persons directly employed, as shown in the preceding table, an average of 278 were getters and wheelers of coal, to whom was paid the gross sum of £28,861 1s. 7d., or at the rate of £103 16s. 4d. per man per annum, equal to 7s. 6d. per day for each day worked. The total quantity of coal raised by this company was 168,108 tons.

9. I also annex a tabular statement of the numbers of persons employed in each colliery, and the quantities of coal raised, from which it will be seen that the entire quantity of coal raised in 1869 by the collieries of Newcastle and its vicinity, including Minmi, amount to 778,263 tons. The Northern pits have raised 35,892, and the Southern, 99,091 tons; and 6,276 tons of oil-coal and shale have been raised in the Southern and Western Districts, making a total of 919,522 tons.

10. On the average it may be estimated that 2,000 tons of shipping enter and 2,000 tons of shipping per day leave the port of Newcastle. The new coal staiths when ready for use will greatly facilitate the work of loading, to the great advantage of the port. From all I can learn from the principal mercantile houses of Newcastle, an equal, and probably a greater amount of business may be expected in this, than in the last year, for the exportation to India, China, and San Francisco, is steadily on the increase. The shipment to the latter port was 21,895 in 1868, increased to 65,589 tons in 1869; and already, in the 1st quarter of the present year, the shipments amount to 19,774 tons.

11. The complaints of insufficient ventilation in some of the collieries, as set forth in the reports of Mr. Inspector Lewis for the last six months, have given me much anxiety, for I considered it doubtful that I would obtain any conviction under the Act without some very positive means of proving the fact out of the mine. To effect this object I have made a very simple apparatus for showing the purity of any volume of air in which it may be placed, and which I can exhibit in action to any Bench of Magistrates to support any complaints I may judge necessary to bring before them. I therefore consider that the law will be sufficient as it stands; should it prove otherwise I will report it to you.

12. I have given attention to all accidents as they have arisen, of which, particulars will be found in Mr. Lewis's Reports, with a tabular statement annexed.

I have, &c.,
WILLIAM KEENE,
 Examiner of Coal Fields.

TABULAR List of Collieries and Kerosene, Coal, and Shale Mines in New South Wales, with the Number of Persons employed, and Quantity of Mineral raised in 1869.

No.	Mines.	Names of Proprietors.	Tons of Coal raised.	Tons of Oil-coal, and Shale, raised.	No. of persons employed.	Remarks.
			Tons.	Tons.		
1	Borehole	Australian Agricultural Company.	168,108	.....	376	
2	Burwood	Trustees of Dr. Mitchell.....	2,930	.....	12	Worked only about 3 months.
3	Minmi	Messrs. J. & A. Brown	13,523	}	327	
4	New Lambton	Messrs. J. & A. Brown	109,850			
5	Wallsend	Wallsend Coal Company	154,000	.....	320	
6	Lambton	Scottish and Australian Mining Company.	158,368	.....	257	
7	Waratah	Waratah Coal Company.....	127,184	.....	285	
8	Co-operative Colliery	Messrs. Laidley, Ireland, & Co.	44,000	.....	180	
9	Dark Creek Colliery.....	Mr. Wm. Steel.....	300	.....	1	Only supplying saw mill.
10	Sunderland Colliery	Mr. A. Tulip.....	500	.....	3	For local consumption.
11	Nott's Inganee Seam	Mr. Nott	8,266	.....	18	Supplied to steamer at Morpeth.
12	Mitchell's Inganee Seam...	Mr. John Mitchell	9,426	.....	18	Supplied to steamer at Morpeth.
13	Rathluba Pit.....	Mr. Tunks	500	.....	2	For Maitland Gas Works.
14	Stoney Creek	Mr. Frank Russell	900	.....	4	For local consumption, Maitland and environs.
15	Anvil Creek	Mr. Wm. Farthing	14,400	.....	30	Good household and steam coal, splinty cannel.
16	Rix's Creek	Mr. Jas. Elliott	1,900	.....	6	For supply of Singleton.
17	Bulli, Wollongong	Bulli Coal Company	64,000	.....	90	
18	Osborne, Wallsend	Messrs. Robson and Company	16,677	.....	25	
19	Mount Pleasant	The Hon. Jas. Byrnes.....	17,014	.....	25	
20	America Creek.....	Mr. John Graham	1,300	.....	1	For the oil-shale furnaces.
21	Sutton Forest	Messrs. M. Larkin & Co.....	100	.....	4	Scarcely in working order yet.
22	America Creek.....	Mr. John Graham .....	.....	2,076	10	For kerosene oil.
23	Western Kerosene Coal Mine.	Western Kerosene Oil Company.	.....	3,000	12	For kerosene oil.
24	Hartley Kerosene Coal Mine.	Hartley Kerosene Oil and Petroleum Coal Company.	.....	1,200	6	For kerosene oil and supply of gas works.
			913,246	6,276	2,012	
		Oil-coal, and Shale...	6,276	.....	.....
		Total of Coal and Oil-shale ...	919,522	.....	2,012	Persons employed.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SHEEP AND CATTLE.

(REPORT FROM CHIEF INSPECTOR, FOR THE YEAR 1869.)

Ordered by the Legislative Assembly to be Printed, 3 February, 1870.

REPORT OF THE CHIEF INSPECTOR OF STOCK to THE HONORABLE THE MINISTER FOR LANDS.

Department of Lands,
Sydney, 1 January, 1870.

I HAVE the honor to submit for your consideration my Report on the number and state of the sheep and cattle throughout the Colony, and on other subjects connected with stock, for the year ending 31st December, 1869.

In the early part of the year most of the runs were suffering from the late protracted drought, and many of them in the dry portion of the Colony were deserted from the want of grass and water. On others again—which, in their natural state, were also dry runs—large sums had been expended in water-saving and fencing, which enabled their owners to keep their stock on their own runs. They thus not only escaped the heavy losses which those owners suffered who were obliged to travel their stock through the want of these improvements, but they saved the stockowners through whose runs they would have passed the infliction which the travelling of these additional stock would have caused, and to a great extent prevented the losses from becoming much more general than they even were.

Since the drought broke up (which in the South-western Districts it began to do about the end of March) the season has been all that could be desired, and both feed and water have been plentiful in every part of the Colony.

I.—SHEEP.

1.—*Number of Sheep in the Colony.*

As this is the first Report of the description now contemplated, it may not perhaps be uninteresting to glance at the annual returns of the sheep in the Colony since 1860, when Queensland was separated from New South Wales. In that year the number of sheep in the Colony is given in the Statistical Register at 5,615,054; and adding to that and to the other years, up to 1864, one-sixth for the annual discrepancy which has been found to exist for the years from 1864 to 1868 inclusive, between the numbers as given by the police and those actually returned on oath by the owners themselves, the numbers are as follows:—

Date.	Year.	Number of Sheep.
1 January	1861	6,119,163
„	1862	6,550,896
„	1863	7,169,926
„	1864	9,089,463
„	1865	9,650,106
„	1866	11,644,593
„	1867	15,066,377
„	1868	16,000,000
„	1869	16,848,217

THE following Table shows the number of Sheep returned to the several Clerks of Petty Sessions throughout the Colony in 1868 and 1869, and the increase for the latter year:—

District.	No. of Sheep—1868.	No. of Sheep—1869.	Increase—1869.	Decrease—1869.
Albury	311,212	322,598	11,386	.....
Armidale	693,608	615,878	.....	77,730 *
Araluen . . . . .	.....	.....	.....	.....
Bathurst	152,834	196,800	43,966	.....
Bega	15,491	12,806	.....	2,685
Berrima	11,554	10,727	.....	827
Bombala	226,432	213,241	.....	13,191
Boorowa	251,190	292,755	41,565	.....
Bundarra . . . . .	.....	120,612	120,612	.....
Bradwood	69,883	61,112	.....	8,771
Bourke	747,746	685,554	.....	62,192
Balranald	477,107	530,248	53,141	.....
Camden	9,711	11,784	2,073	.....
Campbelltown	3,180	5,348	2,168	.....
Carcoar	399,900	404,432	4,532	.....
Casino . . . . .	.....	.....	.....	.....
Cassilis	285,484	289,206	3,722	.....
Collector	18,150	.....	.....	18,150
Cowra . . . . .	.....	134,406	134,406	.....
Cooma	370,703	454,720	84,017	.....
Coonabarrabran	463,697	429,278	.....	34,419
Coonamble	137,677	162,566	24,889	.....
Corowa	326,730	452,449	125,719	.....
Cannonba	105,772	100,855	.....	4,917
Dowling . . . . .	.....	.....	.....	.....
Deniliquin	1,034,559	860,727	.....	173,832
Dungog . . . . .	.....	.....	.....	.....
Dubbo	399,199	456,763	57,564	.....
Eden	3,139	3,563	424	.....
Forbes	309,808	217,114	.....	92,694
Grafton	2,900	1,620	.....	1,280
Gosford . . . . .	.....	.....	.....	.....
Goulburn	184,736	253,210	68,474	.....
Gundagai	132,185	87,290	.....	44,895
Gunnedah	115,011	281,664	166,653	.....
Gunning	48,993	stall outstanding	.....	48,993
Hartley	4,661	9,786	5,125	.....
Hay	2,110,012	2,267,760	157,748	.....
Inverell	238,328	256,704	18,376	.....
Kempsey	570	.....	.....	570
Kiama . . . . .	.....	.....	.....	.....
Murrurundi	177,866	204,754	26,888	.....
Moruya	680	570	.....	110
Muswellbrook	65,752	38,168	.....	27,584
Maitland	2,118	.....	.....	2,118
Molong	185,499	250,035	64,536	.....
Menndie	601,510	480,795	.....	120,715
Moama	55,106	53,129	.....	1,977
Mudgee	152,212	185,622	33,410	.....
Newcastle . . . . .	.....	.....	.....	.....
Orange	61,129	62,735	1,606	.....
Port Stephens	3,900	3,500	.....	400
Port Macquarie . . . . .	.....	.....	.....	.....
Paterson	4,530	6,600	2,070	.....
Penrith	3,497	4,042	545	.....
Liverpool . . . . .	.....	.....	.....	.....
Parramatta . . . . .	.....	.....	.....	.....
Queanbeyan	200,493	254,085	53,592	.....
Rylstone	89,555	98,136	8,581	.....
Raymond Terrace . . . . .	.....	520	520	.....
Rockley	46,066	36,495	.....	9,571
Scone	136,401	176,929	40,528	.....
Stony Creek	33,830	39,672	5,842	.....
Sofala	8,120	7,190	.....	930
Singleton	96,045	127,555	31,510	.....
Shoalhaven . . . . .	.....	.....	.....	.....
Sydney (Water Police) . . . . .	.....	.....	.....	.....
Do. (Central Police)	1,961	2,730	769	.....
Tamworth	624,318	618,360	.....	5,958
Tumut	40,844	117,927	77,083	.....
Tenterfield	115,924	140,702	24,778	.....
Tambaroora	28,280	.....	.....	28,280
Tumberumba	26,500	154,360	127,860	.....
Walcha	173,337	215,510	42,173	.....
Warralda	757,607	832,477	74,870	.....
Wellington	119,865	100,181	.....	19,684
Wollombi	4,500	1,300	.....	3,200
Wingham . . . . .	.....	.....	.....	.....
Wollongong . . . . .	.....	.....	.....	.....

*The difference between the returns for 1868 and 1869 is not always real, as the owners' returns have been sometimes sent to one C P S and sometimes to another in the same Police District. Thus the returns for Armidale for 1869 show a decrease, but this arises through the returns, which were sent to Bundarra in 1869, having been made to Armidale in 1868.

District.	No. of Sheep—1868	No of Sheep—1869.	Increase—1869.	Decrease—1869.
Walgett	163,274	65,313	.. . . .	97,961
Wagga Wagga	712,601	717,670	5,069	.. . . .
Windsor . . . . .	.....	.....	.....	.....
Wee Waa	334,770	306,083	.....	28,687
Wentworth	287,065	352,388	65,323	.....
Wellingrove.	334,572	351,137	16,565	.....
Young	358,830	423,209	64,379	.....
Yass	150,171	174,762	24,591	.....
Add	15,820,890	16,808,217	1,919,648	932,321
Lots under 500	179,110	179,110	.....	.....
	16,000,000	16,987,327	.....	.....
Net increase on the year 1869 . . . . .	.....	.....	987,327	.....

2.—Losses from Drought.

By the above tabulated statement it appears that, at 1st January last (1869) there was an increase on the number of sheep in the Colony of 987,327; but I regret to say that the losses since that date, through the late protracted drought, will more than swamp this increase; for, according to the estimates furnished by the Inspectors for their respective districts, these losses amount to upwards of 1,000,000 sheep, and it is to be feared that they have been rather under than over estimated. The greatest number of deaths occurred in the western and north-western portions of the Colony.

3.—The Lambing.

As a whole the lambing has been a very favourable one, although in some instances the hardships which the ewes underwent during the drought has had a prejudicial effect on the percentage of lambs. Besides, in a good many cases the ewes were considered too low in condition to rear lambs, and were not put to the rams; and this will also tend to diminish the increase for 1870.

4.—Imported Sheep.

Although with such flocks as those of Messrs. Bayley, Cox, Riley, Traill, Dangar, Bettington, M'Canish, Campbell, Learmonth, and others, this Colony is, as regards stud sheep, more an exporting than an importing one, the following lots of stud sheep have been imported during the year:—

Date of Arrival.	Where from.	Breed.	Sex.		Total	Name of Owner.	Destination.
			Rams.	Ewes.			
1869.							
Feb. 1	Victoria	Merino ..	..	56	56	Mr. Dangar	Neotsfield.
„ 2	Do	Do.	6	..	6	Messrs. White	Hunter.
„ 9	England	South Downs	..	3 & lamb	4	Peel River Company . .	Goonoo Goonoo.
Mar. 8	Tasmania	Merino ...	3	..	3	Australian Agricultural Company.	Warrah, Murrurundi.
„ 16	England	South Downs	....	6 & 5 lambs	11	W. J. Dangar	Neotsfield, Singleton.
„ 29	Victoria	Merino . . .	485	90	575	Messrs M'Kinnon, M'Gaw, and others.	Burabogie, Hay.
„ 31	America	Do	10	..	10	Mr. Brown	Young District.
May 7	England	South Downs .	..	3	3	D. M'Leod	Nelligen.
„ 10	Do	Do	..	3	3	His Excellency the Governor	Government Domain.
„ 13	Queensland	Merino	17	15 & 2 lambs	34	A. Loder and others . .	Liverpool Plains.
Aug. 24	Tasmania	Do.	14	3	17	E King Cox	Mudgee.
Sept. 25	Victoria	Do.	91	.....	91	Messrs. Hebden, Osborn, and others.	Brookong, Urana.
Nov. 10	France	Do.	3	..	3	D. H. Campbell	Cunningham's Plains
„ 22	South Australia	Do.	20	..	20	J. M'Evoy	Gundagai.

The sheep from Victoria were principally from the studs of Messrs. Learmonth, Shaw, Currie, and Cummings; those from Tasmania were bred by Mr. Gibson; those from South Australia by Mr. Fisher; and those from Queensland by Mr. Deuchar and by Messrs. Armistead & Parr; while those from France are from the stud of the Emperor of the French.

5.—Improvement of the Sheep.

Considerable improvement is taking place in the quality of the sheep, by culling, and the introduction of a better class of rams into the flocks; but a great deal has yet to be done in both respects, and good rams are comparatively scarce. This is especially the case with respect to the south-western portion of the Colony, where owners were accustomed some years ago to obtain their stud sheep from Victoria.

Now,

Now, however, through the infected state of the flocks in that Colony, this source of supply is stopped, unless by way of Sydney, and the expense and trouble of introducing them in that way is too great to be generally adopted. Owners are, therefore, as a rule obliged to purchase their rams in this Colony, and as the breeders already named have also to supply many of the flockowners in Queensland with stud sheep, the supply of first-class stud sheep is not equal to the demand.

6.—*The Clip.*

The clip has upon the whole been a good one, though there are complaints from some quarters that the staple is not so sound as might have been wished. This of course is also attributable to the drought.

In the Albury, Carcoar, Dubbo, Hay, Maitland, Merriwa, Narrabri, Yass, and Young Districts, the clip is reported as "heavy," "above the average," or "very good." In Eden, Forbes, Goulburn, Grafton, Singleton, Wagga Wagga, Warialda, and Wentworth, it is said to be "good"; and in Balranald, Bathurst, Bourke, Corowa, Deniliquin, Glen Innes, and Mudgee, it is reported as below the average.

A very decided improvement is this year observable in the getting up of the clip, both through water being more plentiful and through improved modes of washing being adopted. Large sums have been expended on many of the stations in machinery for hot-water washing; and although this mode has been unsuccessful in some few cases through mismanagement, there is no doubt but it will eventually supersede the cold-water system.

More care has also been exercised in the sorting and packing of the wool; and it is to be hoped that this is the commencement of decided annual improvement of the clip shipped from this Colony for the London market.

7.—*Scab.*

Now that the Colony is entirely free from this disease, the closest vigilance will be exercised at all the ports to which there is any probability of imported sheep being brought. In order also as far as possible to remove the risk of infected sheep being brought into our ports by vessels from Great Britain, it has been suggested to their captains, through the agents here, to have their "ships" sheep inspected before they are taken on board, as in nine cases out of ten the infection among imported stud sheep is traceable to "ships" sheep.

Our flocks have been and still are subjected to very great risk from the infected state of the sheep in Victoria. There they are all running at large, and liable at any time on the Upper Murray portion of the Colony, and during the summer season, along the whole Border, to cross the river. Numbers of Victorian sheep have found their way to this side and been destroyed by the boundary riders now patrolling the northern bank; and it is only by the vigilance of these riders, and the constant care and energy of the Border Inspectors, ably supported as they have been by their Directors, that our flocks have been kept free from infection. Besides the risk, the infected state of the Victorian sheep thus entails a heavy expense on this Colony. There are now *nine* riders patrolling the northern bank of the Murray, and as the river becomes lower there will no doubt be demands for more. It is to be hoped therefore, for the sake of both Colonies, that the new Scab Bill which was lately before the Victorian Parliament will shortly become law, and that it will prove a thoroughly efficient measure. The introduction of sheep from Victoria, except by sea, is of course strictly prohibited by proclamation.

As a fresh outbreak of scab recently occurred in South Australia, the sheep from that Colony were interdicted from entering this on the 8th October last, and the interdict will remain till it is certain that all the infected sheep in that Colony are securely quarantined, and that no infection exists except in the south-eastern portion of the Colony.

8.—*Catarrh.*

Two outbreaks of this disease have occurred during the year,—the one on the Oregon Run, near Warialda, belonging to Mrs. M'Millan, and the other on the Looanga Station, near Bendemeer, belonging to Mrs. Stitt, in the Armidale District. That on the Oregon Run was a very slight one, only thirteen sheep in all being affected, and they were at once destroyed. But on the Levanga Station the outbreak was a more serious matter, and several thousand sheep died of the disease or were destroyed as affected.

The outbreak in the Warialda District is traceable to that of 1868, the disease being beyond all doubt constitutional and hereditary as well as infectious or contagious; and there are good grounds for believing that near Bendemeer to be also attributable to an hereditary taint—the infected sheep being the progeny, though certainly far removed, of sheep which had been catarrhed.

After destroying a considerable number as they exhibited any symptoms of disease Mrs. Stitt declined to kill any more, but at my suggestion she tried the sulphur treatment, as practised by Dr. Dewar in Scotland, on the affected sheep, and put them through a course of fumigation. This was attended with apparent success, for the disease left them shortly after it was commenced. But although the result of this experiment affords some hope of this treatment being a preventive, and ought to be again tried should another outbreak occur before any alteration in the law giving compensation for sheep destroyed for catarrh can be obtained,—the only safe mode of dealing with catarrh is to boil down or destroy the infected flock immediately the disease unmistakably shows itself; for, as has been already said, it is not only infectious or contagious, but constitutional and hereditary, and after sheep have been once affected they are very likely to be so again at certain seasons of the year.

So long as these tainted sheep remain undestroyed, there is considerable risk of the infection being spread, and especially so through some of them being sold and taken into other parts of the Colony where their true character is not known, and where the neighbouring owners would not be on their guard.

It is to be hoped therefore that the necessary measure (which has been framed, and will be laid before Parliament when it meets) for dealing with catarrh the same as scab will soon become law; when, should an outbreak occur, the infected sheep would be at once destroyed, and the disease would soon be eradicated from our flocks. There are only *five* stations in the whole Colony on which the disease or any taint of it is known or suspected to exist.

9.—*Cumberland Disease.*

This disease is reported to have appeared in only twelve out of thirty-four districts, and the deaths from it have been comparatively few, except on a station in the Young District, where they are said to have exceeded 1,000. The cases which are reported occurred in the Coast Upland and Intermediate portions of the Colony.

10.—*Foot-rot.*

Foot-rot has been more than usually prevalent during the past year, through the frequent rains with which the Colony has been favoured; but with the exception of those which occurred in the Coast Upland and North-eastern portions of the Colony the attacks have been very temporary, and there are now few lame sheep to be seen in any part of the Colony. In fifteen districts there have been no cases of this disease, and in ten only a few; while in five districts it has been prevalent, and in four very prevalent.

11.—*Fluke.*

Very few cases of fluke are reported. Its treatment is becoming much better understood, and sheep are now kept on country and do well where some years ago it would have been considered madness to run them.

12.—*Travelling Sheep.*

The number of sheep travelling solely for grass and water, and not for sale, *i.e.* "loafing," has for some years past been very great; and those owners through whose runs public roads pass have suffered most severely from these sheep; while the stock of the *bonâ fide* traveller have been all but starved by them. Last season, the evil reached its climax—not less than 7,000,000 of sheep being reported by the Inspectors as having travelled for sustenance during the year. Some of these are the same sheep reported by two or more Inspectors, but the fact of these sheep having consumed the grass and water in one district in no way alleviated the effect of their visitation in the next.

Under these circumstances it was only to be expected that there should be numerous demands for a legislative remedy for this crying evil; and it was accordingly dealt with in the Impounding Bill, introduced in the Legislative Council during last Session, but that measure unfortunately did not become law. By it a distinction is endeavoured to be made between the legitimate traveller and the "loafer," by granting travelling permits to the owners of stock which have been sold or are intended for sale, and giving owners of runs passed through power to exact a grass charge from all owners of travelling stock who could not produce such a permit.

Another mode of dealing with this subject would be to levy a grass charge per mile on *all* owners of travelling sheep, but to fix the charge at such a low rate as the legitimate traveller, who is seldom long on the road, would not feel it, while the "loafer" would find it cheaper to rent ground to keep his sheep than to travel and pay the charge.

The subject of travelling stock, however, is of so great magnitude, as well as so difficult, as to render it questionable whether it should not be dealt with in a separate measure, distinct from the Impounding or Road Acts. Not only does the question as to how the "loafer" is to be got rid of arise, but the settlement of the still more difficult one of providing and keeping open sufficient driving roads and watering places on Crown Lands is urgently called for, in the face of the rapid selection of the land along the main roads and rivers which is now going on.

II.—CATTLE.

1.—*Number of Cattle in the Colony.*

The numbers of cattle in the Colony during the several years from 1st January 1861 to 1st January 1868 inclusive are stated in the Statistical Register as follow:—

1st January 1861	2,271,923
„ 1862	2,620,383
„ 1863	2,032,522
„ 1864	1,924,119
„ 1865	1,961,905
„ 1866	1,771,809
„ 1867	1,728,427
„ 1868	1,761,411

From these returns it will be seen that a very considerable decrease took place in the number of cattle during the year 1862, and that, although there is not the same serious rate of decrease in 1863 and the following years, the numbers so far from increasing have up to 1868 gradually decreased. The decrease here noticed is of course mainly attributable to pleuro-pneumonia, which broke out in this Colony in the end of 1861, and was most virulent and widely disseminated in 1862 and 1863. It was more or less prevalent in every district throughout the Colony. Where its ravages were not checked by a timely resort to inoculation, it carried off from 20 to 35 per cent. of the cattle; and so dilatory were owners generally in adopting this remedy, that the average loss throughout the Colony from pleuro-pneumonia cannot be put down at less than 25 per cent.

Besides this direct cause for the decrease in the number of our horned stock, there were indirect causes tending to the same result. Thus the risk of pleuro-pneumonia led owners to dispose of their cattle and replace them with sheep; and they were all the more inclined to make this change that sheep, until recently, were paying better than cattle.

2.—*Losses from Drought.*

The losses from drought have not been quite so severe in cattle as in sheep, the Inspectors' returns fixing them at about 80,000. These occurred principally in the salt-bush and intermediate country, and the deaths were most numerous in the north-western portion of the Colony.

3.—*Imported Cattle.*

Besides those brought across the Border from Victoria, the following lots of valuable pure cattle have been introduced by ship during the year :—

No.	Breed.	Sex.	Where from.	Owner.	Destination.
5	Hereford	Cows	England ...	Messrs. White	Edinglassie and Martindale, Denman.
2	Do.	Bulls	Do.	Do.	Do.
1	Short Horn ...	Do.	Do.	Do.	Do.
2	Do.	Do.	Do.	W. J. Dangar	Neotsfield, Singleton.
1	Do.	Do.	Victoria.....	— Greaves	Clarence River.
1	Do.	Cow	England ...	W. J. Dangar	Neotsfield, Singleton.
2	Do.	Heifers ...	Do.	Do.	Do.
1	Hereford	Cow	Do.	Do.	Do.
1	Short Horn ...	Bull	Do.	Mr. Rouse.....	Mudgee.
3	Do.	Cows	Do.	Messrs. White	Martindale and Edinglassie, Denman.
4	Hereford	Do.	Do.	Do.	Do.
1	Do.	Do.	Do.	W. J. Dangar	Neotsfield, Singleton.
14	Do.	Cows and calves.	Victoria.....	Messrs. Bundock, Barnes, and Smith.	Clarence River.
3	Short Horn ...	Bulls	England ...	Australian Agricultural Company.	Stroud.

These importations will prove a very great acquisition to our cattle stock, several of the animals being of high merit, and prize-takers at some of the principal shows in England.

4.—*Improvement in Cattle.*

There is very great room for improvement in our breed of cattle ; and although there has latterly been more inquiry for pure-bred bulls, the demand is by no means so great as it ought to be ; while the prices offered for them are, with a few exceptions, too low to induce many owners to turn their attention to the breeding of thorough-bred stock. Some few owners may be willing to give from £20 to £40 a head for well-bred bulls, but the majority think £10 to £15 enough. Even the highest of these figures cannot pay the breeder of pure cattle ; and the consequence is that there are comparatively few pure herds in the Colony. When it is considered that the progeny of a well-bred bull will, as a rule, fetch at least £1 more a head than the increase from an inferior animal, besides coming earlier to maturity, and that there will at the least be fifty calves in a season by one bull—the folly of using low-priced bulls must be apparent to every owner.

5.—*Pleuro-pneumonia.*

I regret to have to report that pleuro-pneumonia has again shown itself in several parts of the Colony, though not in a very virulent form or to a very great extent. It is hoped however, that as the result of the late inquiry, which has established the efficacy of inoculation, becomes known, that treatment will be at once resorted to. This will tend to check the spread of the disease ; but until an Act is passed, preventing infected cattle from travelling, and putting that class of cattle, when properly inoculated, on a more favourable footing than those that are infected but not inoculated, as well as providing for the examination and licensing of inoculators, and the inspection and disinfecting of town dairies,—it is not to be expected that the disease can be kept within moderate bounds, much less eradicated. With such a measure, however, as here indicated, there is every reason to believe that pleuro-pneumonia would in the course of a few years be banished from the Colony.

6.—*Poison Pea.*

A considerable number of deaths have this year resulted from cattle eating the poison pea—a species of *Swansonia*, of which there has been a very luxuriant growth. The deaths have principally occurred on the Liverpool Ranges and in the adjoining country.

III.—GENERAL.

1.—*Metropolitan Stock Markets.*

I may perhaps be permitted to call attention here to the very great loss owners of stock are now sustaining through the want of central markets. It would seem that the Corporation have resolved to erect these markets, and it is to be hoped that there will now be no unnecessary delay in their establishment. Should there be so, it is the intention of some gentlemen interested in the disposal of stock to form a Market Company, of which a prospectus has actually been framed. Whether the Corporation or a Market Company proceed with the matter, such a site should be selected for the yards as will permit of the abattoirs being eventually erected in the same neighbourhood, as their situation is now most inconvenient for getting stock into the slaughter yards, and a serious nuisance to the inhabitants in many parts of the Glebe and Balmain. If the market yards were placed on the north side of the railway, the abattoirs might be erected near them on the Parramatta River, and the stock could pass without trouble from the market to the slaughter yards, while the meat could be taken to town by the train.

2.—*Meat-preserving Company.*

The establishment of a Meat-preserving Company is also urgently called for in Sydney ; but until central markets are established and the disposal of the stock placed upon a more satisfactory footing than it now is, it would be scarcely possible for such a Company to carry on its operations with success. The establishment of a Meat-preserving Company would be highly advantageous both to stockowners and to the Colony generally ; for so soon as it was fairly in operation stock *must* rise to Melbourne prices, and the preparing and shipping of the meat would add considerably to our trade. The proof that the prices of stock here would then advance to the Melbourne rates lies in the fact that owners are now sending their cattle from the Castlereagh to Melbourne, where they are largely purchased by the Meat-preserving Company, and at 25 per cent. advance on the Sydney prices. At the same time, although it may appear somewhat anomalous, it is the case that the retail price of meat is no higher in Melbourne than in Sydney.

3.—*Conveyance of Fat Stock by Rail.*

Whether our fat stock travel by the "Bulga," by "Bell's Line," or by the Southern Road, their condition is now greatly deteriorated during the last portion of their journey,—a great deal more than is generally imagined. It is a well ascertained fact that at home a fat beast crawling along a good road at a snail's pace, and rested, and well fed day and night, loses 8 lbs. a day during the journey; and surely here, with bad mountainous roads, little or no feed, and that little exceedingly inferior, and the cattle comparatively wild, we are justified in putting the loss at the same amount in the summer and one-half more in the winter. It may be that stall-fed cattle when taken on the road would fall off very much, but they cannot possibly do so to the same extent as our cattle on the last 120 or 140 miles of their journey to Sydney by either of the principal droving roads.

If then our stock travelled by the road waste even to the extent that they do at home,—and I believe stockowners themselves, when they consider how the cattle die on the station and in Sydney, will allow that I am rather under than over the mark,—there cannot be a doubt but it would pay the owner much better to send his stock by railway from any distance over 80 miles than by the road. The question stands thus on cattle from Goulburn:—

	<i>By rail.</i>	s. d.
Railway charge		8 6
Loss of weight, say 1 day's waste, @ 8 lbs., @ 2½d. per lb.		1 8
		10 2
	<i>By road.</i>	£ s. d.
Droving		0 3 6
Waste of condition, say 10 days, @ 8 lbs. per day = 80 lbs. at 2½d.		0 16 8
General deterioration of quality of meat, say 0½d. per lb. on 650 lbs. =		0 6 9
		£1 6 11
		0 10 2
		£0 16 9

That is a clear gain of 16s. 9d. a head, exclusive of the advantage of a far quicker return (a matter of very material importance to all, but especially to the dealer), and also that of far less risk of damage or loss than if the stock are sent by the road. The price put on the quantity deficient is not too high, considering that it is the best of the fat that is wasted, and the rate fixed for the general deterioration is considerably under than over the mark.

I believe a good many sheep are now sent by rail to Sydney, and there can be little doubt but all ought to be so when the distance is over thirty or forty miles. It is comparatively little trouble to put them on and off the trucks, even with the present convenience, which might be increased; and they waste as much as cattle on the road in fine weather, and a great deal more in bad. I have it on the very best authority that sheep sent by rail from Goulburn in ordinary weather are worth at least 1s. 6d. a head more than those travelled by the road. This would bring the saving to be effected by sending *cattle* by rail to about the same amount as that already estimated.

Were these facts brought prominently before stockowners, and proper accommodation provided for trucking the stock, there is no doubt but the greater part of the cattle and sheep coming to the fat market would be carried by rail,—say from Murrurundi on the Northern Line, from Bathurst and the Mudgee Road Junction on the Western, and from Goulburn on the Southern; and this additional traffic would give a great impulse to railway extension, as the carriage of fat stock by rail would, even at the present rate of consumption, amount to some £40,000 or £50,000 a year.

I am aware that the comparative wildness of our cattle stock and the difficulty of trucking them will be brought forward as objections to sending them by rail; but the fact that cattle are now frequently sent from Sutton Forest to Sydney by the train is a sufficient answer to these objections. The arrangements for trucking cattle could however be improved, and I will now endeavour to point out how this might be effected.

The present close covers, which frighten the cattle and stop them from going into the trucks, should be removed. The cattle are of course wholly unaccustomed to anything of the sort, and the covers have to account for a great deal of the punishment and bruising to which the cattle sent by rail are now subjected. As they will almost always be carried at night they require no shade from the sun, and they are too closely packed to suffer from cold or wet even in winter. Should, however, exceptional hot or cold weather occur, iron stays could be thrown across the trucks, and tarpaulins tied over the stays. Besides the side-doors in the truck (which would be required for loading goods for the up-country trip), there should be one at each end the whole width of it, but divided into two halves, so that when they were opened and swung back on the sides they would fill up the gap between the trucks caused by the buffers.

The yards and line should be so constructed as to place the trucks when loading end on to the yards. The proper number of trucks, according to the size of the mob of cattle to be dispatched, could then be drawn up to the yards in a continuous line and firmly chained up to each other, while a piece of flooring, made for the purpose, could be placed between each truck over the buffers, and so secured by bolts or otherwise to the two carriages and the buffers as to carry the cattle steadily over them. On this being done, the half-doors could be thrown back at each side and fastened by strong chains or iron bolts on the outside to secure them against the pressure of the cattle. The trucks would thus form an unbroken line or lane from end to end; and if the engine were kept at a distance, and the wheels of the trucks as much as possible out of sight, there is no doubt but, with a few quiet workers or milkers to lead them on, the cattle would take the trucks nearly as readily as they would a lane in a stockyard, and more readily than they crossed some of the bridges on their road to the station, for at the station the forcing yards would of course assist in making the cattle go into the trucks. As the cattle went on the trucks they could be kept from going either backward or forward by putting round rails through here and there, where required, between the rails of the trucks or through openings made in the sides for the purpose, till each of the trucks could be filled up with the proper complement of cattle, and the doors closed and fastened.

In

In this way I think it will be seen that the whole number of trucks would be more easily loaded than one would now be with the cover on it, and by the small door in the side; and the cattle need not be knocked about or bruised more than they would be in putting them into a drafting-yard or lane. The sides of the trucks should be closely and smoothly boarded all round, from the height of say 4½ or 5 feet down to a level with the animals' knees, to prevent bruising through the one beast crushing the other, and the insides of the fore and hind doors should be padded, to save the cattle from the effects of the jolting occasioned by the train stopping or starting.

With these precautions, well planned forcing yards, and quiet careful management in putting on and taking off the cattle, they ought to have fewer bruises upon them than if they had come through some of the double lines of fences between which they would have had to travel if they came by the road; and the saving in condition by the rail has been already pointed out.

Some of the details of the plan which is here sketched may no doubt be susceptible of improvement, but any one who has had to do with the working of cattle knows that the principle of having one filling up is the right one, as it not only saves time and labour but also the condition of the cattle. In working cattle in a yard, whether it be merely drafting them, or inoculating or spaying, the "filling up" occupies a very large share of the time.

Closely connected with this subject is that of the Central Cattle Yards; and the carriage of the fat stock by rail will tend to remove one of the chief difficulties with which that question seems at present beset,—the providing of sufficient paddock accommodation near the sale yards, if they are brought near enough to Sydney to suit the convenience of the retail butchers. For when stock are brought down by rail, the principal waiting paddocks will be situated near the up-country termini of the different lines; and with stock thus within eight or ten hours' journey of the market, and the telegraph at less than half an hour's ride of the drover, a large over-supply of stock will seldom be yarded, and extensive paddock accommodation near the sale yards will, under these circumstances, be unnecessary.

4.—*Inquiries.*

As a great deal of valuable information was elicited by the inquiry lately instituted with respect to the efficacy of inoculation for pleuro-pneumonia, I would suggest that a similar course be adopted with regard to Cumberland disease, foot-rot, fluke, yellows, and the poison pea; and that circulars be sent to all owners possessed of more than 500 sheep and 100 cattle, inviting them to give their experience of these diseases, and to state the treatment they have adopted for their prevention and cure—with the view to the facts which they supply being arranged and published, as was done in the case of the inquiry alluded to.

If the information thus obtained did not in the first instance lead to the successful treatment of the diseases mentioned, it would at any rate tend in that direction, and would dispel many erroneous ideas which now prevail with respect to them. Besides, if a scientific investigation as to the nature and proper treatment of any of these diseases be hereafter instituted, as it is hoped it will be, the information collected in this way would be of very material assistance to the gentlemen to whom such an inquiry might be confided.

ALEX. BRUCE,
Chief Inspector of Stock.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STOCK STATISTICS.
(REPORT ON COLLECTION OF.)

Ordered by the Legislative Assembly to be Printed, 3 February, 1870.

THE CHIEF INSPECTOR OF SHEEP to THE UNDER SECRETARY FOR LANDS.

REFERRING to the suggestions made in my memo. of the 20th January, 1869, that the Inspectors of Sheep should be made collectors of statistics, I have now the honor to submit the accompanying statement, showing the difference in the number of sheep collected for the Registrar General by the police, and those returned under declaration by owners to the Clerks of Petty Sessions, and registered with Inspectors by owners of less than 500 sheep, with a view of showing the necessity for these as well as all other statistics being collected by the Sheep Inspectors.

This is the only case in which there is a check upon any of the collections by the police, and it is not unfair to assume that all other returns made by them to the Registrar General are in the same unsatisfactory and incorrect state, and therefore of comparatively little value, if they are not even worse than useless.

From their knowledge of stock and general acquaintance with country matters the Sheep Inspectors are well qualified to act as collectors; and, as their duties in the inland districts are now comparatively light, they could be attending to them while collecting the statistics.

I understand that a sum of £2,000 was at one time placed upon the Estimates for collecting the statistics of the Colony, but less than half that amount would be sufficient to remunerate the Inspectors for this additional duty, should the suggestion of their appointment be approved.

A.B.
19/10/69.

COMPARATIVE Statement of the number of sheep returned by the police to the Registrar General, and of that returned under declaration by owners to the Clerks of Petty Sessions, for the years 1865, 1866, 1867, and 1868.

1865.	
Number declared by owners.....	11,644,593
Number returned by the police	8,132,511
	3,512,082
1866.	
Number declared by owners.....	13,066,377
Number returned by the police	11,562,155
	1,504,222
1867.	
Number declared by owners.....	16,000,000
Number returned by the police	13,909,574
	2,090,426
1868.	
Number declared by owners.....	16,808,217
Number returned by the police	15,082,772
	1,725,445
<i>Deficiency in the Police Returns.</i>	
For the year 1865	3,512,082
" 1866	1,504,222
" 1867	2,090,426
" 1868	1,725,445
	8,832,175

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF MORPETH—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 11th November, 1869.

BOROUGH OF MORPETH.

BY-LAW.

THE following By-law made by the Borough of Morpeth, in substitution of No. 46 of the existing By-laws of that Municipality relating to Public Works, having been confirmed by His Excellency the Governor with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

BY-LAW.

No Public Work of any character shall be undertaken (except as in Rule No. 41 of Finance Committee By-laws) until the nature thereof and estimate of probable cost be first brought before the Council for consideration and approval.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF MORPETH—AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 21st December, 1869.

BOROUGH OF MORPETH.

AMENDED BY-LAWS.

THE following amendments, made by the Council of the Borough of Morpeth, in the 61st By-law, and in Schedule A of the By-laws of that Municipality, as published in the *Government Gazette* (No. 155) of the 16th July, 1869, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

61. The Bailiff in making a distress as aforesaid, may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such places or in such part of the land or premises chargeable with the rate as shall be most fit and convenient for the purpose; and it shall be lawful for any person whatsoever, after the expiration of five days, and agreeably to clause 176 of the Municipalities Act of 1867, to come and go to and from such place or part of the said land or premises where any distress shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same, on account of the purchaser thereof.

situate at _____, for the sum of _____, being the amount of municipal rates due to the Borough, to the day of _____, for the said dwelling-house, land, or premises (as the case may be), and to proceed thereon for the recovery of the said rates according to law; and should the amount so distrained for, together with costs, be not paid at or before the expiration of five days, you shall then proceed to the sale by public auction of the goods and chattels so levied upon to the amount of said distress and sale.—Dated this day of _____, 18 _____.

Mayor.

SCHEDULE A.
Warrant of Distress.

I _____ the Mayor of the Municipality of Morpeth, do hereby authorize you, _____, Bailiff of the said Borough, to distrain the goods and chattels in the dwelling-house, or in and upon the land and premises of _____,

MEMO.—Passed at Council Meetings of 12th and 26th October, 1869.

J. J. HAYNES,
Council Clerk.

CHAS. E. JAKUES,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ST. LEONARDS—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 21st December, 1869.

BOROUGH OF ST. LEONARDS.

BY-LAW.

THE following By-law, made by the Council of the Borough of St. Leonards, to regulate, control, and manage the Public Reserves within the Borough, and for planting and preserving trees and shrubs therein, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

BOROUGH OF ST. LEONARDS.

BY-LAW the better to enable the Municipal Council of the Borough of St. Leonards to regulate, control, and manage the Public Reserves within the Borough, and for planting and preserving trees and shrubs therein.

WHEREAS certain portions of land within the Borough of St. Leonards, described in the annexed Schedule, have been reserved for the purposes therein set forth; and whereas, by a notification in the *Government Gazette*, dated Tuesday, 10th August, 1869, No. 171, His Excellency the Governor, with the advice of the Executive Council, has been pleased to appoint the Municipal Council of the Borough of St. Leonards Trustees for the said portions of land; and as it is expedient the better to enable the said Council to regulate, control, and manage the said Reserves or any others which may be hereafter dedicated to a like purpose and placed under their control, and for planting and preserving the trees and shrubs therein, that certain By-laws should be passed: Be it therefore enacted—

1. The Council may appoint a ranger, bailiff, or overseer with powers and authorities necessary to enable him to perform his duties, as they may from time to time think fit.

2. The said ranger, bailiff, or overseer, or any officer of the Council shall protect the said Reserves, and for that purpose shall be at liberty to call in the aid of the Police for the removal, by force if necessary, of any person or persons who shall be found committing a breach of these By-laws, or who shall by disorderly conduct cause annoyance to any person therein.

3. Any person who shall remove any firewood or timber from any of the said Reserves, or who shall wilfully destroy or damage any of the trees or shrubs growing thereon, or who shall set fire to any grass, tree, or shrub, or timber therein, or shall injure any fence, gate, seat, or turn-stile therein, shall on conviction before any two or more Justices of the Peace forfeit and pay a penalty not exceeding ten pounds.

4. Any person who shall injure or destroy any dam, well, fountain, or reservoir in any of the said Reserves, or who shall wash any clothes, or the person, or any animal, or in any way pollute the water in any such stream, dam, well, fountain, or reservoir, or who shall bathe in any of the said waters (except such as may be set apart for bathing purposes and during the hours appointed for such purposes), shall on conviction before any two or more Justices of the Peace forfeit and pay a penalty of not exceeding ten pounds.

5. Any person who shall offend against decency by the exposure of his or her person in any of the said Reserves, or in view thereof, shall forfeit and pay a penalty of not exceeding ten pounds.

6. No tents, booths, or stalls shall be erected on any of the said Reserves without the consent of the Council first had and obtained, under a penalty of not exceeding ten pounds.

7. No horse-racing or horse-breaking shall be allowed on any of the said Reserves, under a penalty of not exceeding ten pounds.

8. Any person who shall deposit any rubbish on any of the said Reserves, or who shall remove any rock, stone, earth, or other material therefrom without the leave of the Council first had and obtained, shall upon conviction forfeit and pay a penalty of not exceeding ten pounds.

9. The Council may annually let, from year to year or for any less term, by public auction or by tender, the exclusive right to depasture stock on all or any of the said Reserves; and may delegate to any lessee power to impound any swine, goats, horses, sheep, or cattle straying thereon.

10. The Council may also annually let, from year to year or for any less period, by public auction or by public tender, the exclusive right to remove any trees, firewood, or timber not required for ornamental purposes from any of the said Reserves; and they may make such regulations as may be necessary from time to time for the protection of trees and shrubs required for ornamental purposes.

SCHEDULE REFERRED TO.

Reg. No.	County.	Section.	Description of land.	Area.	For what purposes dedicated.
W 63-3360	Cumberland	19 & 20	At the eastern side of Miller-street, the southern side of Falcon-street, the western side of Alfred-street, and the northern side of Ridge-street.	28	Public recreation
		—	Parish of Willoughby, near the Willoughby Waterfalls.	53	Access to water.
		15	At the intersection of Carlow & Walker Miller & Ridge Streets.	8	Recreation and Cricket grounds.

Passed by the Municipal Council of St. Leonards, this twelfth day of November, one thousand eight hundred and sixty-nine.

GEORGE PILE, Jun.,
Council Clerk.

WILLIAM TUNKS,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF SINGLETON—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 21st December, 1869.

BOROUGH OF SINGLETON.

BY-LAWS.

THE following By-laws, made by the Council of the Borough of Singleton, for the care and management of the roads and streets of the Borough, and the suppression of nuisances, &c., having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

BY-LAWS—BOROUGH OF SINGLETON.

No turf, gravel, &c., to be removed from streets without permission.

65. Any person who shall form, dig, or open, any drain or sewer; or remove, or cause to be removed, any turf, clay, soil, or gravel, stone, or other material, in or from any part of the carriage or foot way of any street or other public place within the said Borough, without leave first had and obtained from the Council; or who shall wantonly break up or otherwise damage any such carriage or foot way,—shall, on conviction, forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Holes to be closed.

66. Any person or persons who shall dig or make or cause to be dug or made any hole, or leave or cause to be left any hole, adjoining or near to any public place within the said Borough, for the purpose of making any vault or vaults or the foundation or foundations to any house or other building, or for any other purpose whatsoever; or shall erect or pull down or cause to erect or pull down any building, and shall not forthwith enclose the same and keep the same enclosed in a good and sufficient manner, to the satisfaction of the Committee for Works of the said Borough; or shall keep up or caused to be kept up and continued any such enclosure for any time which shall be longer than shall be absolutely necessary in the opinion of said Committee, and shall not place lights upon each side of said enclosure and keep the same constantly burning from sun-set to sun-rise during the continuance of such enclosure,—shall forfeit and pay for every such refusal or neglect any sum not being less than forty shillings nor exceeding five pounds.

Temporary stoppage of traffic for repairs.

67. The Improvement Committee, or any officer or person acting under the authority of the Council, may at any time cause the traffic of any street, lane, or thoroughfare or any

portion thereof to be stopped, for the purpose of repairing the same or for any necessary purpose; and any person or persons offending against this By-law, either by travelling on any such lane or thoroughfare or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding five pounds for every such offence.

Drawing or trailing timber, &c.

68. Any person who shall haul or draw or cause to be hauled or drawn upon any part of any street or public place within the said Borough, any timber, stone, or other thing, otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing, which shall be carried principally or in any part upon any wheeled vehicle or barrow, to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of such vehicle or barrow so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow,—shall, upon conviction, forfeit and pay for every such offence a sum of not more than forty shillings nor less than five shillings over and above the damages occasioned thereby.

Driving carriages, &c., on footways, and throwing filth, &c., &c.

69. Any person who shall throw, cast, or lay, or shall cause to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriage-way or foot-way of any street or other public place in the said Borough; or shall kill, slaughter, dress, scald, or cut up, any beast, swine, calf, sheep, or other animal in or so near to any such street or other public place as that any blood or filth shall run or flow upon or over or be on any or either of any such carriage or foot way; or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said foot-ways of any such street or public place any waggon, cart, dray, sledge, or other carriage, or any wheel, wheel-barrow, hand-

barrow, or truck, or any hogshead, cask, or barrel; or shall wilfully lead, drive, or ride, any horse, ass, mule, or other beast upon any such footway, shall, upon conviction, forfeit and pay—for the first offence a sum not exceeding forty shillings nor less than five shillings; for the second offence a sum not exceeding five pounds nor less than ten shillings; and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

Placing carriages, goods, &c., on footways, &c.

Not to prevent awnings being erected in front of shops.

70. Any person who shall set or place, or cause or permit to be set or placed, any stall, board, chopping-block, show-board (on hinges or otherwise), basket, wares, merchandise, casks, or goods of any kind whatsoever; or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed, any pipe, barrel, cask, or vessel, in or upon or over any carriage or footway in any street or public place within the said Borough; or shall set out, lay or place, or shall cause or procure, permit or suffer to be set out, or laid, or placed, any coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, or other carriage upon any such carriage-way, except for the necessary time of loading or unloading such cart, wain, waggon, dray, sledge, truck, or other carriage, or taking up or setting down any fare, or waiting for passengers when actually hired, or harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage; or if any person shall set or place or cause to be set or placed in or upon or over any such carriage or foot way, any timber, stones, bricks, lime, or other materials or things for building, whatsoever (unless the same shall be enclosed as herein directed), or any other matters or things whatsoever; or shall hang out or expose, or shall cause or permit to be hung out or exposed any meat, offal, or other thing or matter whatsoever, from any house or other building or premises over any part of any such foot-way or carriage-way, or over any area of any house or other building or premises or any other matter or thing from and on the outside of the front or any other part of any house or other building or premises over or next unto such street or public place, and shall not immediately remove all or any such matters or things, being thereto required by the Inspector of Nuisances, or other proper officer of the Council; or if any person who, having in pursuance of any such requisition as aforesaid removed or caused to be removed any such stall-board, show-board, chopping-block, basket, wares, merchandise, casks, goods, coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matters or things, shall, at any time thereafter again set, lay or place, expose or put out, or cause, procure, permit or suffer to be set, laid, placed, exposed, or put out, the same, or any of them, or any other stall-board, shop-board, chopping-block, basket, wares, merchandise, goods, timber, stones, bricks, lime, coach, cart, wain, waggon, dray, truck, wheel-barrow, hand-barrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid), in upon or over any such carriage or foot way of or next unto any such street or public place as aforesaid, shall, upon conviction for every such offence, forfeit and pay—for the first offence, a sum not exceeding forty shillings nor less than five shillings; for the second offence, a sum not exceeding five pounds nor less than ten shillings; and for a third and every subsequent offence, a sum not exceeding ten pounds nor less than one pound. Provided that nothing herein contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house, in such manner as that such awning shall be at least seven feet above the height of the foot-way, and that the posts be placed close up to the curb-stone or outer edge of such foot-way.

Riding on drays, carelessly driving, &c.

71. If the driver of any waggon, wain, cart, or dray of any kind, shall ride upon any such carriage in any street as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driver, or guided with reins only, excepted), or if the driver of any carriage whatsoever shall wilfully be at such a distance from such carriage, or in such a situation whilst it shall be passing upon such street that he cannot have the direction and government of the horse or horses or cattle drawing the same; or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever meeting any other carriage shall not keep his waggon, cart, dray, or coach, or other carriage on the left or near side of the road or street, or other thoroughfare; or if any person shall in any manner wilfully prevent any other person or persons, from passing him or her or any carriage under his or her care upon such street, or by negligence or misbehaviour prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same,—every such driver or person so offending, shall upon conviction forfeit and pay any sum not exceeding forty shillings.

Riding or driving furiously, &c.

72. Any person who shall ride or drive through or upon any street or public place within the said Borough, so negligently,

carelessly, or furiously that the safety of any other person shall or may be endangered, shall on conviction forfeit and pay a sum not exceeding _____ pounds nor less than _____ pounds.

As to damaging public buildings.

73. Any person who shall damage any public building toll-gate, toll-bar, toll-board, wall, parapet, fence, sluice, bridge, culvert, sewer, water-course, or other public property within the said Borough, shall pay the costs of repairing the same; and, if such damage be wilfully done, shall forfeit and pay a sum not exceeding twenty pounds nor less than five pounds.

Dead animals, &c., not to be thrown into any public water-course, &c.

74. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning, into any public water-course, sewer, water-hole, river, creek, or canal; or who shall suffer slops, suds, or filth of any kind to flow from his or her premises into any such water-course, river, creek, or canal; or who shall permit or suffer any such slops, suds, or filth, to flow from his or her premises over any of the foot ways or streets of the Borough; or shall permit or cause, by means of pipes, shoots, channels, or other contrivances, filth of any kind whatsoever to flow into any public water-course, sewer, water-hole, river, creek, or canal; or shall obstruct or divert from its channel any such sewer or water-course, river, creek, or canal,—shall forfeit any sum not exceeding five pounds, and shall pay the cost of removing such filth or obstruction, or of restoring such sewer, water-course, river, creek, or canal, to its proper channel.

Swine not to be kept.

75. Any person who shall suffer any kind of swine, or any horse, ass, or mule, sheep, goat, or other cattle belonging to him or her, or under his or her charge, to stray or go about or to be tethered or depastured in any such street or public place, shall on conviction forfeit and pay for such offence a sum not exceeding forty shillings and not less than five shillings.

As to private avenues.

76. Any owner or occupier of any private house or place within the said Borough who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall on conviction forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Cleansing butchers' shambles, slaughter-houses, &c.

77. For preserving the cleanliness of the said Borough and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect the butchers' shambles, slaughter-houses, boiling-down establishments, tanneries, and fellmongering establishments in the said Borough, and to give such directions concerning the cleansing of the said shambles, slaughter-houses, tanneries, and establishments both within and without as to him shall seem needful; and any butcher or the owner or occupier of any such shamble, slaughter-houses, tannery, or establishment who shall refuse or neglect to comply with such directions within a reasonable time, shall forfeit and pay a sum not exceeding ten pounds nor less than ten shillings.

Inspection of premises.

78. Upon the reasonable complaint of any householder, that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances or any other person appointed by the Council shall make an inspection of the premises complained of, and the officers of the Council shall have full power without any other authority than this By-law to go upon such premises for the aforesaid purpose.

79. Every person who in any street or other public place or passage within the said Borough, to the obstruction, annoyance, or danger of the residents or passengers, shall commit any of the following offences, shall on conviction for any and every such offence forfeit and pay a penalty of not more than two pounds:—

Every person who shall hoist, or cause to be hoisted, or lower or cause to be lowered, goods of any description, from any opening in any house fronting any street or public place, and close to the footway thereof without sufficient and proper tackling.

Every person who shall carry or convey or cause to be carried and conveyed in any street or public place the carcase or any part of the carcase of any newly slaughtered animal, without a sufficient and proper cloth covering the same for the concealment from public view, or shall hawk or carry about butchers' meat for sale without covering the same as aforesaid.

Every person who shall be the keeper of or have any dog or other animal which shall attack or endanger the life or limb of any person who may have the right of way or use of any yard, alley, street, or any other place within the said Borough.

Bathing prohibited within certain hours.

80. Any person who shall bathe near to or within view of any inhabited house or any public wharf, quay, or bridge, street, road, or other place of public resort within the limits of the said Borough, between the hours of *six o'clock in the morning and eight in the evening*, shall on conviction forfeit and pay a sum not exceeding one pound for every such offence.

Penalty on indecent exposure of person.

81. Any individual who shall offend against decency, by the exposure of his or her person in any street or public place within the said Borough or in the view thereof, shall on conviction forfeit and pay for every such offence a sum not exceeding ten pounds nor less than five pounds.

Licensing public vehicles.

82. All water-carters, carriers, and owners of vehicles plying or carrying passengers and goods for hire, shall be licensed by the Council, and the owners shall have their names painted in legible letters with the word "licensed" on some conspicuous part of such vehicles respectively. The license-fee shall be at the rate of ten shillings per wheel per annum, and be in force until the 30th day of June in each year; and every owner who shall omit or fail to comply with the provisions of this By-law shall forfeit a sum not exceeding forty shillings.

Rain-water not to be carried on footways.

83. It shall not be lawful for any person whatsoever to carry by means of pipes, gutters, or other contrivances any rain-water from the roof of his or her premises or house, nor permit nor suffer any rain-water to drop from the roof of his or her premises or house upon any part of the footways of any street or public place within the Borough; and any owner or occupier of any such house or premises who shall neglect or refuse to remedy or remove any such pipes, gutters, or contrivances when required to do so by any Municipal Officer, shall on conviction forfeit and pay any sum not exceeding ten shillings, and a like sum for every day or part of a day that the same shall not be remedied or removed. Provided that the owner or occupier of any such house or premises may convey any such rain-water by means of pipes laid under the surface, or by stone gutters on the surface of any such footway, into the gutters adjoining the same; and provided also that all such pipes and gutters shall be laid down to the satisfaction of and under the superintendence of the Town Surveyor or any other person appointed by the Council.

84. Unless where hereinbefore otherwise directed, all complaints of offences against these By-laws shall be heard and determined within three months from the committal of the offence complained of; and no such complaint shall be made unless within one month from the time when such offence shall have been committed.

ALEXR. MUNRO, Mayor.

Singleton, 5th October, 1869.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF CENTRAL ILLAWARRA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 31st December, 1869.

BOROUGH OF CENTRAL ILLAWARRA.

BY-LAWS.

THE following By-laws, made by the Council of the Borough of Central Illawarra, for repealing the existing By-laws of the Borough; for regulating the proceedings of the Council, and the duties of the officers and servants thereof; for determining the modes of collecting and enforcing payment of rates—the sub-division and change of property—opening new public roads, ways, and parks—aligning roads and streets—the extirpation of weeds—and the general management of the Borough,—having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

BY-LAWS for repealing the existing By-laws, and for regulating the proceedings of the Council of the Borough of Central Illawarra, and the duties of the officers and servants of such Council—for determining the modes of collecting and enforcing payment of rates—the sub-division and change of property—opening new public roads, ways, and parks—aligning roads and streets—the extirpation of weeds—and the general management thereof.

PART I.

Repeal of existing By-laws.

1. The By-laws of the Municipal Council of Central Illawarra, passed by the Council on the 28th day of November, 1862, and re-adopted by resolution thereof on the 13th day of November, 1863,—confirmed by His Excellency the Governor on the 8th day of February, 1864, and proclaimed by the Honorable the Colonial Secretary on the 25th day of February, 1864,—to regulate the proceedings of the said Council, the collection of rates, and for the general good rule and management of the Municipality, are hereby repealed.

PART II.

PROCEEDINGS of the Council and Committees—preservation of order at Council meetings—duties of officers and servants, &c.

Meetings of the Council.

Ordinary meetings.

1. The Council shall meet at the Council Chamber, Dapto, for the despatch of business, and shall fix the day and the hour for holding the regular meetings by resolution; and in case such day shall happen to be a public holiday, the meeting shall be held on such other day as the Mayor may appoint.

Election of Chairman in absence of Mayor.—Adjournment for want of a quorum.

2. If at any meeting of the Council the Mayor be absent at the expiration of fifteen minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from among themselves a Chairman for such meeting. Whenever there shall be an adjournment of any such meeting for want of a quorum, the names of the members present shall be taken down, and shall be recorded in the minute-book.

Order of business.

Business of ordinary meetings.

3. The following shall be the order of business at all meetings of the Council other than special meetings:—

- (1.) The minutes of the last preceding meeting to be read, corrected if erroneous, and, after being confirmed by the Council, shall be signed by the Mayor or presiding Alderman. No discussion to be permitted on such minutes, except as to whether they are correct.
- (2.) Petitions (if any) to be presented and dealt with.
- (3.) Correspondence to be read, and, if necessary, ordered upon.
- (4.) Reports from Committees, and minutes from the Mayor (if any), to be presented and ordered upon.
- (5.) Questions as to any matters under the jurisdiction or within the official cognizance of the Council to be put and replied to; and statements as to any facts, matters, or circumstances requiring attention by the Council or any of its Committees or officers, to be made.
- (6.) Motions of which notice has been given to be dealt with in the order in which they stand on the business paper.
- (7.) Orders of the day to be disposed of as they stand on the business paper.

Business may be dealt with out of regular order.

Provided that it shall be competent to the Council at any time, by resolution, without notice, to entertain any particular motion, or to deal with any particular matter of business out of its regular order on the business paper, without any formal suspension of this section,—also, and in like manner, to direct that any particular motion or matter of business shall have precedence at a future meeting.

Business at special meetings.

4. At special meetings of the Council, the business—after the minutes shall have been read and verified, which shall be done in the same manner as at an ordinary meeting—shall be taken in such order as the Mayor, or the Aldermen at whose instance such special meeting shall have been called, may have directed.

Business paper for ordinary meeting—how prepared.

5. The business paper for every meeting of the Council, other than a special meeting, shall be made up by the Council Clerk not less than two nor more than three days before the day appointed for such meeting. He shall enter on such business paper a copy or the substance of every notice of motion, and of every requisition or order as to business proposed to be transacted at such meeting, which he shall have received, or shall have been required or directed so to enter, in due course of law, and as hereinafter provided. Every such entry shall be made (subject to the provisions of section 3 of this "Part" of these By-laws) in the same order as such notice, requisition, or direction shall have been received.

Business paper for special meeting.

6. The business paper for each special meeting shall contain only such matters as shall have been specially ordered to be entered thereon by the Mayor or Aldermen calling such meeting.

Summons to members.

7. The summons to members of the Council for every meeting thereof shall be prepared from the business paper for such meeting, and shall embody the substance of such business paper.

How business paper is to be disposed of.

8. The business paper for each meeting of the Council shall at such meeting be laid before the Mayor or Chairman, who shall make a note upon such business paper of the mode in which each matter entered thereon has been dealt with. And such business paper so noted shall be a record of the Council.

Notices of motion, &c., to be numbered as received, and preserved until matter disposed of; unless withdrawn before business paper is made up.

9. All notices of motion, and all requisitions from Aldermen, and directions from the Mayor as to the entry of any particular matters of business for the consideration of the Council at its then next or any future meeting, shall be numbered by the Council Clerk as they are received. And each such notice, requisition, and direction shall be preserved by such Clerk until after the matter to which it relates shall have been disposed of, and the record in the minute-book of the manner in which such matter has been so disposed of shall have been duly verified as required by section 3 of this "Part" of these By-laws: Provided however, that the person giving or forwarding any such notice of motion, requisition, or direction to the Council Clerk shall be at liberty to withdraw the same at any time before the making up of the business paper.

After business paper made up, all notices, &c., to be the property of the Council.

10. After the business paper shall have been made up as aforesaid, all the said notices of motions, requisitions, and directions, as to which entries have been made thereon, shall be the property of the Council, and shall not be withdrawn, altered, or amended without leave having been first obtained from the Council for such withdrawal, alteration, or amendment.

Motions and Amendments.

Motions—how to be moved.

11. Except by leave of the Council, motions shall be moved in the order in which they stand on the business paper, and if not so moved or postponed shall be struck from such business paper and be considered to have lapsed.

Absence of proposed mover.

12. No motion of which notice shall have been entered on the business paper, shall, except as hereinafter provided (see s. 20), be proceeded with in the absence of the Alderman by whom such notice shall have been given, unless by some other Alderman producing a written authority for that purpose from such first-named Alderman.

Motion to be seconded.

13. No motion in Council shall be discussed unless and until it be seconded.

Amendment may be moved.

14. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon; but no such amendment shall be discussed unless and until it be seconded.

Motions and amendments to be in writing—only one amendment at a time.

15. No motion or amendment shall be discussed until it shall have been reduced into writing.

16. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of.

Amended question binding on the Council.

17. If an amendment be carried, the question as amended thereby shall become itself the question, and the Council shall to all intents and purposes be bound by such amendment as if it were the original question.

How subsequent amendments may be moved.

18. If any amendment upon an original question shall be negatived, then a further amendment may be moved to the question to which such first-mentioned amendment was moved, and so on: Provided that not more than one question and one proposed amendment thereof shall be before the Council at any one time.

Motions for adjournment.

19. No discussion shall be permitted on any motion for adjournment of the Council; and if, upon the question being put on any such motion, the same be negatived, the subject then under consideration, or the next in order on the business paper, or any other on such paper that may be allowed precedence, shall be discussed before any subsequent motion for adjournment shall be receivable.

Requisitions from Aldermen—how to be dealt with.

20. Every requisition by an Alderman, that any particular matter of business be brought before the Council, shall be regarded and treated as a notice of motion by such Alderman that such business be taken into consideration by the Council. And he shall be called upon in due order to move that such business be so considered, or to make any other motion which he may think fit in reference thereto which shall be consistent with the notice of such business and with good order. And if such Alderman be absent, or if being present and so called upon he shall make no such motion, then it shall be open to any other Alderman to make such motion. And when any such motion shall have been made, it shall be dealt with in precisely the same manner as if notice thereof had been given, subject however to any objection which may exist as to its not being in accordance with the notice actually given of such business or with good order. And if no motion shall be made in reference to such business, the entry relating thereto shall be struck from the business paper.

Orders of the Day.

Of what orders of the day shall consist.

21. The orders of the day shall consist of any matters, other than motions on notice, which the Council shall at a previous meeting thereof have directed to be taken into consideration, or which the Mayor or any Committee of the Council shall have directed to be entered on the business paper for consideration.

How they are to be dealt with.

22. Section 20 of this "Part" of these By-laws shall be considered applicable to orders of the day. And the Alderman who has the usual charge of, or who has previously moved in reference to the particular business to which any such order of the day relates, shall be the person called upon to move: Provided that as to any order of the day entered as aforesaid by direction of the Mayor, such Mayor may move or may arrange with any Alderman to move, and may in such case call upon the Alderman with whom he has so arranged.

Petitions.

Petitions to be respectfully worded.

23. It shall be incumbent on every Alderman presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Council. The nature and prayer of every such petition shall be stated to the Council by the Alderman presenting the same.

Petitions—how received.

24. All petitions shall be received only as the petitions of the parties signing the same.

How petitions are to be dealt with.

25. No motion shall, unless as hereinafter provided, be permissible on the presentation of a petition, except that the same be received; or that it be received and referred to one of the permanent committees hereinafter mentioned; or that it be received, and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice of a motion in reference to any petition, and such petition shall have been presented before such Alderman shall have been called upon to move such motion, the said motion shall, if otherwise unobjectionable, be considered in order.

Correspondence.

Duties of Mayor as to correspondence.

26. The Mayor shall have the same duty in reference to letters addressed to the Council, before directing the same to be read, as by section 23 of this "Part" of these By-laws is imposed upon Aldermen presenting petitions. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council shall be presented or read by any Alderman. If the Mayor be absent, and shall not have examined any such letters addressed to the Council, or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

Sec. 25 to apply to letters.

27. Section 25 of this "Part" of these By-laws shall be considered as fully applicable to letters addressed to the Council as to petitions.

Letters sent not to be discussed, but every letter may be subject of motion.

28. No discussion shall be permitted in reference to any letters, which have been written and sent by the Mayor or by any officer of the Council, and copies of which may be read to such Council: Provided, however, that any notice of motion, consistent with good order, may be entertained with reference to any such letters whether read or not, or with reference to any letters addressed to the Council which the Mayor or presiding Alderman may not have ordered to be read as aforesaid.

Reports from Committees and Minutes from the Mayor.

Form of Report.

29. All reports from Committees shall be written on foolscap paper, with a margin of at least one-fourth of the width of such paper, and shall be signed by the Chairman of such Committee, or, in his absence, by some other member of the same.

Mayor's minutes.

30. The Mayor shall have the right of directing the attention of the Council to any matter or subject within its jurisdiction or official cognizance, by a minute in writing. Every such minute shall be written upon paper of the same kind and with the same margin as a report from a Committee, and shall be signed by such Mayor.

How reports, &c., are to be dealt with—Duties of Chairman, &c., in certain cases.

31. No motion shall (unless as hereinafter provided) be permissible on the presentation of a report from a Committee or a minute from the Mayor, except that the same be received, or that it be received and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice in reference to any such report or minute, or if an order for the consideration of such report or minute shall have been entered among the orders of the day, such motion or order may, if otherwise unobjectionable, be moved or considered in due course. And whenever any such report or minute embodies any recommendation which cannot legally be carried out without due notice, and it is nevertheless desirable that such report or minute shall be definitely ordered upon during the meeting of the Council at which such report or minute is presented, it shall be the duty of the Chairman or member of such Committee signing such report, or of such Mayor, as the case may be, to give or transmit to the Council Clerk such a notice of motion, requisition, or direction as aforesaid, as will enable such Council Clerk to make the necessary entry on the business-paper, and to give such due notice.

Questions and Statements.

Limitations as to questions and statements.

32. No question or statement shall be allowed to be put or made which is inconsistent with good order, or is not in strict accordance with the requirements of Section 3 of this "Part" of these By-laws.

Notice to be given.

33. Sufficient notice of every question shall be given to the person who is expected to reply thereto, to allow for the consideration of such reply, and, if necessary, for a reference to other persons or to documents.

Answer not compulsory.

34. It shall not be compulsory upon any person questioned as aforesaid to answer the question so put to him.

Question to be put without argument, &c.

35. Every such question must be put categorically, without any argument or statement of fact.

Similar provisions as to statements.

36. Every such statement must be made without argument.

No discussion on question, &c. Rights of objection and of subsequent motion reserved.

37. No discussion shall be permitted as to any such question, or as to any reply or refusal to reply thereto, or as to any such statement, at the time when such question is put, or such

reply or refusal to reply is given, or such statement is made: Provided, however, that nothing herein contained shall prevent the taking of any objection as to any such question or statement being out of order, or shall prevent the discussion, after due notice, as hereinbefore provided, of any matters properly arising out of or relating to any such question, or reply, or refusal to reply, or any such statement as aforesaid.

Order of Debate.

Mode of addressing the Council, &c.

38. Every Alderman who shall make or second any motion, or shall propose or second any amendment, or shall take any part in any debate or discussion, or shall put or reply to any question, or shall make any statement, or shall in any other way or for any other purpose address observations to the Council, shall while so doing stand up in his customary place (unless he shall be prevented from so doing by reason of some bodily infirmity), and shall address himself to the Mayor or other Chairman then presiding: Provided, that in the case of a question, such question may, by permission of such Mayor or Chairman, be put directly to the Alderman or Officer to be questioned, and may be replied to in like manner. But in every such case, the question so put and the answer thereto shall be subject to every legal objection on the ground of disorder or irrelevancy. And all Members of the Council, shall, on all occasions when in such Council, address and speak of each other by their official designations, as Mayor, Chairman, or Alderman, as the case may be.

Speaker not to be interrupted if in order.

39. No Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order as hereinafter provided.

Limitations as to number of speeches, &c.

40. Every mover of an original motion shall have a right of general reply to all observations which may have been made in reference to such motion, and to any amendments moved thereon, as well as a right to speak upon every such amendment. Every Alderman other than the mover of such original motion shall have a right to speak once upon such motion and on every amendment thereon. No Alderman shall speak oftener than once upon any question other than a question of order, unless when misrepresented or misunderstood, in which case he shall be permitted to explain without adding any further observations than may be necessary for the purposes of such explanation.

Mover and seconder.

41. An Alderman who has moved any motion or amendment shall be considered to have spoken thereon; but an Alderman who shall have seconded any such motion or amendment without any further observation than that he seconded the same, shall be at liberty to speak on such motion or amendment.

Speaker not to digress, &c.

42. No Alderman shall digress from the subject under discussion, or shall make personal reflections on, nor impute improper motives to, any other Alderman.

Adjournment of debate.

43. A debate may be adjourned to a later hour of the day or to any other day specified; and the Alderman upon whose motion such debate shall have been so adjourned shall be entitled to pre-audience on the resumption of the same.

Mayor to decide as to pre-audience.

44. If two or more Aldermen rise to speak at the same time, the Mayor or Chairman shall decide which of such Aldermen shall be first heard.

Alderman may require question to be stated, &c., under certain restrictions

45. Any Alderman may request the question or matter under discussion to be read or stated for his information, or may require the production of any records of the Council bearing upon such question or matter which are readily accessible. Provided, however, that no such request or requisition shall be so made as to interrupt the discussion; also, that if such request or requisition shall appear to the Mayor or Chairman not to have been made *bona fide*, it shall not be complied with.

Mayor or Chairman may move or second motion, &c.

46. The Mayor or Chairman may move or second any motion or amendment, or put any question, as provided for by section 3 of this "Part" of these By-laws; and such Mayor or Chairman shall have the same right as any other Alderman to speak once upon every such subject or amendment. The Mayor or Chairman shall rise when so speaking (unless prevented by some bodily infirmity from so doing), but shall be considered as still presiding.

Questions of Order.

Mayor or Chairman to decide points of order.

47. The Mayor or Chairman shall preserve order, and his decision on disputed points of order or practice shall be final, except in so far as the same may be questioned as in the manner hereinafter provided.

Acts of disorder.

48. Every member of the Council who shall commit a breach of any section of this "Part" of these By-laws, or who shall move or attempt to move any motion or amendment embodying any matter as to which the Council has no legal jurisdiction, or who shall in any other way raise or attempt to raise any question, or shall address or attempt to address the Council upon any subject which the said Council has no legal right to entertain or to discuss, or who shall use any other language which according to the common usage of gentlemen would be held disorderly, or who shall say or do anything calculated to bring the Council into contempt, shall be out of order.

Mayor, &c., may call member to order.

49. The Mayor or Chairman may, without the interposition of any other member of the Council, call any Alderman to order, whenever in the opinion of such Mayor or Chairman there shall be a necessity for so doing.

Any member may raise question of order.

50. Every member of the Council shall have the right of calling the attention of the Mayor or Chairman to any motion, amendment, statement, argument, or observation moved, used, or made by any other member which such first-named member may consider out of order.

Mode of proceeding thereon.

51. A member called to order shall withdraw while the question of order is being discussed and decided upon, unless specially permitted to offer an explanation, retraction, or apology; but on obtaining such special permission such member may explain, retract, or apologise for the matter or remark alleged to have been out of order. And if such explanation, retraction, or apology be deemed satisfactory, no further discussion on the question of order shall be permitted. If any member on being called to order shall ask such permission to explain, retract, or apologise as aforesaid, the Mayor or Chairman may of his own authority grant or refuse such permission as he may think fit, unless any member shall require the sense of the Council to be taken on this question. In such case it shall be the duty of the Mayor or Chairman to take the sense of the Council at once and without discussion as to whether such permission shall be granted; and when any such explanation, retraction, or apology shall have been made or offered by permission of the Mayor or Chairman, the latter shall in like manner decide, or if required so to do shall take the sense of the Council, as to whether such explanation, retraction, or apology is considered sufficient. If such permission be refused, or if such explanation, retraction, or apology be considered insufficient, the question of order shall be considered and decided before any further business is proceeded with: Provided that if such Mayor or Chairman shall have decided the question of order before any member shall have required the sense of the Council to be taken in reference thereto, such question of order shall not be re-opened; and provided further that nothing herein contained shall be held to affect the right of such Mayor or Chairman to decide finally, as hereinbefore provided, upon any such point of order, after the same shall have been discussed.

Decision of points of order.

52. The Mayor or Chairman when called upon to decide points of order or practice, shall state the provision, rule, or practice which he shall deem applicable to the case, without discussing or commenting upon the same.

Motions out of order to be rejected—Members to explain, retract, or apologise, &c.

53. Whenever it shall have been decided, as aforesaid, that any motion, amendment, or other matter before the Council is out of order, the same shall be rejected. And whenever anything said or done in Council by any Alderman shall be similarly decided to be out of order, such Alderman shall be called upon by the Mayor or Chairman to make such explanation, retraction, or apology, as the case may require.

Penalties for persisting in disorderly conduct.

54. Any member of the Council who shall have been called to order, and who, after having been twice directed to withdraw as aforesaid, shall refuse to do so, or who shall persist in any line of conduct, or argument, or of observations which shall have been decided as aforesaid to be disorderly, or who shall refuse to make such explanation, retraction, or apology as aforesaid when required so to do, or who shall be guilty of any other act of disorder as defined in section 48 of this "Part" of these By-laws, and shall refuse to make such explanation, retraction, or apology as a majority of the Aldermen then present shall consider satisfactory,—shall be liable, on conviction, for the first offence, to a penalty of not less than ten shillings nor more than five pounds; and on a second conviction for the like offence, he shall be liable to a penalty of not less than one pound nor more than ten pounds; and on a third conviction, and for every further conviction, for the like offence, he shall be liable to a penalty of not less than two pounds nor more than twenty pound

Power of Council as to laying down general rules, &c.

55. Any Alderman who is dissatisfied with the decision of the Mayor or Chairman on any such question of order or practice, may by motion on notice respectfully worded, invite the Council to lay down a different rule or principle for the determination of any similar questions of order or of practice which may thereafter arise. Any rule or principle thus laid down, shall be binding upon all parties unless and until it be rescinded, but shall have no retrospective operation: Provided, however, that nothing herein contained shall be held to bind any Mayor or Chairman to put any motion to the Council which in his opinion is contrary to law.

Mode of voting.

How questions are to be put.

56. The Mayor or Chairman shall put to the Council all questions on which it shall be necessary that a vote be taken, and shall declare the sense of such Council thereon. And he shall be at liberty to put any such question as may be necessary to enable him to form and declare his opinion as to the opinion of the majority.

Divisions.—Penalty for refusing to vote.

57. Any Alderman shall be at liberty to call for a division. In such case the question shall be put first in the affirmative and then in the negative and the Aldermen shall vote by show of hands, and the names and votes of the Aldermen present shall be recorded. Any Alderman who shall be present when a division is called for, and shall not vote on such division, not being disabled by law from so voting, shall be liable for every such offence to a penalty of not less than ten shillings nor more than five pounds.

Protests.

Mode of protesting.—Protest to be recorded, but may under certain circumstances be expunged.

58. Every member of the Council (the Mayor included) may protest against any resolution or vote by the Council. Notice of the intention so to protest must, however, be given at the meeting when such resolution is passed, or such vote is arrived at, and the protest itself must be handed or sent to the Council Clerk not later than seven days after such notice. The Council Clerk shall enter every such protest in the minute-book; but if, in the opinion of the Council, it be inconsistent with the truth or disrespectfully worded, it may (by resolution or notice) be ordered to be expunged. In such case the expunction shall be made by drawing a perpendicular line with the pen through the entry of such protest, with a reference in the margin to the resolution ordering such expunction.

Committees of the Whole Council.

Rules applicable to business in Committee.

59. The following sections of this "Part" of these By-laws shall (except as is herein excepted) be taken to apply to the conduct of business in Committee of the Whole Council, namely: Sections 14 (except that it shall not be necessary that any motion or amendment in Committee shall be seconded), 15, 16, 17, 18, 38, 39, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, and 57.

Disorderly conduct in Committee.—Refusal to vote.

60. Whenever any member of the Council shall, while the Council is in Committee of the Whole, be considered guilty of an offence against good order within the meaning of section 54 of this "Part" of these By-laws, it shall be competent to any Alderman to move that the Council resume its sitting, and that such matter be reported. And if such motion be carried, such matter shall be reported accordingly, and an entry of such report shall be made in the minute-book. And whenever any Alderman shall have failed to vote on any occasion in Committee of the Whole Council as required by section 57 of this "Part" of these By-laws, the facts shall be reported to the Council, and such report on such facts shall be duly recorded in the minute-book. Provided that in the case of an Alderman failing to vote as aforesaid, no special motion that the Council resume its sitting shall be necessary; but it shall be the duty of the Chairman of such Committee of the Whole in making his report of the proceedings in such Committee, whenever such report may be made, to include in such report a statement of such failure to vote as aforesaid, and of the question as to which such Alderman has so failed to vote.

Divisions in Committee on points of order may be reported.

61. Whenever a decision upon any question of order shall have been given by the Chairman of a Committee of the Whole Council, under the provision of section 47 of this "Part" of these By-laws, any Alderman may move that such decision be embodied in the report to the Council of the proceedings in such Committee; and if such motion be carried such decision shall be so embodied in such report whenever the same shall be made.

How progress may be reported, &c.

62. Any Alderman may at any time during the sitting of a Committee of the Whole Council move that the Chairman report "progress" or "no progress" (as the case may be), and

that leave be asked to sit again at a later period of the same day, or on any future day, or that no leave be asked to sit again. And if such motion be carried, the Council shall resume its sittings and a report shall be made accordingly. But no discussion shall be permitted on any such motion, and if the same be negatived, the subject then under consideration shall be discussed before another such motion shall be receivable.

Reports of proceedings in Committee.—Want of quorum in Committee.

63. All reports of proceedings in Committee of the Whole Council shall be made to the Council *vivâ voce* by the Chairman of such Committee; and a report of such proceedings shall be made in every case, except when it shall be found on counting the number of members during the sitting of any such Committee that there is not a quorum present. In the latter case the sitting of the Council shall be resumed without any motion for that purpose, and the proceedings in Committee shall be considered to have lapsed. Provided that in making any such report as aforesaid, it shall not be necessary to report any such proceedings *in extenso*, but only to state the result, general effect, or substance of such proceedings.

How reports are to be dealt with.

64. All such reports of proceedings in Committee of the Whole Council shall be recorded in the minute-book; but except as hereinafter mentioned no such report shall be considered as adopted by the Council, nor shall any such application as aforesaid for leave to sit again be considered to have been granted by such Council, until a motion shall have been made and passed for such adoption or for the granting of such leave. And every such motion for the adoption of a report or for the granting of leave as aforesaid, and the order of debate on such motion, shall be subject to all the same rules as other motions in Council and the order of debate on such other motions. Provided however that where a report shall have been made under section 60 of this "Part" of these By-laws of disorderly conduct in Committee, or under section 57 of this "Part" of these By-laws of failure to vote on division, or of any decision in Committee upon any question of order, such report shall, so far as it relates to such facts, be regarded and recorded as a statement thereof, and to that extent shall not, unless for the correction of a manifest error, be interfered with upon any pretext whatever.

Calls of the Council.

How call of the Council may be ordered.

65. A call of the Council may be ordered by any resolution of which due notice shall have been given, for the consideration of any motion or matter of business before such Council.

Such call compulsory in certain cases.

66. There shall, without any special order to that effect, be a call of the Council for the consideration of every motion which may be made under section 55 of this "Part" of these By-laws, and of every motion for the rescission of any resolution, order, or decision of such Council.

Mode of proceeding.

67. The call shall be made immediately before the motion or business for which such call has been ordered or is required to be made by the last preceding section shall be moved or considered. Such call shall be made as follows:—The Council Clerk shall call the names of all the members in their alphabetical order; each member present shall answer to his name as so called, and if any members are absent a record shall be made of such absence. But if leave of absence to any such member shall have previously been granted, or if such an excuse in writing shall have been forwarded to the Mayor or Council Clerk as a majority of the Council then present shall consider satisfactory, such absent member shall stand excused, and a record shall be made of such excuse and of the reasons for the same.

Penalty for absence without legal excuse.—Further call when question adjourned.

68. Any member of the Council who, having had notice of such call of the Council, shall not answer to his name as aforesaid, or who being absent shall not be legally excused as aforesaid, or who if absent and not so excused shall fail to show that by reason of extreme illness or any other sufficient cause he has been unable to send an excuse in writing as aforesaid, or who having answered to his name as aforesaid shall not be present when a vote is taken on the motion or business as to which such call has been made as aforesaid, shall for every such offence be liable to a penalty of not less than ten shillings nor more than five pounds. Provided that if the consideration of every such motion or matter of business be adjourned to a future day, there shall be a further call on the resumption of such consideration; and the provisions herein as to penalties for absence, shall have reference to such further call; and if there shall be more than one adjournment, this proviso shall be taken to extend to the resumption of the consideration of such motion or matter of business after every such adjournment.

Standing and Special Committees.

Standing Committees.

69. There shall be four Standing Committees, namely, a By-laws Committee, a General Committee for Works, a Finance Committee, and a Committee for General Purposes. These Committees shall be appointed every year at the first meeting of the Council which shall be holden after the election of the Mayor.

Constitution of Standing Committees.

70. The By-laws and Finance Committees, also the Committee for General Purposes, shall consist of three members each, of whom one shall be taken from among the Aldermen of each ward. The General Committee of Works shall consist of seven members, namely, the Mayor and six Aldermen, two of whom shall be taken from each ward. This Committee shall be formed into three Sub-committees, one for each ward, to consist of the Mayor and the two Aldermen chosen from the ward they represent, and such Sub-committee shall have the management of all minor works and repairs in the ward to which they are appointed; but all works on the Main Road and other important works shall be under the management of the General Committee of Works.

Mode of appointing Standing Committees.

71. The appointment of Committees may be by ballot in the ordinary way; and if there shall be an equal number of votes for the appointment of any two or more members to any Committee, the Mayor or Chairman shall decide which of such members shall be appointed to such Committee.

By-laws Committee.

72. The By-laws Committee shall prepare for the consideration of the Council drafts of all such By-laws as may be required for the good government of the Borough. They shall also watch over the administration of the By-laws, and of any Statute of which the operation has been or may be extended to the Borough; and shall take such steps as may be necessary for the prevention or punishment of offences against such By-laws or Statutes, and for the preservation of public health, order, and decency.

Committee for Works.

73. The General Committee for Works shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, bridges, public reserves, and other public places under the care and management of the Council. They shall also inquire and report from time to time as to such improvements or repairs as they may think necessary, or as they may be directed by resolution of the Council to inquire into and report upon.

Finance Committee.

74. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the municipal revenues. They shall inquire and report, from time to time, as to all matters which they may consider to affect or to be likely to affect the finances of the Borough, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

Committee for General Purposes.

75. The Committee for General Purposes shall take cognizance of every matter, subject, or question within the jurisdiction of the Council not coming within the province of one or other of the before-mentioned Standing Committees, and shall from time to time inquire into and report upon any such subject, matter, or question as they may think necessary, or as they may be directed by resolution of the Council to inquire into and report upon.

Special Committees.

76. Special Committees may consist of any number of members, and may be appointed for the performance of any duty which may be lawfully intrusted to a Committee, and for which, in the opinion of the Council, a Special Committee ought to be appointed. And no Standing Committee shall interfere with the performance of any duty which may for the time being have been intrusted to any such Special Committee. The appointment of every such Special Committee shall be made by resolution, after due notice; and it shall be incumbent on the mover of such resolution to embody therein a statement of the duties proposed to be intrusted to such Special Committee. The mover of any such resolution may name therein such members as, in his opinion, ought to constitute such Committee, or he may propose that such Committee consist of a certain number of members to be appointed by ballot, and in the latter case, or if an amendment to the effect that such Special Committee be appointed by ballot be carried, each member then present shall receive a list of all the members of the Council, from which list he shall strike out all names but those of the persons whom, in his opinion, such Special Committee ought to be composed. And the Mayor or Chairman shall examine such lists, and shall declare the result. And in the event of its becoming

necessary, through an equality of votes, to decide as to which of two or more Aldermen shall serve on such Committee, such Mayor or Chairman shall so decide.

Chairman of Committee.

77. Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee within seven days after their appointment.

Term of Service in Committee.

78. Appointments to the By-laws Committee, the General Committee of Works, the Finance Committee, and the Committee of General Purposes, shall be for the whole municipal year. The appointment of every Special Committee shall be considered to endure until the duties for which such Committee have been appointed shall have been fully performed. Provided, however, that nothing herein contained shall be held to affect in any way the right of such Committee to remove any Chairman of such Committee, or to appoint another such Chairman in his stead, or to militate against the general provisions as to Committees in sections 109 and 110 of the Municipalities Act of 1867, and that so much of this By-law as relates to the appointment, powers, and duties of Committees shall be read and interpreted in connection with such last-mentioned general provisions.

Committee Meeting—how called.

79. The Council Clerk shall call a meeting of any Committee whenever requested to do so by the Chairman or any two members of such Committee.

Records of transactions in Committee.

80. The Chairman of each Standing Committee may make or cause to be made in a book to be kept by him for that purpose, memoranda of all the transactions of such Committee, which book he shall, on ceasing to be such Chairman, hand over to his successor.

Expenditure.

Except in emergent matters cost of all work to be estimated before undertaken.

81. With the exception of emergent matters, hereinafter specially provided for, no work affecting the funds of the Borough shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Emergent matters and necessary current expense.—Expenses authorized to be reported.—Outlay to be in accordance with orders of the Council.

82. For emergent matters and for necessary current expenses during the intervals which may elapse between the meetings of the Council, outlays to the following extent may be incurred:—

(1.) By order of the General Committee for Works, or of the Mayor and one member of such Committee, for repairs or emergent works, to the extent of five pounds.

(2.) By order of the Mayor, for necessary current expenses, repairs, or emergent works, to the extent of two pounds. Provided, that in every case a detailed report in writing of every such outlay shall be laid before the Council at its next meeting; such report to be signed by the Chairman of the General Committee of Works, or the Mayor, as the case may be, by whom such outlay shall have been authorized. Also, that such outlay shall only be permissible in reference to matters coming strictly within the jurisdiction or functions of the Council; and that no outlay involving a disobedience or evasion of any order or resolution of such Council shall on any pretence be thus authorized.

All claims to be examined and reported upon by Finance Committee.

83. All accounts and demands of money against or from the Council, shall be examined and reported on by the Finance Committee before any order shall be made for payment of such accounts or demands; but at meetings for considering the accounts on the pay-sheet, in case there be not a quorum at the appointed time the Chairman of the Committee may examine and report thereon.

Certificate required with each claim.—Salaries and wages to be payable on Mayor's order.—Certificates to be attached to report.

84. No payment shall be so ordered unless there shall be a certificate or memorandum from the Committee, from the Mayor, or from the officer of the Council to whom the direction or the guardianship of such expenditure properly belongs, showing that the demand is a legitimate one and has been duly authorized or inquired into. It shall be the imperative duty of the Finance Committee to see that this requirement is fulfilled, or to report specially as to the reasons for its non-fulfilment before recommending payment: Provided, however, that such special report as last herein mentioned may be embodied with the report by which payment of the amount in question is recommended: Provided also, that in cases of special expenditure under section 82 of this "Part" of these By-laws, the report directed by that section to be laid before the Council shall, if the outlay shall have been lawfully incurred, be deemed a sufficient certificate: And provided further, that in regard to salaries and wages of labour for officers, servants, and labourers employed at fixed rates of payment by order of the Council, the certificate of the Mayor of the amount due to any such officer, servant, or labourer, and the order of such Mayor for payment

of such amount, shall be a sufficient authorization; and such certificates, memoranda, and authorizations shall be attached respectively to the reports from the Finance Committee on the payments or outlays to which such certificates, memoranda, or authorizations have reference.

Common seal and records of the Council.

Common seal how secured

85. The common seal shall be in the custody of the Mayor, or if found more convenient it may by resolution of Council be placed in charge of the Council Clerk, and shall be kept in such secured form as the Mayor may direct.

When and how common seal to be used.

86. The common seal shall not be attached to any paper or document unless the same be signed by the Mayor, or in case of his absence or illness by two Aldermen duly authorized by resolution of Council.

How books of account are to be kept and inspected.

87. The Treasurer shall keep such books of account and such records, statements, and memoranda of receipts and expenditure, in such manner and form as the Council may from time to time direct. It shall be the duty of the Finance Committee to inspect all such books of account, records, statements, and memoranda, from time to time, to ascertain that the same are properly kept, and to report at once to the Council any act of neglect or appearance of inefficiency which they may have discovered in the keeping of the same; also to report to the Council from time to time any changes which such Committee may think advisable in the mode of keeping the accounts.

Records of the Council defined.—Provisions for proper keeping of same.

88. The minute-book, letter-book, and all rate and assessment books, books of account, records, statements, and memoranda of receipts and expenditure, electoral rolls, and other records relating to elections, business papers, reports from Committees, minutes from the Mayor, petitions, letters on municipal business addressed to the Council, or to the Mayor, or to any officer or servant of the Council, orders, reports, returns, and memoranda relating to municipal business, drawings, maps, plans, contracts, specifications, agreements, and all other books and papers connected with the business of the Council, shall be deemed records of the Council. All such records other than the minute-book and other books, and other than electoral rolls and other records relating to elections, shall be numbered and filed in due order, and shall be duly registered by the Council Clerk in a book to be kept by him for that purpose. Upon the face of every document thus registered, to which there is any reference in the minute-book, there shall be a note of the page wherein it is so referred to. And when any order has been made by the Council, or a report has been brought up by any Committee thereof in reference to any document so registered as aforesaid, a note of such order or report shall be made upon such document.

Impression of seal not to be taken, &c., without leave of Council.—Penalties.

89. No alderman or officer of the Council shall be at liberty to take any impression of the corporate seal, or to show, lay open, or expose any books or records of the Council to any person other than a member of the same, without leave from such Council, except as otherwise provided by law. Any member or officer of the Council who shall be guilty of a breach of this section shall be liable on conviction—for the first offence, to a penalty of not less than five shillings nor more than two pounds; for a second offence, to a penalty of not less than one pound nor more than ten pounds; and for a third and every subsequent offence, to a penalty of not less than five pounds nor more than twenty-five pounds.

Records not to be removed, &c.—Penalties.—Exceptional circumstances.—Receipt to be given in every case before document received.—Proviso as to use of records as matter of evidence.

90. Any person removing any such book or other record of the Council as aforesaid from the Council Chamber, or the place where by direction of the Council such book or other record is usually kept, without leave for such removal having been first obtained from such Council, or without other lawful cause for such removal, as hereinafter provided, shall for every such offence be liable to a penalty of not less than ten shillings nor more than ten pounds. And nothing herein contained shall be held to affect the further liability of any person who shall have removed such book or other record as aforesaid, and shall not have returned the same, to prosecution for stealing such book or record, or to an action at law for detention of the same, as the circumstances of the case may warrant: Provided that leave for temporary removal of a book or other record may be granted to the Council Clerk or the Treasurer by the Mayor, in order that such Clerk or Treasurer may post up entries, prepare returns, or perform any other duty which it may be necessary that he should perform; also, that the Mayor, or the Chairman of any Committee, or any Alderman acting for any such Chairman may temporarily remove any record necessary for the preparation of a minute or a report, or for the purposes of any prosecution or suit at law, by, against, or at the instance of

the Council; but in all such cases such Clerk, Treasurer, Mayor, Chairman, or Alderman, as the case may be, shall give a receipt under his hand for every document so removed, and every such receipt shall be carefully preserved among the records until the book or other record to which it refers shall have been returned, when such receipt shall be destroyed: And provided also, that the Mayor, Council Clerk, or other officer of the Council, who may be subpoenaed to produce any book or other record of the Council in a Court of Law, shall have the right to remove such book or other record for the purpose of obeying such summons, but shall return such book or record as speedily as may be, and shall before removing the same leave at the Council Chamber a receipt for such book or other record as aforesaid; and every such person so temporarily removing any book or other record of the Council as aforesaid, shall be legally responsible for the safe keeping and return of the same.

Penalty for defacing or destroying record.

91. Any person destroying, defacing, or altering any record of the Council, shall for every such offence be liable to a penalty of not less than five pounds nor more than fifty pounds.

Officers and Servants.

Notice to candidates.

92. No appointment to any permanent office at the disposal of the Council, shall take place, until public notice shall have been given inviting applications from qualified candidates for the same.

Mode of appointment.

93. Every such appointment may be made by ballot in such mode as may at the time be determined on by the Council.

Exceptional cases.

94. Nothing herein contained shall be held to prevent the appointment by the Council without advertisement, of any salaried officer or servant of the Corporation to any other permanent office or employment at the disposal of such Council, to which no further salary is attached, or to prevent the appointment in like manner of any such officer or servant to any other office or employment of which the duties require only occasional attention, and are to be paid for by allowances proportionate to the extent of such duties; or to prevent any similar appointment or employment by the Mayor or by any Committee or officer of the Council of any such officer or servant under the authority of any By-law, or to prevent the employment as may be from time to time found necessary, and as may be ordered by the Council, of any workmen or labourers on the public works of the Borough.

Bonds for good conduct.

95. All bonds given by officers or servants of the Council for the faithful performance of their duties, shall be deposited with the Mayor or the Bankers of the Corporation, as the Council may order; and no officer or servant of the Council shall be received as surety for any other such officer or servant.

Duties of all officers and servants of the Council.

96. The duties of all officers and servants of the Corporation shall be defined by such regulations as may from time to time, and in accordance with law, be made by the Council.

Special powers of Mayor.

97. The Mayor shall exercise a general supervision over all officers and servants of the Corporation, and may order the preparation of any such return or statement, or the giving of any such explanation or information by any such officer or servant as he may think necessary, unless such return or statement shall have been already prepared, or such explanation or information already given, and such return, statement, or information is on record as hereinbefore provided; or unless the Council shall have expressly forbidden or dispensed with the preparation of such return or statement or the giving of such explanation or information. All such returns or statements as aforesaid shall be in writing, and shall be recorded; all such explanation or information may, except as hereinbefore provided, be either rendered *viva voce* or put into writing as the Mayor may direct.

Miscellaneous.

Leave of absence.

98. No leave of absence shall be granted to the Mayor or to any Alderman, otherwise than by a resolution of the Council adopted after due notice.

Mode of calling for tenders.

99. Whenever it is decided that any work shall be executed or any materials supplied, it shall be done or supplied by contract. Tenders for the execution of such work or the supply of such material shall be called for by public notice as hereinbefore provided.

Drafts of intended By-laws.

100. A draft of every intended By-law shall lie in the office of the Council for at least seven days before such draft shall be taken into consideration by such Council, and shall be open to

the inspection of any ratepayer who may desire to inspect the same; and public notice shall be given as hereinafter provided that such draft is so lying for inspection.

Motions for rescission of previous orders, &c.

101. Whenever a motion for the rescission of any order, resolution, or vote of the Council shall have been negatived, no other motion to the same effect shall be permissible until a period of three months shall have elapsed from the time of negativing such first-mentioned motion: Provided that nothing herein contained shall be held to prohibit the reconsideration and amendment of any proposed By-law which may have been submitted to the Governor for confirmation, and may have been remitted to the Council with suggested amendments of the same; or the passage after due notice as hereinbefore provided, and in due course of Law, of any By-law for the repeal or amendment of any other By-law.

Lapsed business.

102. Whenever the consideration of any motion or matter of business shall have been interrupted by reason of a quorum not having been present the resumption of such consideration may be ordered by resolution of the Council, after due notice, and such consideration shall in such case be resumed at the point where it was so interrupted as aforesaid.

Suits and prosecutions for penalties, &c.

103. Such suits or informations for the enforcement of penalties for or in respect of breaches of the Municipalities Act of 1867, or of any By-law made thereunder, or of any Statute the operation of which may have been extended to the Borough, as may have been directed by the Council, or by the By-law Committee, or by the Mayor, to be commenced or laid, shall be so commenced or laid as follows, namely:—When against a member of the Council or an Auditor, or any officer of the Corporation, by the Council Clerk, unless such Council Clerk shall be the officer to be proceeded against, and in such case by any other officer or person named by the Council for that purpose; when against any other person—by the officer to whom the carrying out of the statutory provision or By-law imposing the penalty sought to be enforced has been intrusted; and if there shall be no such officer, then by any such officer or person as shall be appointed for that purpose by the Council, or the By-law Committee, or the Mayor, as the case may be, on directing such suit or information as aforesaid. And no such suit shall be brought or information laid as aforesaid against any member of the Council or Auditor except by order of such Council; nor shall any similar proceeding be taken against any officer of the Council except on the order of such Council or of the Mayor, nor against any other person except upon the order of the Council, or of the Mayor, or of the By-law Committee. And no such suit shall be directed to be brought, nor shall any such information be directed to be laid as aforesaid, except on an express resolution of the Council, in any case where the bringing of such suit or the laying of such information will be adverse to any previous direction by such Council, or where on the trial or hearing of any such suit or information the same shall have been dismissed on the merits: Provided that in any such case the conduct or prosecution of any such suit or information may on the order of the Council or Mayor be intrusted to an attorney.

How notices are to be published.

104. In all cases where public notice is or shall be required to be given by any By-law of any appointment, resolution, act, order, or regulation, done, made, or passed, or proposed to be made, done, or passed by the Council, or by any Committee thereof, or by the Mayor or any officer of the said Council, such notice shall be given and published by posting the same on or near the outer door of the Council Chambers for the space of seven days, and by advertising the same in some newspaper circulating in the Borough.

Mode of proceeding in cases not provided for.

105. In all cases not herein provided for resort shall be had to the rules, forms, and usages of the Legislative Assembly of New South Wales, so far as the same are applicable to the proceedings of the Council.

Power to suspend temporarily certain portions of these By-laws.

106. Any section or sections of these By-laws, or any portion or portions of such sections or section as are not hereinafter excepted, may be suspended by resolution on notice at any meeting of the Council: Provided that there shall be a distinct statement in every such resolution, and in the notice of motion whereon the same shall have been adopted, of the purpose for which such suspension is required; and that for every separate matter or business as to which such suspension is so required there shall be a separate resolution as aforesaid: And provided also that the following sections hereof shall never be suspended nor shall any one of them, nor any portion of any of such sections be suspended on any pretence whatever, namely:—Sections 5, 6, 7, 8, 9, 20, 21, 22, 23, 25, 26, 27, 29, 30, 31, 34, 38, 39, 42, 44, 47, 48, 49, 50, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 95, 97, 98, 101, 103, 104, and 105.

PART III.

*Subdivisions and change of property.**Change of occupier.—Subdivisions of property.*

1. If the owner, tenant, or occupier of any property within the Borough for which he or she is assessed shall give up the possession of such property, he or she shall within seven days from the date of giving up the possession thereof deliver to the Council Clerk a notice in writing showing and setting forth the name and address in full of the person to whom possession of such property has been given. And if any property shall be subdivided in the interval between one assessment and another, and let to two or more persons, the tenant or owner who previously occupied the whole of such property, or who is still in possession of a portion thereof, shall within seven days from the time of such subdivision being made, deliver to the Council Clerk a notice in writing, showing and setting forth the area, the rent, and the names in full of the occupier or occupiers of such subdivisions; and any such owner, tenant, or occupier, failing or neglecting to give such notice as is herein required, shall on conviction forfeit and pay any sum not exceeding five pounds nor less than five shillings for every such offence.

PART IV.

Collection and enforcement of rates.—Times and modes of collection.

Rates under s. 164 of the 31st Vict. No. 12 to be collected yearly or half-yearly.

1. All rates levied or imposed by the Council under the provisions of section 164 of the Municipalities Act of 1867, and for the purposes mentioned in the said section, shall be collected yearly or half-yearly as may be determined upon from time to time by resolution of Council when fixing the rate for the Municipal year.

Rates to be paid at the Council Chamber and other places.

2. All persons liable to pay any rates as aforesaid shall pay the amount thereof within the time prescribed by the Act to the Treasurer, at the Council Chamber, Dapto, and at such other place or places and on such days and at such hours as may be fixed by resolution of the Council.

Person served in error to return rate-paper.

3. Any person who has been assessed and served with a rate-paper in error, shall, within seven days from the date of service thereof, return the same to the Council Clerk, failing which he shall be liable to pay to the Council the amount of rate for which such assessment has been made.

Defaulters.

4. It shall be the duty of the Treasurer to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the times fixed for payment of the same as aforesaid.

Mayor to enforce payment.

5. It shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced; or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

Enforcement by distress.

Bailiff—tenure of office.

6. The bailiff shall be appointed by resolution of the said Council and shall be at any time removable by a like resolution.

Sureties for bailiff.

7. The bailiff shall find two sureties to the satisfaction of the Mayor to the extent of fifty pounds each for the faithful performance of his duty.

Duties of bailiff.

8. It shall be the duty of the bailiff to make all levies by distress for the recovery of rates, in the manner hereinafter provided.

Warrant of distress.

9. All levies and distresses shall be made under warrant in the form of schedule A hereto, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office.

Distress and sale.

10. If the sum for which any such distress shall have been made shall not be paid with costs as hereinafter provided, on or before the expiration of five days, the bailiff shall sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the said Borough as the said bailiff may think proper to remove them to for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount of the sum distrained for and costs as hereinafter provided, to the owner of the goods so sold, on demand of such surplus by such owner.

Inventory.

11. At the time of making a distress the bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made; and the bailiff shall give a copy of the inventory to the rate-payer on demand, at any time within one month after the making such distress.

Goods may be impounded.

12. The bailiff, on making a distress as aforesaid, may impound or otherwise secure the goods or chattels so distrained, of what nature or kind soever, in such place or places, or in such part of the land or premises chargeable with rates, as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where such goods or chattels shall be impounded and secured as aforesaid in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

Owner may direct order of sale.

13. The owner of any goods or chattels so distrained upon, may, at his or her option, direct and specify the order in which they shall be successively sold, and the said goods or chattels shall in such case be put up for sale according to such direction.

Proceeds of distress.

14. The bailiff shall hand over to the Treasurer all proceeds of every such distress within forty-eight hours after having received the same.

Costs.

15. There shall be payable to the bailiff for the use of the Council, for every levy and distress made under this By-law, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

Warrant of Distress.

I, Mayor of the Borough of Central Illawarra, do hereby authorize you the Bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) of situate at for being the amount of rates due to the said Borough to the day of for the said dwelling-house (or land or premises as the case may be) and to proceed thereon for the recovery of the said rates according to Law.

Dated this day of 18 .

Mayor.

SCHEDULE B.

Inventory.

I HAVE this day, in virtue of the warrant under the hand of the Mayor of the Borough of Central Illawarra, dated , distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) of situate at within the said Borough, for , being the amount of rates due to the said Borough to the day of

Dated this day of 18 .

Bailiff.

SCHEDULE C.

Costs.

	s.	d.
For every warrant of distress	2	0
For serving every warrant and making levy	2	0
For making and furnishing copy of inventory.....	2	0
For man in possession, each day, or part of a day	6	0
For mileage, where the warrant shall be executed, for every mile or part of a mile from the Council Chamber	1	0
For sale, commission, and delivery of goods, not exceeding One Shilling in the pound on the proceeds of the sale.		

PART V.

Roads, &c.

New roads to be reported on.

1. No new public road, street, way, park, or other place proposed to be dedicated to the public, shall be taken under the charge and management of the Council until after such road,

street, way, or park, shall have been examined by the General Committee for Works, or Inspector of Works, and reported upon to the Council by such Committee or Inspector of Works.

Plan of proposed new road, &c., to be deposited.

2. Whenever any proprietor or proprietors of land within the said Borough shall open any road, street, or way, or lay out any park or other place for public use or recreation, through or upon such land, and shall be desirous that the Council shall undertake the care and management of such road, street, way, park, or other place, he or they shall furnish the Council with a plan or plans signed by himself or themselves, showing clearly the position and extent of such road, street, way, park, or other place as aforesaid.

Dedication of new roads, &c.

3. If the Council shall determine to take charge of any such road, way, or other place as aforesaid, the plan or plans so signed as aforesaid, shall be preserved as a record or records of the Council, and the proprietor or proprietors aforesaid shall execute such further instrument dedicating such road, way, park, or other place, to public use or recreation as aforesaid, as may be considered necessary by the Committee for General Purposes, and such further instrument of dedication shall also be preserved as a record of the Council.

Alignment of roads, and the removal of encroaching fences.

4. The Council may at any time cause an alignment of any proclaimed road within the Borough to be made, and shall cause a notice in writing signed by the Council Clerk or other officer to be served either personally or at the usual or last-known place of abode of the occupier, tenant, or owner of any land, the fence, wall, or other erection whereof projects or encroaches on any such road or any path thereof, to remove such fence, wall, or other erection within fourteen days from the date of service of such notice; and if such fence, wall, or other erection be not removed within the time herein required, it shall be lawful for the Council to cause the removal thereof, at the cost of such occupier, tenant, or owner; and such occupier, tenant, or owner failing or neglecting to remove such fence, wall, or other erection within the time herein required, after service of notice as aforesaid, shall on conviction for every such offence forfeit and pay in addition to the cost of removing such fence, wall, or other erection, any sum not less than one pound, nor more than ten pounds.

Removal of fallen trees, &c.

5. If any tree, or the part of any tree, shall fall on or across any public road within the Borough, from any land by which such road is bounded, it shall be lawful for the Mayor, or any Alderman or officer of the Council to give notice in writing to the occupier, tenant, or owner of such land to remove such tree or the part of any tree forthwith; and if such occupier, tenant, or owner, on whom notice has been served as aforesaid, shall fail or neglect to remove such tree or the part of any tree, the Mayor, Alderman, or officer giving such notice may cause such tree or the part of any tree to be removed; and the occupier, tenant, or owner on whom notice has been served as aforesaid, shall on conviction forfeit and pay, for every such offence, a sum of not more than two pounds nor less than five shillings over and above the cost of removing such tree or the part of any tree.

No turf, gravel, &c., to be removed from streets or roads without permission.

6. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material in or from any part of the carriage or foot way of any street, road, or other public place within the said Borough, without leave first had and obtained from the Council, or who shall break up or otherwise damage any such carriage or foot way, shall on conviction forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Entrances to public roads to have culverts across water-table.

7. Where an entrance has been made from any land by the occupier, tenant, or owner thereof to any public road within the Borough, and the traffic caused by such entrance crosses the water-table of such public road, the occupier, tenant, or owner of any such land from which such entrance is made shall, on notice signed by the Council Clerk or other officer being served either personally or at the usual or last-known place of abode of such occupier, tenant, or owner, by some person duly authorized by the Mayor, erect such necessary culvert across such water-table for the protection thereof from injury by the traffic caused by such entrance as may be required by the Council, and in accordance with a plan and specification to be supplied by the Council for such purpose; and in case such occupier, tenant, or owner making, or causing, or permitting such entrance to be made shall fail or neglect to erect such culvert within thirty days from the date of such notice being served, it shall be lawful for the Council to cause such culvert to be erected at the cost of such occupier, tenant, or owner, on whom notice has been served as aforesaid, and if such occupier,

tenant, or owner of such land shall fail or neglect to erect or cause to be erected such culvert within the time herein required, he or she shall on conviction forfeit and pay any sum not exceeding five pounds for every such offence in addition to the cost of erecting such culvert as aforesaid.

Temporary stoppage of traffic for repairs, &c.

8. The Council or any officer or person acting thereunder being duly authorized may, at any time, cause the traffic of any road, street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose; and any person or persons offending against this By-law, either by travelling on such road, street, lane, or thoroughfare, or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding five pounds for every such offence.

Drawing or trailing timber, &c.

9. Any person who shall haul or draw, or cause to be hauled or drawn, upon any part of any street, road, or public place within the said Borough, any timber, stone, or other thing, otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon any wheeled vehicle or barrow, to drag or trail upon any part of such street, road, or public place to the injury thereof, or to hang over any part of any such vehicle or barrow so as to occupy or obstruct the street or road beyond the breadth of the said vehicle or barrow, or shall lock any wheel of any vehicle to the injury of such street or road, shall upon conviction forfeit and pay for every such offence a sum of not more than forty shillings nor less than five shillings over and above the damages occasioned thereby.

Driving carriages, &c., on footways.

10. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriage-way or footway of any street, road, or other public place in the said Borough; or shall kill, slaughter, dress, scald, or cut up, any beast, swine, calf, sheep, lamb, or other animal, in or so near to any such street, road, or other public place as that any blood or filth shall run, or flow upon, or over, or be on any or either of any such carriage or foot way; or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said footways of any such street, road, or public, any waggon, cart, dray, sledge, or other carriage, or any wheel, wheel-barrow, hand-barrow, or truck, or any hogshhead, cask, or barrel, or shall wilfully lead, drive, or ride, any horse, ass, mule, or other beast, upon and such footway, shall, upon conviction, forfeit and pay—for the first offence, a sum not exceeding forty shillings nor less than five shillings; for the second offence, a sum not exceeding five pounds nor less than ten shillings; and for a third and every subsequent offence, a sum not exceeding ten pounds nor less than one pound for each offence.

Careless driving, &c.

11. If the driver of any waggon, cart, dray, or coach, or other carriage whatsoever, meeting any other carriage, shall not keep his waggon, cart, dray, or coach, or other carriage on the left or near side of the said street or thoroughfare; or if any person shall in any manner wilfully prevent any other person or persons from passing him or her or any carriage under his or her care upon such road, street, or thoroughfare, or by negligence or misbehaviour prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same, every such driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

Riding or driving furiously, &c.

12. Any person who shall ride or drive through or upon any street, road, or public place within the said Borough, so negligently, carelessly, or furiously that the safety of any other person shall or may be endangered, shall on conviction forfeit and pay a sum not exceeding ten pounds nor less than two pounds for every such offence.

Erection and removal of fences.

13. Any person who shall erect any fence or remove any existing fence on the side of any road within the Borough, without first giving the Council seven days notice in writing, such person shall on conviction for every such offence forfeit and pay any sum not exceeding five pounds.

Filling in water-tables, or diverting flow of water.

14. Any person who shall fill in, or cause to be filled in or choked up, any water-table, culvert, or water-escape on any road within the Borough, or on land through which such water-escape passes, or shall in any way divert the flow of water without the sanction of the Council, shall on conviction for every such offence forfeit and pay any sum not exceeding ten pounds.

Dangerous trees, &c., to be removed.

15. If any tree, building, or other erection shall be standing in such a tottering or dangerous state on any land within such a distance of any road within the Borough as shall or may in the falling thereof or any part thereof endanger the life or lives of any person or persons passing along such road, it shall be lawful for the Council or the Mayor to cause a notice to be served on the owner, tenant, or occupier of such land to remove any such tree, building, or other erection, and if such person on whom notice as aforesaid has been served, shall fail, neglect, or refuse to remove any such tree, building, or other erection forthwith, he shall on conviction for every such offence, forfeit and pay any sum not exceeding ten pounds; and the Court may authorize the Council to cause the removal of any such tree, building, or other erection forthwith, at the cost of such owner, tenant, or occupier, in addition to any penalty that may be inflicted upon him as aforesaid.

PART VI.

Extirpation of Weeds.

Council may cause officer to inspect lands and report on the same.—Notice to be served.

1. The Council may at any time cause an inspection of all lands within the Borough to be made by an officer appointed for the purpose, whose duty it shall be on making such

inspections to report to the Council on the state of the growth of the Scotch thistle, the Bathurst bur, the cotton plant, or other weeds that may be detrimental to good husbandry on all such lands, and the Council may direct such officer to serve a notice signed by the Council Clerk or other officer on the owner, tenant, or occupier of any such lands to destroy all such weeds within a reasonable time, not being more than sixty days nor less than seven days from the date of service of such notice; and if such owner, tenant, or occupier shall fail or neglect to destroy all such weeds as aforesaid, within the time required by such notice, he or she shall on conviction for every such offence forfeit and pay any sum not less than one pound nor more than ten pounds for every such offence; and the Court may order all such weeds to be destroyed at the expense of such owner, tenant, or occupier forthwith, in addition to any penalty that may be inflicted upon him or her as aforesaid.

Passed by the Municipal Council of Central Illawarra, this twenty-fourth day of September, in the year of our Lord one thousand eight hundred and sixty-nine.

(L.S.) JOHN BROWN,
Mayor.

By order of the Council,

EDMUND F. SMITH,
Council Clerk.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMADERRY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 12th January, 1870.

MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMADERRY.

BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Broughton Creek and Bomaderry, for regulating their own proceedings, for the suppression of nuisances, &c., and for determining the times and modes of collecting and enforcing payment of rates, having been confirmed by His Excellency the Governor with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

BY-LAWS for the Municipal District of Broughton Creek and Bomaderry.

Preamble.

Whereas it is expedient that provision should be made for regulating the proceedings of the Council of Broughton Creek and Bomaderry, it is hereby ordered by the said Council, by virtue of the powers and authority vested in the said Council in that behalf, that the following shall be the By-laws and Standing Orders for regulating the proceedings of the said Council.

Ordinary Meeting.

1. The Council shall meet for the despatch of business, on every alternate Saturday at the hour of 2 P.M., unless such day shall happen to be a public holiday. In the latter case, the meeting shall be on such other day as the Mayor may appoint.

2. If at any meeting of the Council the Mayor be absent at the expiration of fifteen minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from among themselves a Chairman for such meeting. Whenever there shall be an adjournment of any such meeting for want of a quorum, the names of the members present shall be taken down, and shall be recorded in the Minute-book.

Order of Business.

3. The business of each ordinary meeting of the Council, shall be transacted in the following order, viz. :—

- (1.) The reading and confirmation of the minutes of the previous meeting.
- (2.) The reading of official correspondence.
- (3.) The presentation of petitions.
- (4.) Miscellaneous business.
- (5.) Reports brought up from Committees or officers.
- (6.) Motions of which notice has been given.
- (7.) Notices of motion.
- (8.) Orders of the day.

4. The question for confirming the minutes of the previous meeting shall be proposed by the Mayor or Chairman immediately upon their being read, and shall be to the effect that the minutes now read are a correct record of the proceedings, and

no discussion shall be allowed thereon except on the point of accuracy.

Rules of Debate.

5. Except in committee, no member shall speak more than once on the same question, unless in explanation when misrepresented or misunderstood: Provided however that the mover of any question shall have the liberty of reply, and provided further that every member shall be at liberty to speak once on any amendment as well as on the original motion; but the right of reply shall not extend to the mover of an amendment.

6. No motion shall be discussed until it shall have been reduced into writing.

7. If more than one Alderman rise at one time, the Mayor or Chairman for the time being shall decide which is entitled to pre-audience.

8. No Alderman shall digress from the subject under discussion nor impute motives, and all personal reflections shall be considered highly disorderly and withdrawn accordingly.

9. The Chairman, when called upon to decide a point of order or practice, shall state the rule or precedent applicable to the case without argument or comment, and his decision as to what is order or explanation shall be final.

10. Any Alderman may demand the production of any of the documents of the Council relating to the subject under discussion.

Motions.

11. Any number of amendments may be proposed on a motion before the Council, and when more than one amendment is moved and seconded, the question shall first be put on the last amendment, and then on the one next to the last, and so on in the inverse order in which they are moved: Provided, however, that when such motion or amendment shall relate to the fixing of salaries, rates, or other matters of finance, the lowest sum shall be put first, then the next lowest, and so on to the highest.

12. No motion, the effect of which if carried would be to rescind or be repugnant to any resolution which has been passed by the Council shall be entertained during the same

municipal year, unless a call of the whole Council has been duly made for that purpose; and no such motion, if negatived by the Council, shall be again entertained during the same municipal year.

13. No proposition once brought before the Council shall be withdrawn without leave of the Council, nor shall any proposition be entertained by the Council until the same be seconded.

14. No discussion shall be allowed on any motion of adjournment; but if the question be negatived, the next motion or order of the day shall be considered before the question of adjournment shall be again entertained; provided the motion be carried, any business left undecided shall take precedence at the next meeting of the Council.

Standing and Special Committees.

15. There shall be two Committees, viz., the Improvement Committee and the Finance Committee.

16. The Improvement Committee shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, bridges, public reserves, and other public places under the care and management of the Council. They shall also inquire and report from time to time as to such improvements or repairs as they may think necessary, or as they may be directed by resolution of the Council to inquire and report upon.

17. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the municipal revenues. They shall inquire and report from time to time as to all matters which they may consider to affect, or to be likely to affect, the finances of the Municipality, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

Nuisances.

18. Any owner or occupier of land situated within the Municipality, where the lands for the most part are under cultivation, or have been cleared and enclosed by fences, negligently allowing any weeds known as the Bathurst-burr, the Scotch thistle, or other noisome weeds, to grow on such land, or refusing or neglecting to extirpate the same within twenty-one days after due notice from the Council so to do, shall upon conviction forfeit and pay any sum not less than ten shillings nor more than five pounds, and the costs of extirpating such weeds; provided, however, that such costs and penalty shall not exceed fifty pounds.

19. If any person shall in any public place, road, street, or thoroughfare within the Municipality, throw, cast, lay, or deposit any manure, filth, rubbish, night-soil, offal, dead animal, or any offensive matter or thing, except in such place or places as the Council may appoint,—or shall deposit or cause to be deposited any such unwholesome matter within two hundred yards of any such public place, road, street, or thoroughfare,—or shall allow any such to flow in or upon, or to be in any way deposited on any such place, road, street, or thoroughfare,—shall on conviction forfeit and pay any sum not exceeding two pounds nor less than five shillings.

Miscellaneous.

20. It shall not be lawful for any person to remove any stone, sand, turf, clay, or gravel, or other material, from any road, street, or public place within the Municipality, without the authority of the said Council; neither shall it be lawful for any person to place any timber or other material on any such road, street, or public place,—or to cause any obstruction whatever to any such road, street, or public place,—or to ride or drive any horse or other animal through, in, or upon any such road or street as aforesaid; and any person who shall offend against any of these provisions shall upon conviction forfeit and pay any sum not exceeding five pounds nor less than five shillings.

21. It shall not be lawful for any person whomsoever to suffer any kind of cattle, horse, ass, mule, sheep, swine, or goats, belonging to him, or under his or her charge, to depasture, stray, or go about, or to be tethered or depastured in any street, road, or public place within the said Municipality; and any person who shall so offend shall forfeit and pay, in respect of every such offence, any sum not exceeding two pounds nor less than five shillings.

22. Any person or persons placing or causing to be placed any timber in any river, creek, or rivulet within the Municipality, whereby any bridge, culvert, or road might be in danger of being destroyed in time of floods, if not removed within thirty days after receiving notice from the Council, will be subject to a fine of not more than five pounds nor less than two pounds.

Collection of rates.

23. The rates shall be levied and collected yearly in advance, and shall be held due and payable on such day as the Council shall by resolution from time to time appoint.

24. The Council Clerk shall prepare every year a list of the names of all persons whose rates are unpaid at the expiration of thirty days notice; and the Mayor of the said Council shall, as soon as the necessary arrangements can be made, proceed

against such persons for the recovery of the rates and assessments then due and unpaid, either by summons or the issue of distress warrants as he may determine.

The Bailiff and his duties.

25. The Bailiff shall be appointed by a resolution of the Council, and may be at any time removed in a similar way.

26. The Bailiff shall make levies and distresses for the recovery of rates under warrant, in the form of the Schedule hereto annexed and marked with the letter A, under the hand of the Mayor.

27. At the time of making a distress, the Bailiff shall forthwith make out a written inventory, in the form or to the effect of the Schedule annexed hereto and marked with the letter B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress has been made; and in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress has been made, and the Bailiff shall give a copy of the inventory to the ratepayer, on demand, at any time within one month after the making of such distress.

28. The Bailiff, in making a distress as aforesaid, may impound or otherwise secure the distress so made, of what nature or kind soever it may be, in such places or in such part of the land or premises chargeable with the rate, as shall be most fit and convenient for this purpose; and it shall be lawful for any person whatsoever, after the expiration of the five days hereinbefore mentioned, to come and go to and from such place or part of the said land or premises where any distress shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchaser thereof.

29. The owner of any goods so distrained upon may at his or her option direct and specify the order in which they shall be successively sold, and the goods and chattels shall in such case be put up for sale according to such direction.

30. The Bailiff shall hand over to the Council Clerk all proceeds of such distresses within forty-eight hours after having received the same.

31. The Bailiff, with the sanction of the Mayor of the Municipality, may authorize any person to act temporarily as his deputy; and the person thus authorized shall have and exercise for the time being all the powers of the Bailiff himself, but the Bailiff and his sureties shall in every case be held responsible for the acts of such deputy.

32. The Bailiff shall be paid, for the use of the Council, for every levy made under these By-laws, according to the Schedule hereunto annexed marked C.

SCHEDULE A.

WARRANT OF DISTRESS.

I, the Mayor of the Municipality of Broughton Creek and Bomaderry, do hereby authorize you, Bailiff of the said Municipality, to distrain the goods and chattels in the dwelling-house, or in or upon the land and premises of _____, situate at _____, for the sum _____, being the amount of municipal rates due to the Municipality, to the _____ day of _____, for the said dwelling-house, land, or premises (as the case may be), and to proceed thereon for the recovery of the said rates according to law.—Dated this _____ day of _____, 18 _____.

Mayor.

SCHEDULE B.

INVENTORY.

I HAVE this day, in virtue of a warrant under the name of the Mayor of the Municipality of Broughton Creek and Bomaderry, dated _____, distrained the following goods and chattels in the dwelling-house, or in and upon the land and premises of _____, situate at _____, within the Municipality of Broughton Creek and Bomaderry, for the sum of _____, being the amount of rates due to the said Municipality, to the _____ day of _____, 18 _____.—Dated this _____ day of _____, 18 _____.

Bailiff.

SCHEDULE C.

FEE TO BAILIFF.

For making entry and inventory, five shillings; if in possession more than five hours, five shillings additional; and for every subsequent day whilst in possession, five shillings; and five per cent. on the net amount of sale.

Made and passed by the Municipal Council of Broughton Creek and Bomaderry, this 9th day of October, 1869.

JAMES WILSON,

HENRY TAYLOR,
Council Clerk.

Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMADERRY—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 6th May, 1870.

MUNICIPAL DISTRICT OF BROUGHTON CREEK AND BOMADERRY.

THE following By-law made by the Council of the Municipal District of Broughton Creek and Bomaderry, in substitution for No. 20 (Miscellaneous) of the By-laws of that Municipality, contained in the Supplementary Government Gazette of the 13th January last, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

MISCELLANEOUS.

20. It shall not be lawful for any person to remove any stone, sand, turf, clay, or gravel, or other material from any road, street, or public place within the Municipality, without the authority of the said Council; neither shall it be lawful for any person to place any timber or other material on any such road, street, or public place, or to cause any obstruction whatever to any such road, street, or public place, or to ride or drive upon any foot-path, or to furiously race, ride, or drive any horse or other animal through, in, or upon any such road or street as aforesaid; and any person who shall offend against any of these provisions shall upon conviction forfeit and pay any sum not exceeding five pounds nor less than five shillings.

Passed by the Municipal Council of Broughton Creek and Bomaderry, this 26th day of March, 1870.

JAMES WILSON,
Mayor.

HENRY TAYLOR, Council Clerk.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NEWTOWN—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 12th January, 1870.

BOROUGH OF NEWTOWN.

BY-LAWS.

THE following By-laws, made by the Council of the Borough of Newtown, for the regulation of the "Newtown Free Library," having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

JOHN ROBERTSON.

BY-LAWS FOR THE REGULATION OF THE NEWTOWN FREE LIBRARY.

1. The Library shall be open every evening from 7-30 to 9 P.M., except on Tuesdays and Fridays, when it shall be open from 4 to 5-30 P.M.

In connection with the Library there will be a Reading-room, which shall be open every lawful day from 2 to 5 P.M., and from 7 to 10 P.M., except Tuesdays.

2. Every person who shall enter the Library or Reading-room shall, immediately on entering the same, write his or her name and address in a book to be kept for such purpose at each such Library and Reading-room, and to be called the "Visitors' Book"; and if such person shall be unable to write, then such name and address may be so written by any other person, or shall be so written by the proper officer of the Council at such Library or Reading-room, at the request of such person; and no person who shall refuse to comply with this regulation shall be permitted to remain in such Library or Reading-room; and it shall be the duty of the officer of the Council in charge of such Library or Reading-room to enforce this By-law.

3. Any person who, being intoxicated, shall enter such Library or Reading-room, shall be at once removed from the premises. Any person who shall use therein any abusive, improper, or unbecoming language, or who shall by unnecessarily loud talking, or by any noise or otherwise, disturb or annoy the persons using or resorting to such Library or Reading-room, or who shall without lawful excuse, but without felonious or larcenous intent, remove any property from such Library or Reading-room, shall forfeit and pay any sum not less than ten shillings nor more than ten pounds; and any such person may be forthwith removed by any officer of the Council in charge of such Library or Reading-room.

Loan of books.

4. Any ratepayer, or any member of his or her family over fourteen years of age may take, on obtaining a written order from any Alderman, and depositing with the Librarian 2s. 6d., not more than one volume at a time of any work marked "L" in the Library, and retain the same for any period not exceeding fourteen days, provided he or she make known to the Librarian the title of the work he or she may desire to take away.

Renewable.

5. Any person desiring to retain a book for a longer period may renew the loan on making his or her desire known to the Librarian at the expiration of fourteen days, provided no other person shall have expressed a wish to have the book in the meantime. Every person who shall retain a book longer than the specified time shall be fined 3d. for the first seven days, and 6d. for each and every additional seven days.

Exceptions.

6. All publications received from the Government Printing Office, and books purchased with the Government grant, also books marked "R," shall not be considered within the class of books persons may borrow. No periodical shall be considered within the class "L" until it shall have been on the Library table for two months.

7. Any society or class for mutual improvement or instruction, or for study or experiments, may, with the consent of the Council, be formed in connection with, or may hold its meetings or carry on its studies or experiments at the said Library or Reading-room: Provided that the general free access to and use of the said Library or Reading-room by persons who are not members of such society or class be not thereby interfered with: Provided, however, that no rule made by the members of any such society or class for the management of the same shall conflict in any way with these By-laws, or with any regulation made by the said Council hereunder.

8. Any person who shall wilfully damage any visitors' book, catalogue, copy of By-laws, or other book or record kept at any such Library or Reading-room for the general uses thereof, shall for every such offence forfeit and pay any sum not less than ten shillings nor more than ten pounds.

9. It shall be the duty of the Librarian to report at every meeting of the Library Committee any infraction of these rules or any injury to the books.

10. The foregoing rules shall be printed, framed, and suspended in the Library room, for the information of visitors.

Passed by the Municipal Council of Newtown, this ninth day of October, in the year of our Lord one thousand eight hundred and sixty-nine.

ROBERT N. BANKS,
Council Clerk.WILLIAM CURTIS,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NEWCASTLE—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 6th May, 1870.

BOROUGH OF NEWCASTLE.

THE following By-laws, made by the Municipal Council of Newcastle, for determining the mode of collecting and enforcing the payment of rates levied or imposed by that body, having been confirmed by his Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS for determining the mode of collecting and enforcing the payment of Rates levied or imposed by the Council of the Municipality of Newcastle.

1. All rates levied or imposed by the Council of the Municipality of Newcastle, under the provisions of section 164 of the Municipalities Act of 1867, and for the purposes mentioned in the said section, shall be collected and paid yearly; and shall be held to be due and payable thirty days after service of the notice of assessment and rate, as by law required.

2. All rates levied or imposed by the said Council under sections 165, 166, and 167 of the said Municipalities Act of 1867, and for the purposes mentioned in the said sections, or under the provisions of any of the said sections, or for any of the purposes mentioned therein, shall be collected in such manner, and shall be held to be due and payable on and after such day or days as the Council may, by resolution at the time of making or imposing such rates or any of them, have appointed.

3. All persons liable to pay any rates as aforesaid, shall pay the amount thereof, when due, into the office of the Council Clerk, during office hours, that is to say, between 9 o'clock A.M. and 4 o'clock P.M., Saturdays excepted.

4. It shall be the duty of the Council Clerk to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the times fixed for the payment of the same as aforesaid.

5. It shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced, or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

6. The person appointed by the Council to the office of bailiff shall find two sureties to the extent of £50 each, for the faithful performance of his duty—such sureties to be approved by the Mayor.

7. It shall be the duty of the bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

8. All levies and distresses shall be made under warrant in the form of Schedule A hereto, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office.

9. It shall be lawful for the bailiff and such assistants as he may take with him to enter into or upon any part of the land, dwelling-house, or other premises, in respect of the rate or rates for which a warrant shall have been issued, and to distrain the goods or chattels therein or thereon, and to remain in or upon any such land, dwelling-house, or other premises, in charge thereof.

10. If the sum for which any such distress shall have been made shall not have been paid, with costs and charges as hereinafter provided, on or before the expiration of five days, the bailiff shall sell the goods so distrained, or a sufficient portion thereof, by public auction, either on the premises or at such other place within the said Municipality as the said bailiff may think proper to remove them to for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount distrained for, and costs and charges, to the owner of the goods so sold.

11. At the time of making a distress the bailiff shall make out a written inventory, in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land, dwelling-house, or other premises, or the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made. And in case there shall be no person at such place with whom such inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land, dwelling-house, or premises on which the distress is made.

12. The bailiff, on making a distress as aforesaid, may impound or otherwise secure the goods or chattels so distrained, of what nature or kind soever, in such place or places, or in such part of the land, dwelling-house, or other premises chargeable with rates, as shall be most fit and convenient for this purpose; and it shall be lawful for any person whomsoever, after the expiration of the five days hereinbefore mentioned, to

come and go to and from such place or part of the said land, dwelling-house, or other premises, where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove, the same on account of the purchaser thereof.

13. The owner of any goods or chattels so distrained upon, may, at his or her option, direct and specify the order in which they shall be successively sold, and the said goods or chattels shall in such case be put up for sale according to such direction.

14. All sales of goods and chattels upon which levy has been made shall be held between the hours of twelve at noon and three in the afternoon.

15. The bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same.

16. There shall be paid to the bailiff for the use of the Council for every levy and distress made under these By-laws, the costs and charges set forth in the schedule hereunto annexed marked C.

17. The Mayor for the time being shall have power and authority to make such allowances as he may think proper to the bailiff, out of the costs and charges so recovered.

SCHEDULE A.

WARRANT OF DISTRESS.

To _____ and his Assistants.

Whereas _____ has been rated by the Borough Council of Newcastle in the sum of £ _____, as _____ of the premises comprised in the Schedule hereunder written: And whereas the said sum was due and payable on account of such rate by the said _____ on the _____ day of _____; and whereas default has been made in payment of the same, and the same is still due and owing; and whereas due notice demanding payment of the said sum of £ _____ was served _____: These are therefore to authorize you forthwith to make distress of the goods and chattels of the said _____; and if, within five days after the making of such distress, the said sum of £ _____ and also all costs and charges thereon shall not

be paid, that then you do sell the goods and chattels of the said _____ so by you distrained, and out of the money arising by such sale you retain the said sum of £ _____, rendering to the said _____ the surplus, if any, after deducting the costs and charges as aforesaid, and that you certify to me, on or before the _____ day of _____ what you shall have done by virtue of this warrant.

SCHEDULE B.

INVENTORY.

I have this day, in virtue of the warrant under the hand of the Mayor of the Borough of Newcastle, dated _____, distrained the following goods and chattels in the dwelling-house or in and upon the land and premises of _____, situate at _____, within the Municipality of Newcastle, for the sum of £ _____, being the amount of rates due to the Council of the said Municipality to the day of _____, 187 _____.

Bailiff.

SCHEDULE C.

COSTS AND CHARGES.

	s.	d.
For warrant of distress	2	6
For levy and inventory	2	6
For man in possession, each day or part of a day	6	0
For sale, commission, and delivery of goods, 5 per centum on the net proceeds of sale		
Given under my hand this _____ day } of _____, 18 _____ }		

Mayor.

Made and passed by the Council of the Borough of Newcastle, on the 31st day of March, 1870.

JNO. BURROWES,
Town Clerk.

WM. A. SPARKE,
Mayor.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ALBURY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 5th April, 1870.

BOROUGH OF ALBURY.

The following By-laws, made by the Council of the Borough of Albury, for the regulation of the "Albury Free Library," having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BY-LAWS FOR THE REGULATION OF THE "ALBURY FREE LIBRARY."

Rule 1. The Library shall be open to the public every day, except Sundays, Christmas Days, and Good Fridays, between the hours of 2 and 5 P.M., and 7 till 10 P.M.

2. Every person shall, immediately on entering the Library, write his or her name in a book to be kept for such purpose, to be called the "Visitors' Book"; and no person who shall refuse to comply with this regulation shall be permitted to remain in such Library; and it shall be the duty of the officer of the Council in charge of the Library to enforce this by-law.

3. Any person who, being intoxicated, shall enter such Library, shall be at once removed from the premises. Any person who shall use therein abusive, improper, or unbecoming language, or who shall by unnecessarily loud talking, or by any noise or otherwise disturb or become offensive to the persons using or resorting to such Library, or who shall without lawful excuse, but without felonious or larcenous intent, remove any property from such Library, shall forfeit and pay any sum not less than ten shillings nor more than ten pounds; and any such person may be forthwith removed by any officer of the Council in charge of such Library.

4. Every person who, at such Library, shall desire to read any book or other publication placed in such Library for public use, shall have the same handed to him in his turn by the officer in charge of such Library. But no person shall remove any book or other publication from such Library without the permission in writing of the Council of the said Borough.

5. Any person who shall wilfully damage any Visitors' Book, Catalogue, copy of By-laws, or other book or record, or any other property kept at any such Library for the general uses thereof, shall for every such offence forfeit and pay any sum not less than ten shillings nor more than ten pounds.

6. It shall be the duty of the Librarian to report immediately to the Council Clerk any infraction of these rules, or any injury to the books.

7. The foregoing rules shall be printed, and suspended in the Library-room, for the information of visitors.

Passed by the Borough Council of Albury, this twenty-sixth day of January, in the year of our Lord one thousand eight hundred and seventy.

GEORGE DAY,
Mayor.SAMUEL MUDGE,
Council Clerk.

1870.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF BATHURST—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict., No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 26th April, 1870.

BOROUGH OF BATHURST.

THE following By-laws, made by the Municipal Council of Bathurst, for regulating their own proceedings, for the collection and enforcing payment of rates, for preventing and extinguishing fires, for the care and management of public places, thoroughfares, roads, and streets, and for regulating slaughter-houses, &c., having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

CHARLES COWPER.

BOROUGH OF BATHURST.—BY-LAWS.

CLASS I.

REGULATIONS OF PROCEEDINGS.

Day of meeting.

1. The Council shall meet every alternate Wednesday, at 3 o'clock in the afternoon, or on such other day and at such hour as may by resolution of the Council be from time to time appointed.

Failure of meeting for want of quorum.

2. When any meeting shall lapse or be adjourned for want of a quorum, the names of the members present shall be taken down and recorded in the minute-book.

Order of business at ordinary meetings.

3. The following shall be the order of business at all meetings other than special meetings :—

- Firstly.—The reading and confirmation of the minutes of the proceedings of the previous meetings; no discussion to be permitted on such minutes except as to their accuracy.
Secondly.—Statement of accounts, showing all moneys received and paid since last meeting, with the present state of the banking account of the Municipality.
Thirdly.—The reading of correspondence, and if necessary ordering thereon.
Fourthly.—Presentation and reading of reports from Committees and ordering thereon.
Fifthly.—Reading of special reports from members or officers of the Council.
Sixthly.—Presentation of petitions.
Seventhly.—Order of the day and adjourned motions.
Eighthly.—Motions of which notice has been given.
Ninthly.—Notices of motion.
Tenthly.—Such other business as may lawfully be brought before the Council.

Provided that it shall be competent to the Council at any time by resolution without notice, to entertain any particular motion, or to deal with any particular matter of business out of its regular order on the business paper, without any formal suspension of this section; also and in like manner to direct that any particular motion or matter of business shall have precedence at a future meeting.

Order of business at special meetings.

4. At special meetings, the business after reading and confirmation of minutes—which shall be conducted as at ordinary meetings—shall be taken in such order as the Mayor or the Aldermen at whose instance such meeting shall have been called may have directed.

Mayor may take part in discussions, &c.

5. The Mayor or presiding Alderman may take part in all discussions and proceedings of the Council.

Petitions.

6. All petitions shall be received as the petitions of those persons only whose signatures shall be attached thereto; and it shall be incumbent on any Alderman presenting a petition to assure himself and to state to the Council his assurance that its language and tone are not disrespectful to the Council nor otherwise objectionable. It shall also be incumbent on him to state, on presenting the petition, its purport and prayer.

Mayor or presiding Alderman to preserve order.

7. The Mayor or presiding Alderman shall preserve order, and may at any time call to order any Alderman whom he may deem to be out of order.

Calls to Order.

8. Any Alderman may call the attention of the Mayor or presiding Alderman to any Alderman being out of order or to any other point of order.

Decision on points of order final.

9. Every point of order shall be taken into consideration immediately upon its arising, and the decision of the Mayor or presiding Alderman thereon shall be final and conclusive.

Statement of reason of decision on such points.

10. The Mayor or presiding Alderman when called upon to decide points of order or practice, shall state the provision, rule, or practice which he shall deem applicable to the case without discussing or commenting upon the same; and no discussion upon such ruling shall at that meeting be permitted, but any Alderman who is dissatisfied with the decision of the Mayor or presiding Alderman on any such question of order or practice may, by motion after notice, invite the Council to lay down a different rule or principle for the determination of any similar question of order or practice which may thereafter arise.

Mayor to put questions to the Council.

11. The Mayor or presiding Alderman shall put all questions for the vote of the Council, and shall declare the sense of the Council thereon. He shall be at liberty to put any such question as often as may be necessary to enable him to form his opinion as to the sense of the majority thereupon.

Divisions.

12. Any Alderman may call for a division; in such case the question shall be put first in the affirmative and then in the negative, and the Aldermen shall vote by show of hands and the names and votes of the Aldermen present shall be recorded. Any Alderman who shall be present when a division is called for and shall not vote on such division, not being disabled by law from so voting, shall be liable for every such offence to a penalty of not less than ten shillings nor more than five pounds.

Right of pre-audience.

13. If two or more Aldermen rise to speak at the same time, the Mayor or presiding Alderman shall decide which Alderman is entitled to be first heard.

Aldermen to speak only once.

14. No Alderman shall speak twice on the same question unless in Committee or in explanation: Provided that any Alderman, though having previously spoken on the original question, may speak once on each amendment, and the mover of every original question shall always have the right of final reply.

Digressions not to be permitted.

15. No Alderman shall digress from the subject under discussion.

Offensive personal reflections not to be permitted.

16. No Alderman shall make offensive personal reflections upon or impute discreditable motives to any other Alderman. Any Alderman so offending shall, immediately upon being thereto required by the Mayor or presiding Alderman, withdraw the offensive expressions, and retract any such imputation of motive, and make an apology satisfactory to the Council. Any Alderman declining so to apologize, and to withdraw the offensive expressions or to retract the imputation of motive, shall be liable on conviction to a fine or penalty of not less than one pound nor more than five pounds for every such first offence, and on a second conviction for a like offence he shall be liable to a fine or penalty of not less than two pounds nor more than ten pounds.

Duration of speeches.

17. No Alderman shall speak upon any motion or amendment for a longer period than fifteen minutes unless by leave of the Council.

Adjournment of debate.

18. A debate may be adjourned to a later hour of the same day or to another day, and on the resumption of the debate the Alderman upon whose motion the same shall have been adjourned shall be entitled to priority of audience. Any motion for adjournment if seconded shall be immediately put without discussion, if such motion be negatived it shall not be competent for any member to make a similar motion within thirty minutes from the time of negativing such last motion for adjournment.

All motions must be seconded.

19. No notice whatever shall be taken by the Mayor or presiding Alderman of any motion or amendment unless it be seconded.

Motions to be reduced into writing.

20. No motion or amendment shall be discussed until it shall have been reduced into writing, and signed by the mover.

One amendment to be discussed at one time.

21. Only one amendment shall be discussed at one time, and upon the adoption of an amendment the original motion shall be rejected, and the amendment so carried shall be acted upon.

Production of documents.

22. Any Alderman may demand the production of all papers and documents relating to the subject under discussion.

Question may be read.

23. Upon the request of any Alderman the question or matter under discussion shall be read.

Protests.

24. Any member may protest against any resolution or vote of the Council. Notice of intention so to protest must, however, be given at the meeting when such resolution or vote is come to; and the protest itself, in writing, must be handed or sent to the Council Clerk not later than seven days after such notice. The Council Clerk shall enter every such protest in the minute book; but if in the opinion of the Council it be inconsistent with truth, or disrespectfully worded, it may, by resolution or notice, be ordered to be expunged. In such case, the expunction shall be made by drawing a perpendicular line with the pen through the entry of such protest, with a reference in the margin to the resolution ordering such expunction.

Council Clerk to give notice of Committee meetings.

25. The Council Clerk shall give notice of the intended meetings of any Committee to the members thereof, whenever requested so to do by the Chairman of such Committee.

Duration of Special Committees.

26. The appointment of Special Committees shall continue until the specific duty for which they shall have been appointed shall have been discharged: Provided that such Committees may at any time be dissolved by vote of the Council.

Rules observed in Committee of the Whole.

27. The Rules of the Council shall be observed in a Committee of the whole Council, except the rule limiting the number of times of speaking.

Committee Report to be signed by Chairman.

28. Every report of a Committee shall be signed by the Chairman of such Committee.

Composition of Committees.

29. No Committee of the Council shall consist of less than five members, of whom three shall form a quorum.

Standing Committees.

30. Besides such Special Committees as may from time to time be found necessary, there shall be three standing Committees, viz.—a By-law Committee, a Finance Committee, and an Improvement Committee.

By-law Committee.

31. The By-law Committee shall prepare, for the consideration of the Council, drafts of all By-laws which may be required for the good government of the Borough; they shall also consider and report upon all questions affecting such good government committed to them by any resolution of the Council.

Finance Committee.

32. The Finance Committee shall examine all accounts, and report upon all questions affecting the finances of the Borough committed to it by the Council, and the right of calling by Report the attention of the Council at all times to the financial administration of the Borough.

Improvement Committee.

33. The Improvement Committee shall inspect all public works in progress throughout the Borough, and may call the attention of the Council by report at all times thereto, and to the state of any public street, lane, or thoroughfare which may require attention; they shall also consider and report upon all questions of an analogous character referred to them by any resolution of the Council.

Committees may take evidence.

34. Every Committee may take evidence upon any question or questions of fact, and a minute of such evidence or its substance must in all such cases be appended to their report.

Time of appointment of Standing Committees.

35. The Standing Committees shall be appointed within thirty-one days after the commencement of each municipal year.

Mode of appointment of Committee.

36. Any member moving for a Special Committee may propose certain Aldermen as members thereof, or they may be chosen by ballot; and every member moving the appointment of a Select Committee, and naming its proposed members, shall name himself as one of them: Provided that any Committee thus moved for may, on the demand of any member of the Council, be appointed by ballot.

Where appointment is by ballot.

37. In any case where a ballot shall have been demanded, the names of all the Aldermen shall be written or printed upon slips of paper, of which one shall be handed to each Alderman, who, having struck out the names of all but those for whom he desires to vote, shall fold his paper and hand it folded to the

Mayor or presiding Alderman. The ballot papers having all been handed in and mixed shall afterwards be inspected by the Mayor or presiding Alderman, in the presence of all the Aldermen then present; and the Mayor or presiding Alderman shall after inspection order the result to be recorded.

Suspension of By-laws.

38. Any of these By-laws relating to or affecting proceedings at meetings of the Council or of Committees may be suspended temporarily in cases of emergency, if not less than five-sixths of the members of the Council then present shall deem such suspension necessary.

Appointment of officers.

39. In all cases where security is required, the sureties offered must be approved by the Council; and it shall not be competent for the Council to accept as surety any of its members or any person holding office under the Council.

The like.

40. No officer shall be appointed until a specification of his duties and the amount of his salary shall be approved of by the Council, nor until one week's notice at least shall have been given in one or more of the local newspapers inviting applications for such appointments.

Complaints against officers.

41. No notice whatever shall be taken of any complaint against any officer or servant of the Municipality unless the same be in writing and signed by the person or persons complaining.

Custody of seal and records.

42. The Common Seal and all charters, deeds, muniments, and records of the Corporation, or relating to the property thereof, shall be kept at the Town Hall, Bathurst, in the office and in the charge and custody of the Council Clerk for the time being.

Mayor to affix Common Seal.

43. The Mayor shall affix the Corporate Seal to and shall sign all documents creating an obligation upon the Council, such affixing of the Seal and such signing shall be done in the presence of the Council Clerk, who shall witness the same.

Moneys to be deposited in Bank.

44. The Treasurer of the Council shall within twenty-four hours of the receipt of moneys on behalf of the Council, or as soon as possible, deposit all such moneys in a Bank to be named by the Council, to the credit of the Corporation, and his cash-book and Bank pass-book balanced shall be laid before the Council at every meeting. He shall also lay his accounts before the Council at the first meeting of each quarter or oftener if required.

Preliminary proceedings before undertaking work.

45. No work shall be undertaken before the probable expense be ascertained by the Council, and all accounts shall be examined by the Finance Committee and their report obtained before any warrant can issue for payment thereof, which warrant must be signed by the Mayor, the Treasurer, and at least one member of the Finance Committee. In cases of emergency, however, a warrant may be granted by the Mayor with the assent of any two Aldermen, authorizing the expenditure of a sum not exceeding forty pounds; but in all such last mentioned cases the issuing of such emergency warrant shall be reported to the Council at its next meeting.

Absence of Aldermen without leave.

46. Any Alderman absenting himself for more than two consecutive meetings without leave previously obtained, shall be liable to a penalty of not less than ten shillings nor more than two pounds for each subsequent absence from the meetings of the Council.

Lapsing of motion through absence of Alderman.

47. In the event of any Alderman who may have given notice of a motion failing to attend or to provide a substitute to make such motion, the same shall lapse.

Drawing of cheques.

48. No cheques for money shall be drawn except on production of a warrant authorizing payment, the number of the cheque shall thereupon be inserted in the warrant, and the number of the warrant shall be entered on the body and on the butt of the cheque.

Records and papers to be kept private.

49. Excepting as otherwise provided by law, if any person shall without the permission of the Council first had and obtained, show, lay open, or expose any of the books, papers, or records of the Council to any person not being a member of the Council, the person so showing, laying open, or exposing any of the said books, papers, or records, shall, on conviction thereof, forfeit and pay a penalty of not less than ten shillings nor more than five pounds, and on every subsequent conviction a penalty of not less than two pounds nor more than thirty pounds.

Records not to be defaced or altered.

50. Any person who shall deface, alter, or destroy, or attempt to deface, alter, or destroy, any such common seal, charter, deed, muniment, paper, or record, shall on conviction thereof forfeit and pay for the first offence a penalty not exceeding fifty pounds nor less than five pounds, and upon every subsequent conviction a penalty of not less than twenty pounds nor more than fifty pounds.

Nor removed.

51. Any person who shall remove or attempt to remove any such seal, charter, deed, muniment, paper, or record from the Council Chamber or office of the Council Clerk, without leave of the Council first had and obtained, shall, on conviction thereof, forfeit and pay a penalty of not less than two pounds nor more than twenty pounds, and for every subsequent offence a penalty of not less than five pounds nor more than thirty pounds.

CLASS II.

COLLECTION AND ENFORCING PAYMENT OF RATES.

52. The rates and taxes levied by the Council under the provisions of section one hundred and sixty-four of the Municipalities Act of 1867, and for the purposes mentioned in the said section, shall be collected half-yearly, and such half-yearly payments shall be held to be due and payable on and after such days as the Council shall, by resolution at the time of making or imposing such rate, appoint.

Special rates.

53. All rates levied or imposed by the Council, under the provisions of any sections other than section one hundred and sixty-four, for the purposes mentioned in any of such other sections of the said Municipalities Act of 1867, shall be collected in such manner, and shall be held to be due and payable on and after such day or days, as the Council may, by resolution at the time of making or imposing such rates or any of them, appoint.

Rates to be paid at Office of Council Clerk.

54. All persons liable to pay any rates as aforesaid, shall pay the amount thereof within the time prescribed by the Act into the office of the Council Clerk during office hours, that is to say, every Tuesday and Thursday, between the hours of 11 A.M. and 4 P.M.

Defaulters.

55. It shall be the duty of the Council Clerk to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the times fixed for payment of the same as aforesaid.

Mayor to enforce payment.

56. It shall be the duty of the Mayor to issue and direct the enforcement of distress warrants against the goods, chattels, and effects of all such defaulters, or to cause such defaulters to be sued in a Court of competent jurisdiction, for the amount of such rates as in the payment of which they shall respectively be in default; the Council to determine by resolution from time to time whether the Mayor shall enforce by distress or by suit.

Bailiff—tenure of office.

57. The bailiff shall be appointed by resolution of the said Council, and shall be at any time removable by a like resolution.

Sureties for bailiff.

58. The bailiff shall find two sureties to the satisfaction of the Mayor, to the extent of fifty pounds each, for the faithful performance of his duty.

Duties of bailiff.

59. It shall be the duty of the bailiff to make all levies by distress for the recovery of rates in the manner hereinafter provided.

Mode of proceedings in distress.

60. All levies and distresses shall be made under warrant signed by the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office; and all proceedings under or in respect of such distresses and warrants and upon the sale of goods levied upon by virtue thereof shall be, except in so far as they may be otherwise provided for by the Municipalities Act of 1867, or by these By-laws, the same as are directed by the provisions of the Act 15 Vic. No. XI with respect to distresses for rent under a lease or demise.

Proceeds of distress.

61. The bailiff shall hand over to the Council Clerk all proceeds of distresses within forty-eight hours after having received the same.

Bailiff to appoint deputy.

62. The bailiff with the permission in writing of, and signed by the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office, may employ any person or persons to act temporarily, as his deputy or deputies

and assistant or assistants in carrying into effect any distress warrant: Provided always that in such case the bailiff shall be held responsible for the acts and omissions of all and any such persons so employed by him.

Costs of distress.

63. There shall be payable to the bailiff for the use of the Council, for every levy and distress made under these By-laws, the costs and charges as follows:—

	s.	d.
Distress warrant	6	0
Levying distress and making inventory	5	0
Man in possession each day or part of a day	5	0
Advertising (whatever amount has been paid) and 5 per cent. on the net proceeds of the goods.		

CLASS III.

PREVENTING AND EXTINGUISHING FIRES.

Fire or combustible materials.

64. Every person who shall place or shall knowingly permit to be placed in any house, yard, workshop, out-offices, or other premises, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger contiguous buildings, shall on conviction for every such offence forfeit and pay a penalty of not less than five shillings and not more than five pounds, and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials; and every such person who shall suffer any such fire, gunpowder, or combustible or inflammable materials to remain as aforesaid for twenty-four hours after any such conviction shall be deemed guilty of a further offence against this By-law.

Inflammable fences.

65. Every person who shall erect any fence of brushwood, bushes, or other inflammable material, or shall make or place any stack of hay, corn, straw, or other produce, or place as or for the covering of any such stack, any inflammable material so as to endanger contiguous buildings or properties, or any trees, shrubs, or other produce thereof, or any chattels therein, shall forfeit, on conviction, for every such offence, a penalty of not less than five shillings nor more than five pounds, and shall also remove such fence, stack, or covering, within a reasonable time after such conviction; and any person failing to remove such fence, stack, or covering within a reasonable time after any such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

Setting fire to matter without notice.

66. Every person who shall wilfully set fire to any inflammable matter whatsoever, in the open air, without having given notice in writing to the occupiers of the land adjoining to the land upon which such matter shall be, and also to the Council Clerk, of his intention so to do, or within twenty-four hours after giving the last-given of such notices, or between the hours of four in the afternoon of any day, and eight in the morning of the following day, shall forfeit a sum of not less than ten shillings nor more than five pounds.

Fireworks.

67. Every person who without leave of the Council previously had and obtained, shall light any bonfire, tar-barrel, or firework upon or within sixty yards of any public or private street or any public place; or who shall sell gunpowder, squibs, rockets, or other combustible matter, by gas, candle, or other artificial light, shall forfeit for every such offence a sum not less than ten shillings nor more than ten pounds.

Wilfully setting fire to chimneys.

68. Every person who wilfully sets or causes to be set on fire any chimney, flue, smoke-vent or stove-pipe, herein called in common "chimney," shall forfeit a sum not less than five shillings nor more than five pounds: Provided always that nothing herein contained shall exempt the person so setting or causing to be set on fire any chimney from liability to be informed against or prosecuted before any Criminal Court for such act as and for an indictable offence.

Negligently allowing chimney to be on fire.

69. If any chimney accidentally catch or be on fire, the person occupying or using the premises in which such chimney is situated shall forfeit a sum not less than five shillings and not more than forty shillings: Provided always that such forfeiture shall not be incurred if such person prove to the satisfaction of the Justices before whom the case is heard, that such fire was in no wise owing to the omission, neglect, or carelessness whether with respect to cleansing such chimney or otherwise of himself or his servant.

CLASS IV.

PUBLIC PLACES AND THOROUGHFARES, ROADS, STREETS, AND ENCROACHMENTS THEREON.

Certain roads, streets, &c., to be henceforth under charge of Council.

70. All roads, streets, lanes, and thoroughfares within the Municipality, and exceeding eighteen feet in width, which are

now in public use, or which previously to the passing of these By-laws have been proclaimed or laid down and marked out (except such as are vested in any road-trust), shall from henceforth be under the charge and care of the Council.

New roads, &c., to be reported upon.

71. No new public road, street, lane, thoroughfare, way, park, square, or other place proposed to be dedicated to the public (excepting only such streets, &c., as by the provisions of the Municipalities Act of 1867, the Council is compelled to take the charge of) shall be taken under the charge and management of the Council until after such road, street, lane, thoroughfare, way, park, square, or other place as aforesaid shall have been examined by the Improvement Committee and reported upon to the Council by such Committee.

Surveyor to mark out roads, &c.

72. The Surveyor of the Municipality or other officer or person duly authorized by the Council in that behalf shall, under the Improvement Committee, be the proper officer for making out, when and where necessary, the roads, streets, lanes, and thoroughfares which now are or shall hereafter be under or subject to the care, construction, or management of the Council. In marking out such roads, streets, lanes, or thoroughfares recourse shall be had when practicable to the plans under which land with frontage to the road, street, lane, or thoroughfare in question shall have been sold. The Surveyor shall also be the proper officer for marking out, when deemed necessary by the Council, the carriage and foot ways in such roads, streets, lanes, thoroughfares, or other public places; but it shall be sufficient for him for this purpose to place posts at the corners or intersections of the streets, roads, lanes, or thoroughfares, or wherever the same may be necessary or desirable, so as to give a width of forty-two feet for the carriage-way and twelve feet for the foot-way on each side when the road, street, lane, or thoroughfare shall be sixty feet wide, and in proportion, and in the discretion of the said officer, in any public roads, streets, lanes or thoroughfares, or other public places of other width than sixty feet.

Temporary stoppage of traffic on streets, &c.

73. The Surveyor of the Municipality, or other officer or person duly authorized by the Council in that behalf, may at any time, by order of the Council, cause the traffic of any road, street, lane, or thoroughfare, or of any portion thereof, to be stopped during necessary repairs, or for the taking up or laying down of any pipes, or for any other necessary purpose. Any person offending against this By-law by travelling on such road, street, lane, or thoroughfare during such temporary suspension of traffic, or by removing, demolishing, or injuring any obstruction placed on any such road, street, lane, or thoroughfare for the purpose of such suspension of traffic, shall forfeit and pay a penalty of not less than ten shillings nor more than five pounds.

No encroachment on streets, &c., allowed.

74. Whenever any road, street, lane, or thoroughfare has been marked out in manner herein provided, no house, shop, fence, or other structure shall be allowed except as hereinafter mentioned to project or encroach on any part thereof. And in order that the due alignment of the roads, streets, lanes, or thoroughfares within the Borough shall be observed, and that no encroachment shall be made thereon, it shall not be lawful for any person, unless for some temporary purpose permitted by the Council, to erect or put up any building, erection, obstruction, fence, or enclosure, or to make any excavation or hole on, under, or near such road, street, lane, or thoroughfare, unless due notice of the same shall have been given to the Council at least three weeks before any such building, erection, obstruction, fence, or enclosure, excavation, or hole as aforesaid, shall be commenced to be erected or put up or made, and the assent of the Council thereto obtained; and in default of the same, the person so offending shall forfeit and pay for every such offence a sum not less than two pounds nor more than five pounds; and on every subsequent conviction for a similar offence, shall forfeit and pay a penalty of not less than three pounds nor more than fifty pounds.

No balcony, &c., to project more than eighteen inches.

75. With regard to buildings hereafter to be built or rebuilt, it shall not be lawful for any portico, balcony, coping, parapet, overhanging, eaves, cornice, windows, string cornice, string course, dressing, or other architectural decoration forming part of or attached to any external wall, to project more than eighteen inches beyond the general line of front in any road, street, lane, or thoroughfare; nor shall any balcony or any other external projection as aforesaid, which may hereafter be added to any existing building, be allowed to project more than eighteen inches as aforesaid, under a penalty not exceeding five pounds nor less than one pound.

Levelling foot-ways.

76. When any foot-way shall have been marked out in manner hereinbefore directed, the Surveyor or other officer as

aforsaid may cause the same to be levelled and made as nearly as practicable of equal height and breadth and with an equal slope and inclination, and for this purpose may remove any flagging, steps, or other matter, thing, or obstruction that may injure or obstruct the said foot-way, or render it unequal or inconvenient, and which now is or hereafter may be erected or placed on the space marked out for any of the said foot-ways.

Penalty for interference with servant of Council removing obstructions or encroachments.

77. Any person who shall wilfully obstruct or interfere with the Surveyor or other officer as aforesaid, or with any person or persons acting for or under him, in the exercise of any of the duties or powers by these By-laws imposed or cast on the said Surveyor or officer; or who shall wilfully obstruct or interfere with any servant or servants of the Council in the exercise of any powers given to the Council, or in carrying out of any orders lawfully given by the Council under the provisions of section one hundred and thirty-six of the Municipalities Act of 1867, shall on conviction forfeit and pay a penalty of not less than two pounds nor more than twenty pounds.

Restrictions on certain trades, &c.

78. It shall not be lawful for the business of a soap-boiler, tallow-melter, tripe-boiler, tanner, currier, or cow keeper, or any other trade or manufacture of an obnoxious or unwholesome nature, prejudicial to the health of or otherwise offensive to the inhabitants, to be newly established or carried on in any building or place within the limits of the said Borough, except in such place or places as shall be previously approved by the Council, so that the same shall not be a nuisance to the inhabitants or prejudicial to public health; and from and after the first day of January, A.D. 1870, the business of a soap-boiler, tallow-melter, tripe-boiler, tanner, currier, or cow keeper, or any other obnoxious offensive or unwholesome trade or manufacture as aforesaid which has been already established shall not be continued or carried on in any building or place within the said Borough, except with such approval as aforesaid; and whosoever shall offend against this By-law shall forfeit and pay on conviction for every such offence before any two or more Justices of the Peace a penalty not exceeding fifty pounds.

Proviso to preceding By-law.

79. Provided always that if any question shall arise whether any trade or manufacture is of an obnoxious or unwholesome nature, dangerous to the health of the inhabitants of the Borough, the same shall be determined by the Justices as incident to the case: Provided also that notice in writing shall be given to the person engaged in such trade or manufacture, and if he shall discontinue the same within six months after the receipt of such notice he shall not be liable to any penalty in that regard; and if any person after having received such notice and discontinued such trade or manufacture shall again renew or re-establish the same, he shall be liable to the penalties in that regard imposed by these laws.

Drawing or hauling timber.

80. Any person who shall haul or draw or cause to be hauled or drawn upon any part of any street or public place within the said Borough, any timber, stone, or other thing otherwise than upon wheeled vehicles or barrows, or shall suffer any timber stone or other thing which shall be carried principally or in part upon any wheeled vehicle or barrow to drag or trail upon any part of such street or public place to the injury thereof, or to hang over any part of any such vehicle or barrow so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall upon conviction forfeit and pay for every such offence a sum of not more than forty shillings nor less than five shillings over and above the damages occasioned thereby.

Driving carriages or throwing filth on foot-ways.

81. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth or annoyance, or any matter or thing, in or upon the carriage-way or foot-way of any street or other public place in the said Borough; or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal, in or so near to any such street or other public place as that any blood or filth shall run or flow upon, or over, or be on any or either of any such carriage or foot-way; or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said foot-ways of any such street or public place, any carriage, buggy, gig, dog-cart, waggon, cart, dray, sledge, or other carriage, or any wheel, wheel-barrow, hand-barrow, or truck, or any hogshead, cask, or barrel; or shall wilfully lead, drive, or ride any horse, ass, mule, or other beast upon any such foot-way,—shall upon conviction forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings, for the second offence a sum not exceeding five pounds nor less than ten shillings, and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

Placing carriages, stalls, goods, &c., on foot-ways.

82. Any person who shall set, or place, or cause or permit to be set or placed any stall, board, chopping-block, show-board (on hinges or otherwise), basket-wares, merchandise, casks, or goods of any kind whatsoever—or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed any pipe, barrel, cask, or vessel, in, or upon, or over any carriage or foot-way, in any street or public place within the said Borough—or shall set out, lay, or place, or shall cause, or procure, permit, or suffer to be set out, laid, or placed any coach, carriage, buggy, gig, dog-cart, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, or other carriage upon any such carriage-way (except for the necessary time of loading or unloading such cart, wain, waggon, dray, sledge, truck, or other carriage, or taking up or setting down any fare, or waiting for passengers when actually hired, or, if private vehicle, waiting for persons lawfully using the same, or harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage)—or if any person shall set or place, or cause to be set or placed, in, or upon, or over any such carriage or foot way any timber, stones, bricks, lime, or other materials or things for buildings whatsoever (unless the same shall be enclosed as herein directed), or any other matters or things whatsoever; or shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal or other thing or matter whatsoever from any house or other building or premises over any part of any such foot-way or carriage-way, or over any area of any house or other building or premises, or any other matter or thing from and on the outside of the front or any other part of any house or other building or premises over or next unto such street or public place, and shall not immediately remove all or any such matters or things being thereto required by the Inspector of Nuisances or other proper officer of the Council—or if any person who having in pursuance of any such requisition as aforesaid removed or caused to be removed any such stall, board, show-board, chopping-block, basket wares, merchandise, casks, goods, coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matters or things, shall at any time thereafter again set, lay or place, expose or put out, or cause, procure, permit, or suffer to be set, laid, placed, exposed, or put out, the same or any of them or any other stall-board, show-board, chopping block, basket-wares, merchandise, goods, timber, stones, bricks, lime, coach, carriage, buggy, gig, dogcart, cart, wain, waggon, dray, truck, wheel-barrow, hand-barrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid), in, upon, or over any such carriage or foot-way of or next unto any such street or public place as aforesaid,—shall upon conviction for every such offence forfeit and pay, for the first offence a sum not exceeding forty shillings nor less than five shillings, for the second offence a sum not exceeding five pounds nor less than ten shillings, and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound: Provided that nothing herein contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house in such manner as that such awning shall be at least seven feet above the height of the foot-way, and that the posts be placed close up to the curbstone or outer edge of such foot-way.

Areas to be covered and enclosed.

83. Every owner or occupier of any house, building, or premises having any entrance, area, garden, or other open space adjoining the foot-way of any street or public place within the said Borough beneath the level of the curbstone or exterior edge of such foot-way, shall protect and guard the same by good and sufficient rails, fences, or other enclosures, so as to prevent danger to persons passing and repassing; and every such owner or occupier as aforesaid having any steps adjoining the foot-way of any street or public place, shall in the like manner protect and guard the same so as to prevent the like danger. In failure thereof every such owner or occupier shall for every such offence forfeit and pay a penalty of not less than two pounds nor more than five pounds.

Cellars or openings beneath foot-ways prohibited.

84. It shall not be lawful for any person to make any cellar or any opening, door, or window, in or beneath the surface of the foot-way of any road, street, lane, thoroughfare, or other public place within the said Municipality; and if any person shall offend in the premises he shall forfeit and pay any sum not exceeding five pounds over and above the expense of remedying or removing any such cellar, opening, door, or window, such expense to be assessed and allowed by the convicting Justice or Justices, provided that such expense and penalty shall not together exceed fifty pounds.

Wells to be covered

85. Every person who shall have a well situated between his or her dwelling-house or the appurtenances thereof, and any street or foot-way within the limits of the Municipality, or at the side thereof, or in any yard or place open and exposed to such street or foot-way, shall within the space of three calendar

months from and after the passing of these By-laws cause such well to be securely and permanently covered over, and shall not be at liberty to open the same or to draw water therefrom unless by means of a pump closely and securely fixed therein; and if any person having such well as aforesaid shall fail to cover and secure the same within the time and in the manner hereby required and directed, every such person shall upon conviction for every such offence forfeit and pay the sum of two shillings and sixpence for every day that such well shall remain open or uncovered contrary to the provisions of this By-law.

Polluting or diverting water-courses, &c.

86. Any person casting any filth or rubbish into any public water-course or sewer, or obstructing or diverting from its channel any such sewer or water-course, shall forfeit and pay a sum not less than one pound nor more than five pounds in addition to the costs of removing such filth or obstruction and of restoring such water-course, such costs of removal to be recovered summarily in the manner provided for the recovery of penalties under these By-laws; provided that such penalty and expenses together shall in no case exceed fifty pounds.

Damaging public walls, &c.

87. Any person who shall damage any public building, wall, parapet, bridge, road, street, sewer, water-course, sluice, pump, fountain, cock, water-pipe, or other public property, shall pay the costs of repairing the same, such costs to be recovered in a summary manner in the mode provided for the recovery of penalties under these By-laws; and if the same be wilfully done, shall forfeit and pay a penalty of not less than five pounds nor more than twenty pounds.

Removal of night-soil, &c.

88. Any person or persons who shall drive or cause to be driven any cart, or other carriage with any night-soil or ammoniacal liquor therein, through or in any street or public place within the said Borough, between the hours of five o'clock in the morning and ten o'clock at night, or shall fill any cart or other carriage so as to turn over or cast any night-soil, ammoniacal liquor, slop, mire, or channel-dirt, or filth, in or upon any such street or public place, or shall deposit night-soil, ammoniacal liquor, or other offensive matter nearer to any street, road, or dwelling-house than shall be directed by the said Council, or by the Inspector of Nuisances, or shall remove night-soil or other offensive matter otherwise than in properly covered and water-tight carts or other vehicles, or shall cause any vehicle used for this purpose to stand on any premises nearer to any road, street, or dwelling-house than shall be directed by the said Council or the said Inspector of Nuisances, shall, for every such offence, forfeit and pay a sum not less than ten shillings and not more than five pounds; and in case the person so offending shall not be known to the said Council or Inspector, then the owner of such cart or carriage in which such night-soil or other offensive matter shall be put or placed, and also the employer of the person so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

Discharging fire-arms.

89. Any person discharging fire-arms without lawful cause, or without the sanction of the Council first had and obtained, in or near to any road or street, shall forfeit and pay a penalty not less than ten shillings nor more than five pounds.

Bathing in public.

90. It shall not be lawful for any person to bathe within the said Municipality in any waters exposed to view from any road, street, or dwelling-house in or near to the said Municipality, between the hours of six in the morning and eight in the evening; and any person who shall offend against this By-law shall forfeit and pay a sum not exceeding twenty shillings.

Indecent exposure.

91. Any person who shall offend against decency by the exposure of his or her person in any street or public place within the said Municipality, or in the view thereof, shall forfeit and pay a sum not exceeding ten pounds nor less than five pounds.

Swine not to be kept; horses, goats, &c., not to stray.

92. It shall not be lawful for any person whomsoever to breed feed or keep any kind of swine in any house, building, yard, garden, or other hereditaments situate and being in or within forty yards of any street or public place within the limits of the Borough, nor to suffer any kind of swine, or any horse, ass, mule, sheep, goat, or other cattle belonging to him or her, or under his or her charge, to stray or go about, or to be tethered or depastured in any street or public place therein; and any person who shall so offend shall on conviction forfeit and pay for every such offence a sum not exceeding forty shillings nor less than five shillings.

Removal of hog-sties and nuisances.

93. In case any privy, hog-sty, or any other matter or thing which shall at any time or times hereafter be in any place within

the limits of the said Borough, shall be or become a nuisance to any of the inhabitants thereof, it shall be lawful for any two Justices of the Peace, upon complaint thereof to them made by any person thereto deputed by the Council, and after due investigation of such complaint, by notice in writing to order that every or any such privy, hog-sty, or other matter or thing being a nuisance, shall be remedied and removed within seven days after such notice shall have been given to the owner or occupier of the premises wherein such nuisance shall exist, or shall have been left for such owner or occupier at his or her last or usual place of abode, or on the said premises; and every such occupier neglecting to remedy or remove such nuisance pursuant to such notice, and to the satisfaction of such Justices, shall forfeit and pay on conviction before the said Justices the sum of ten pounds for every such neglect or disobedience; and also it may be lawful for such Justices to indict or cause to be indicted for such nuisance such person or persons so neglecting or disobeying any such notice, at the then next Court of General or Quarter Sessions to be held at Bathurst, and such person or persons being found guilty thereof, such nuisance or nuisances shall be removed, taken down, and abated according to law with regard to public or common nuisances; and the person or persons so offending shall be subject to such punishment for the misdemeanor as the Justices assembled at a General Quarter Sessions within any of the said towns shall direct, provided that in no one case shall the penalty, costs, charges, and expenses together amount to more than fifty pounds.

Private avenues.

94. Any owner or occupier of any house or place within the limits of the said Borough who shall neglect to keep clean all private avenues, passages, yards, and ways, within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise, shall on conviction forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Injuring or extinguishing lamps.

95. Any person who shall be convicted of wantonly or maliciously breaking or injuring any lamp or lamp post, or extinguishing any lamp set up for public convenience within the limits of the said Borough, shall over and above the necessary expense of repairing the injury committed, to be estimated by the Justice before whom such offender shall be brought, forfeit and pay upon conviction for every such offence, any sum not less than one pound nor exceeding five pounds, provided that in no one case shall the expenses and penalty together amount to more than fifty pounds.

Riding on drays.

96. If the driver of any waggon, wain, cart, or dray, of any kind shall ride upon any such vehicle in any road, street, lane, or thoroughfare as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driven or guided with reins only excepted); or if the driver of any carriage or vehicle whatsoever shall wilfully be at such a distance from such carriage or vehicle, or in such a situation whilst it shall be passing upon such street that he cannot have the direction and government of the horse or horses or cattle drawing the same; or if the driver of any waggon, cart, dray, or coach, or other carriage or vehicle whatsoever, meeting any other carriage or vehicle, shall not keep his waggon, cart, dray, or coach, or other carriage or vehicle on the left or near side of the road, street, lane, or thoroughfare; or if any person shall in any manner wilfully prevent any other person or persons from passing him or her or any carriage or vehicle under his or her care, upon such road, street, lane, or thoroughfare, or by negligence or misbehaviour, prevent, hinder, or interrupt the free passage of any carriage or vehicle or person in or upon the same,—every such driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

Careless or furious driving.

97. Any person who shall ride or drive through any street or public place within the limits of the said Borough so negligently, carelessly, or furiously that the safety of any other person shall be actually endangered, shall on conviction forfeit and pay a sum not exceeding ten pounds nor less than two pounds.

Riding on foot-ways.

98. Any person damaging any foot-path, or leading, driving, or riding any horse or other animal upon any foot-way of any street or road within the said Borough, shall pay a penalty not exceeding forty shillings nor less than ten shillings.

Placarding or chalking on walls.

99. It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, or building within the limits of the said Borough, nor to deface any such wall, house, or building by chalk or paint or in any other manner; and any person who shall be guilty of any such offence shall, upon the complaint of the owner or occupier of any such wall, house, or building, forfeit and pay, on conviction, the sum of ten shillings.

Driving cattle in the Borough.

100. No person shall drive through any street, lane, or public thoroughfare of the Borough, any live stock, between the hours of 8 A.M. and 6 P.M. during the months of May, June, July, and August, nor between the hours of 8 A.M. and 7 P.M. during the other months of the year, except calves and foals under one year old, quiet milch cows, quiet broken-in horses or cattle, and known as such, sheep, pigs, and goats. Every person offending against this By-law shall forfeit and pay a penalty not exceeding five pounds nor less than one pound, and the burden of proving that any animals the subject of any information hereunder come within the above exceptions shall be cast upon the defendant, provided that nothing herein contained shall prevent the driving of cattle through the Borough before noon of any day, if the route of such cattle be through Havannah-street, and shall not prevent the driving of stock from the present sale yards between half-past two o'clock and half-past three o'clock in the afternoon, if the route taken shall be the nearest to Havannah-street, and this right shall cease upon the thirty-first December in the year 1870.

Cleansing shambles, slaughter-houses, &c.

101. For preserving the cleanliness of the said Borough, and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion, to visit and inspect the butchers' shambles, slaughter-houses, boiling-down establishments, tanneries, and fell-mongering establishments in the said Borough, and to give such directions concerning the cleansing the said shambles, slaughter-houses, tanneries, and establishments both within and without as to him shall seem needful; and any butcher, or the owner or occupier of any such shamble, slaughter-house, tannery, or establishment, who shall obstruct or molest any such officer in the inspection thereof, or refuse or neglect to comply with such directions within a reasonable time, shall forfeit and pay a sum not exceeding ten pounds nor less than ten shillings.

Inspection of premises.

102. Upon the reasonable complaint of any householder that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances or any other person appointed by the Council shall make an inspection of the premises complained of, and the officer of the Council shall have full power without any other authority than this By-law to go upon such premises for the aforesaid purpose.

Miscellaneous offences against health and comfort of inhabitants of Borough.

103. Every person who in any road, street, lane, thoroughfare, or other public place or passage within the said Borough, to the obstruction, annoyance, or danger of the residents or passengers, shall commit any of the following offences, shall on conviction for any and every such offence forfeit and pay a penalty of not more than two pounds:—

Every person who shall hoist or cause to be hoisted, or lowered or cause to be lowered, goods of any description from any opening in any house fronting any street, road, lane, thoroughfare, or public place, and close to the foot-way thereof, without sufficient and proper ropes and tackling.

Every person who shall carry or convey or cause to be carried or conveyed in any road, street, lane, thoroughfare, or public place, the carcase or any part of the carcase of any newly slaughtered animal, without a sufficient and proper cloth covering the same for the concealment from public view, or shall hawk or carry about butchers' meat for sale without covering the same as aforesaid.

Every person who shall place any line, cord, or pole across any road, street, lane, thoroughfare, or passage, or hang or place clothes thereon, to the danger or annoyance of any person.

Every person who shall place any flower-pot in any upper window near to any road, street, lane, thoroughfare, or public place, without sufficiently guarding the same from being thrown down.

Every person who shall throw or cast from the roof or any part of any house or other buildings, any slate, brick, part of a brick, wood, rubbish, or other material or thing (unless within a hoard or enclosure, when any house or building is being erected, pulled down, or repaired).

Every blacksmith, whitesmith, anchorsmith, nailmaker, metal founder, lime burner, brickmaker, potter, or other person using a forge, furnace, or kiln, and having a door, window, or aperture fronting or opening into or towards any street, lane, or passage, and not closing such door, or not fastening the shutters or other fastenings of such window and closing such aperture, or placing a screen before the same every evening within one hour after sunset, so as to effectually prevent the light from showing through the doorway, window, or aperture, next or upon such street, lane, or passage.

Every person who shall within the distance of one hundred yards from any dwelling-house, burn any rags, bones, cork, or other offensive substance to the annoyance of any inhabitant.

Every person who shall carry goods or any frame to the annoyance of any person upon the foot-way of any road, street, lane, thoroughfare, or other public foot-way.

Every person who shall be the keeper of or have any dog or other animal which shall attack or endanger the life or limb of any person who may have the right of way or use of any private or public yard, alley, road, street, lane, thoroughfare, or any other place within the said Borough.

Trading on Lord's Day

104. No house, shop, or store, or other place, within the limits of the said Borough shall be open on the Lord's Day for the purpose of trade or dealing (the shops or houses of butchers, bakers, fishmongers, and green grocers, until the hour of ten in the forenoon, and of bakers between the hours of one and two in the afternoon, and of apothecaries at any hour, only excepted); and any person who shall within the said limits trade or deal or keep open any shop, store, or other place (except as aforesaid) for the purpose of trade or dealing on the Lord's Day, shall on conviction, forfeit and pay for every such offence a sum not exceeding three pounds nor less than one pound.

Gambling on Lord's Day.

105. Any owner or occupier of any public billiard room or other public place of amusement within the limits of the said Borough who shall permit or suffer any one to play in his house or premises any game on Sunday, shall on conviction forfeit and pay a sum not exceeding five pounds nor less than three pounds.

Flying kites.

106. Any person flying any kite or kites in any road, street, lane, thoroughfare, or other public place within the said Borough, shall forfeit and pay a penalty of not less than five shillings nor more than two pounds.

CLASS V.

SLAUGHTER-HOUSES.

Inspection of animals, &c.

107. Every Inspector of Slaughter-houses shall upon receiving information of any cattle having been slaughtered or of any cattle being intended to be slaughtered, and also in all cases in which notice shall have been given to him or left at his usual place of residence of the intention to slaughter any cattle, repair without delay to the place where such slaughtering has taken place or is intended to be done, and shall examine and inspect the said cattle slaughtered or intended to be slaughtered, and shall take a particular description thereof, with the colour, mark or marks, brand or brands, sex, and apparent age, together with the name or names of the owner or owners thereof, and of the time and place of slaughter, which particulars he shall carefully enter or cause to be entered in a book to be kept by him for that purpose, which book such Inspector shall, when required, produce for examination by the Council or by any person or persons deputed by the Council to make examination thereof.

Notice of intention to slaughter, &c.

108. Every person intending to slaughter any cattle within the limits of the said Borough, shall first give twelve hours' notice in writing to the Inspector of Slaughter-houses of the cattle intended to be so slaughtered, specifying the place and time, under the penalty of five pounds for each and every head of cattle which shall be so slaughtered without such notice having been given as last mentioned, unless it shall be made to appear to the Justices before whom such fine shall be sought to be recovered, that such notice could not have been given, and that owing to some unforeseen accident it was necessary that such cattle should have been immediately slaughtered; and in all cases in which any cattle shall have been slaughtered within the said Borough without having been previously inspected as aforesaid, notice thereof shall be immediately given to the said Inspector, and the skins of such cattle shall be kept or preserved for three days, and be produced upon demand at the place of slaughter to the Inspector for the Borough, under the penalty of five pounds for every skin so neglected to be preserved and produced.

Where inspection to be made.

109. Every inspection of cattle or sheep shall be made in the yards adjoining a licensed slaughter-house; and the owner or occupier of any such licensed slaughter-house shall keep the melts or spleens and lungs of all animals slaughtered therein for twelve hours after the same have been slaughtered, unless the Inspector shall have previously examined such melts spleens or lungs; and every owner or occupier as aforesaid who shall neglect or refuse to comply with these provisions or any of them shall forfeit and pay a penalty not exceeding five pounds for every such offence.

Slaughter of diseased animals.

110. If the owner or occupier of any such slaughter-house shall knowingly cause, permit, or suffer any animal infected with any disease affecting the melt or spleen or lungs to be

slaughtered in any such slaughter-house, or if after the slaughter of any animal it shall be found to be diseased, and such owner or occupier as soon as the animal is inspected and condemned shall not immediately thereupon cause the entire carcase to be destroyed by fire in the presence of the Inspector, such owner or occupier shall for every such offence forfeit and pay any sum not exceeding fifty pounds nor less than ten pounds: Provided however that should the owner of any animal which may be condemned by the Inspector object to the decision of that officer, such owner shall be at liberty to appoint some veterinary surgeon or other competent person as arbitrator in his behalf; and in the event of the Inspector and such veterinary surgeon or other competent person not agreeing, it shall be lawful for and incumbent upon them under a penalty of ten pounds each to appoint an umpire, whose decision shall be final.

Inspector may enter shops, &c., for certain purposes.

111. Any such Inspector may and he is hereby empowered at all reasonable times with or without assistants to enter into and inspect any shop, building, stall, or place kept or used for the sale of butchers' meat or as a slaughter-house and to examine any animal, carcase, meat, or flesh, which may be therein, and in case any animal, carcase, meat, or flesh appear to him to be intended for the food of mankind and to be unfit for such food, the same may be seized; and if it appear to a Justice of the Peace, upon the evidence of a competent person, that any such animal, carcase, meat, or flesh is unfit for the food of mankind, he shall order the same to be destroyed or to be so disposed of as to prevent its being exposed for sale or used for such food, and the person to whom such animal, carcase, meat, or flesh, belongs or in whose custody the same is found, shall be liable to a penalty not exceeding ten pounds for every animal or carcase, piece of meat, or flesh so found.

Cleansing of slaughter-houses.

112. Every slaughter-house within the said Borough shall be thoroughly washed and cleansed within one hour after any animal or animals shall be slaughtered therein, and the blood, offal, and filth of all such animals as may be slaughtered in any slaughter-house, or in the premises or appurtenances thereunto belonging, shall be removed once at least in every twenty-four hours; and any owner or occupier of any slaughter-house who shall neglect to comply with this By-law shall forfeit and pay on conviction, for every such offence, before any two or more Justices of the Peace in a summary way any sum not exceeding ten pounds.

Slaughtering in unlicensed premises.

113. If any person or persons shall slaughter or cause to be slaughtered any animal in any house or place not licensed for such purpose according to law, such person or persons shall forfeit and pay the sum of ten pounds for each and every animal so slaughtered.

Animals slaughtered for home consumption.

114. Nothing in these By-laws contained shall extend to or affect any person or persons slaughtering at his or her or their own residences within the said Borough, animals for the personal consumption of himself herself or themselves, or of his her or their family servants or labourers: Provided that

the place where any such animal so slaughtered be not less than fifty yards from any street or other public place or from any residence other than the residence of such person or persons so slaughtering as in the By-law aforesaid.

Collection of slaughtering fees.

115. The fee upon every inspection of cattle under the provisions of these By-laws, of cattle slaughtered or to be slaughtered, shall be at the rate of threepence per head, which fee shall be paid by the owner of or person slaughtering any such beast to the Inspector for the said Borough, or other authorized officer of the Council, upon demand; and if not so paid, the same may be sued for and recovered in the name of such Inspector or other authorized officer of the Council, without any further authority than is hereby given, in any Court of competent jurisdiction; and it shall be incumbent upon such Inspector or other officer as aforesaid to collect all slaughtering fees not later than the first day in every month.

GENERAL PROVISIONS.

Construction of terms.

116. The word "animal" used in these By-laws shall be held to mean and include bulls, bullocks, cows, heifers, steers, oxen, sheep, pigs, calves and lambs; and the words "die of any disease" to apply to all cases of death other than by killing or slaughtering.

The like.

117. The words "Borough," or "Borough of Bathurst" (where necessary), shall be deemed to apply to and shall be taken to be included in every clause of these By-laws, whether the same shall be expressly mentioned or not; and no objection shall be taken or allowed by reason of the absence of such words, or any or either of them, in any part of these said By-laws. And where anything is directed to be done, or prohibited from being done, whether in any road, street, lane, thoroughfare, or other public place, or in any manner howsoever, or by whomsoever, the same shall be taken to mean within the Borough of Bathurst, anything herein contained to the contrary notwithstanding.

The like.

118. Any words in these By-laws appearing in the singular number shall be taken to include the plural number, and any words in the plural number shall be taken to include the singular number, and any words in the masculine gender shall be taken to include the feminine gender, and vice versa.

As to interference with Council in enforcing By-laws.

119. Any person obstructing or interfering with any officer or officers of the Council, or other person or persons doing or performing any duty or act under these By-laws, shall forfeit and pay a penalty not exceeding ten pounds nor less than two pounds.

Passed by the Municipal Council of the Borough of Bathurst, this sixteenth day of February, A.D. 1870.

ALEXANDER B. RAE,

FREDK. WM. HOLLAND,
Town Clerk, &c.

Mayor of Bathurst.

Town Hall, Bathurst.

1870.

NEW SOUTH WALES.

SYDNEY ABATTOIRS.

(AMENDED REGULATIONS.)

Presented to Parliament, pursuant to Act 14 Vict., No. 36, sec. 4.

The Treasury, New South Wales,
23 October, 1869.

PUBLIC ABATTOIRS AT GLEBE ISLAND.

His Excellency the Governor having been pleased, with the advice of the Executive Council, further to amend the Orders and Regulations concerning the Public Abattoirs at Glebe Island, as published in Treasury notice of 3rd December, 1864, it is hereby notified, that in lieu thereof the following shall be enforced from and after the 1st of January next.

SAUL SAMUEL.

1. The slaughter-houses shall, with the exception of six beef and six mutton slaughter-houses, be retained in the hands of the Government, for the use of persons slaughtering therein.

2. Six beef and six mutton slaughter-houses shall be submitted to public competition, by lease, at an upset price of £175 per annum for the beef, and £110 per annum for the mutton, slaughter-houses.

3. An inspection fee of three-pence per head shall be charged upon every head of cattle slaughtered in the leased houses.

4. Parties desirous of using the slaughter-houses reserved by the Government, shall be permitted to do so in priority of application to the Inspector of Abattoirs, or to the Assistant Inspector of Abattoirs, and on payment of the following fees :—

	s.	d.
For every ox, cow, bull, heifer, or steer (including an inspection fee of 3d.)	1	0
For every calf (including an inspection fee)	0	6
For every sheep or lamb	0	1½
For every head of swine	0	6

5. No person or persons shall slaughter or attempt to slaughter in any of the houses, without the sanction of the Inspector or Assistant Inspector of Abattoirs.

6. All fees shall be paid to the Inspector or Assistant Inspector of Abattoirs on demand, who shall pay the same into the Colonial Treasury under such directions as he or they shall from time to time receive from the Secretary for Finance and Trade.

7. Printed receipts shall be demanded by, and given to, all parties paying any fees.

8. All horned cattle shall be driven in and yarded before 8 a.m.

9. All animals, on which fees are chargeable, shall be reported to the Inspector or Assistant Inspector of Abattoirs, at his Office, without delay, and the fees paid forthwith.

10. Sheep and cattle will not be permitted to remain in the Abattoir-pens for more than forty-eight hours from the time of being brought in.

11. No person shall refuse or neglect, when ordered by the Inspector of Abattoirs, to remove and destroy at once diseased cattle, or shall slaughter for food diseased cattle, or expose for sale diseased meat.

12. All blood, filth, and offal shall be removed, and each slaughter-house be thoroughly cleansed, to the satisfaction of the Inspector of Abattoirs, daily, before 8 a.m.

13. The premises attached to, and the roadways in front and rear of, each slaughter-house shall be kept clean by the Lessee or person occupying or using the same to the satisfaction of the Inspector of Abattoirs.

14. No hide of horned cattle, if slaughtered without previous inspection by the Inspector or Assistant Inspector of Abattoirs, or spleen of horned cattle or carcase of any animal, whether inspected before slaughtered or not, shall be removed from any slaughter-house until after inspection by the Inspector or Assistant Inspector of Abattoirs.

15. No meat shall be blown in any slaughter-house; and if any meat be found blown in any slaughter-house, the owner of such meat shall be held to be the person liable.

16.

16. No cattle, sheep, or pig, or other animal shall be slaughtered, nor shall any meat be exposed for sale, between midnight of any Saturday and midnight of any Sunday, between the 1st of May and the 31st of October in any year; nor shall any cattle, sheep, or pig, or other animal be slaughtered, nor any meat be exposed for sale between the hours of 9 a.m. and 12 p.m., upon any Sunday between the 1st of November and the 30th of April in any year.

17. The lease of the tank to contain the blood of the slaughtered animals and the washings of the slaughter-houses, shall be sold annually, or for a term of years, by public auction; if not so disposed of the contents shall be removed in such other manner as may be deemed expedient.

18. The Lessee shall, once in every twenty-four hours, remove from off the Island the contents of the tank, in covered carts or covered casks.

19. The Lessee shall also keep clean the roadway in front of, over, and immediately around the tank, to the satisfaction of the Inspector of Abattoirs.

20. The Inspector or Assistant Inspector of Abattoirs may examine the tank whenever either he or they may think fit; and no person shall obstruct, delay, or hinder his or their so doing, or shall otherwise obstruct, delay, or hinder him or them in the execution of their duty.

21. No person or persons shall yard or attempt to yard at the Reserved Mutton Slaughter-houses, any animal without the sanction of the Inspector or Assistant Inspector of the Abattoirs.

22. The hours fixed for driving animals into the pens of the Reserved Mutton Slaughter-houses shall be from 6 a.m. to 6 p.m., between the 1st November and the 30th April in each year; and between the 1st of May and the 31st of October the hours shall be from 7 a.m. to 5 p.m. in each year.

23. Any person or persons offending against any of the orders and regulations contained in paragraphs 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, and 22, shall for each and every offence forfeit and pay a sum not exceeding five pounds.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SYDNEY WATER SUPPLY.

(REPORT FROM MR. WOORE, ONE OF THE COMMISSION.)

Ordered by the Legislative Assembly to be Printed, 2 February, 1870.

To His Excellency the Right Honorable SOMERSET RICHARD, EARL OF BELMORE, Captain General and Governor-in-Chief of the Colony of New South Wales.

MAY IT PLEASE YOUR EXCELLENCY :—

I regret that I cannot join my colleagues in their Report on a supply of water for Sydney, as our views on that subject are entirely at variance; and being so singularly in a minority, I trust I may be allowed to explain the circumstances under which I have acted and arrived at my conclusions.

Several years before this Commission was appointed I had carefully examined the subject, being led to do so from a love of science, and the evident necessity that existed for a more copious and permanent supply of water than the Botany Swamps afforded; and also from having previously obtained much information on the different elevations of Cumberland, when voluntarily making the original trial surveys for railways, which placed me in a favourable position to do so.

Having satisfied myself as to the best means of obtaining such supply, and in fact that there was only one worthy of adoption, I laid that scheme before the Minister for Works, on the 6th November, 1866; but not until after the public had been thoroughly roused to the necessity of the case, and that every other person so inclined had given his opinion on the subject, did I intrude my thoughts. However the late Government did not then feel justified in taking the matter up, but that circumstance led to my being appointed to this Commission.

Having thus formed and expressed strong opinions on the subject, I doubted whether I ought to sit in judgment on other plans that would be submitted to the decision of that Commission, I therefore at once declined the appointment, but on being told the Ministry had considered that point, and would waive the difficulty were I disposed to act, and believing I was capable of throwing aside my own views should more promising appear, I acquiesced, and went into the inquiry, which was supposed would not occupy more than three months, for a longer time I could not spare from my home.

Under these circumstances I have been peculiarly situated in the Commission, acting both as a judge and advocate. In consequence of which, I determined from the first not to allow any preconceived views I entertained to interfere with whatever investigation was proposed by the other members of the Commission—that each might satisfy himself and form his own judgment, without prejudice from me—but to follow them willingly in their explorations; and when required by them, to bring forward my own scheme for discussion. This I have done throughout, although feeling convinced there were objections to each source of supply we visited that would render the excursion valueless, further than by proving negatives.

Moreover, I naturally supposed, when all places had been visited, some of the most promising would have been selected, and such a survey made of each as would enable their prominent features being shown on paper,—that a comparison founded on correct data, sufficiently clear that intelligent men though not engineers might judge of them, should be laid before the public through your Excellency. Such survey need not have been an expensive affair; it was only necessary a correct but not very minute section of each line should be made, such as would have shown the length and course proposed, with the heights and depressions on it, which any good surveyor might have accomplished at the rate of 2 or 3 miles per day, and in some cases these might have been obtained from existing maps.

Such data would have been a valuable record, and have clearly exhibited on paper what means were necessary to convey water along each proposed route—whether by open canal, iron pipes, tunnels, or a combination of each—whether the supply would have been obtained by gravitation or pumping, and have given a very good idea of the extent of the works required: circumstances that would vary so much in each case that even an approximation to the truth would have shown their various qualities so distinctly that one of them might have been confidently selected to make a minute survey of, to ascertain the cost of its construction.

My colleagues did not think so, but rejected every scheme for examination but that proposed by Mr. Moriarty, although there were no facts in that case before the Commission to ground an opinion upon—much less warrant its being given a preference over all others. My own proposal was contemptuously dismissed as the wild project of a benighted unofficial not worthy of consideration, as will be seen by the papers in the Appendix.

In doing so I believe two great errors were committed: *first*, in not obtaining a comparison of schemes by preliminary survey, that the Commissioners themselves and others interested might have an opportunity of judging of their relative merits from ascertained facts before going into minute detail that would involve considerable expence; *secondly*, in too hastily adopting the Nepean project for a costly survey, even before it had been ascertained that it was possible to bring that water into Sydney. This has now only been accomplished, on their plans, by plagiarizing the greater portion of the line I had previously surveyed and recommended to Government, which the Commission refused to entertain when brought forward by me.—that from Prospect to Sydney. The map that accompanied this report shows at what increased distance and difficulty this was done, as their line had to traverse the Puzzling Hills to reach Prospect.

I think it would have been wiser had we followed the example set us in the conducting of the Aberdeen Waterworks, that have created so much interest in Europe lately, the plans and reports of which were lying on our table. They show the very great care that had been bestowed in investigating each scheme that was proposed. The engineer there felt it to be his duty to lay every circumstance of each before the public, with his opinions thereon, that those capable of judging of the engineering difficulties, and others that were pecuniarily interested in the cost of construction, might have an opportunity of doing so, and of deciding on which they would expend their money. It so happened the corporation of that city acted contrary to their engineer's recommendation; nevertheless great success was attained. In the present case, although a heavy expenditure has been incurred, and much valuable time spent, the subject is but little advanced, there being no data to show that the scheme recommended by the majority of the Commission is the best the country affords, or means of comparing it with any other. It is put forth by them, merely as being *in their opinion* a valuable source of supply, and that apparently without much confidence; therefore a similar work must be gone over in another direction before a correct decision on the merits of this question can be arrived at.

I believe that the sources of the Nepean, as proposed to be collected, are quite inadequate in dry seasons to afford the quantity of water required, even were it all drawn from the river; and also that the swamps, which from their storage properties keep up the present stream (as in Botany) are rapidly drying up. This is well known to the old colonists that were in the habit of visiting that locality, and was the unanimous opinion of the Commissioners when we first visited the coast ranges; but it appears a few showers of rain and a gauge placed in the river afterwards has dissipated it.

When I found this uncertain course was adhered to, and that the only scheme I thought admissible for further examination, was especially rejected by the Commission, I saw that further attendance on my part would be useless, as the proceedings were directly opposed to what I considered they should be; and having then spent nine months unprofitably in Sydney at considerable expense and inconvenience, I retired from taking a further active part; consequently, I am in no way answerable for the manner in which so large a sum of money has been expended. I would at that time have resigned my appointment, had I not felt bound, after the strong assertions I had made, to prove them.

The Warragamba, as a source of supply, did not entirely originate with me, for I find that it is mentioned in Count Streletzki's work on this Colony with that view, although I did not know that at the time I proposed it; but it is much in advocacy of the scheme that that eminent man should have pointed it out as evidently the source from whence the future supply of a great city must be drawn. But no person has attempted to grapple with the difficulty of bringing its water into Sydney except myself. I admit that the wild scene at its junction with the Nepean—the only point at which it can be tapped—is enough to damp the courage of any but those who have been brought up in a school where it is supposed all difficulties can be overcome by determination and skill. I did not see my way clearly at first, but I was strongly impressed it could be done; and the advantages that would be gained by accomplishing the object were too great to permit of its being thrown aside lightly.

The proposition is to bring a voluminous stream of water from that river to Sydney by a small canal through the centre of Cumberland, sufficient to supply that city to its utmost requirement at present, and capable of expansion for ages to come. It would afford the means of irrigating the country throughout its whole length, as the canal would pass along the high ridge that lies between Parramatta River and George's River, and to supply the neighbouring towns *en route*. This to be effected by gravitation, although it may be necessary to pump from a low to the higher parts of the city if a power derived from the water falling from the reservoirs at Petersham to the lower levels cannot be obtained, which I think is possible.

From the uncertainty in the rainfall and great evaporation that takes place in this Colony, no river in it is capable of supplying such a continuous stream of water as is required without storage; and looking forward to the enormously increasing demand that will undoubtedly be made on any work for supply, it is of the utmost importance we should seek one from where the greatest quantity is attainable, irrespective of any other consideration; the more so as we propose to bequeath the payment for its construction to future generations, who may fairly expect an adequate return for the debt we thus entail upon them, instead of a barren legacy; which I have no doubt would be the case if the Nepean River be resorted to as proposed by the majority of this Commission. The extent of the area for collecting water and facilities for storage afforded by the great southern river and its tributaries, place it pre-eminently beyond all other means in that respect. The quality of its water is unexceptional. And if it can be shown that it may be conveyed to Sydney at a moderate cost—that by drawing off so vast a supply as is wanted no other part of the Colony will be injured; on the contrary, that the quantity taken, coupled with the effect of storage dams, in interrupting the sudden descent in the river of heavy falls of rain, will materially lessen, if not wholly do away with the evil consequences of floods in the Hawkesbury; no other source possesses anything equal to its advantages.

The length of the aqueduct would be the shortest by which any supply approaching to sufficiency can be obtained—little more than half that recommended by the majority of the Commission. The cost of construction, if judiciously carried out, will be less than by any other route, while the income derived from the sale of the fluid would be at least double, and the enormous increase given to the value of property adjacent to the canal, with the facility afforded to manufactures in Sydney, would cause this enterprise to be the greatest boon ever conferred upon this Colony, and would greatly if not wholly relieve it of the heavy taxation looming in the distance to meet the interest of our yearly increasing national debt. But to obtain this end it must be effected with greater skill and judgment than has hitherto been bestowed upon such works.

The following table, showing the leading features of the two schemes proposed, affords such a comparison between them as the circumstances admit.

From whence it is proposed to draw the Supply of Water.	Distance of the source from Sydney in a direct line.	Distance of the source from Sydney by the proposed lines of aqueduct.	Area for collecting rain water.	Length of tunnelling required.	Length of iron pipes proposed.	Summary.
From the head of the Nepean River	Miles. 39	Miles. 63	Square miles. 254	Miles. 9½	Miles. 13	<p style="text-align: center;">NEPEAN.</p> Iron pipes 3 feet 6 inches diameter 13 Tunnels 9½ Raised aqueduct and open canal 40½ <hr/> Total length .. 63 <hr/> <p style="text-align: center;">WARRAGAMBA.</p> Iron pipes 0 Tunnels 1½ Raised aqueduct and open canal 36½ <hr/> Total length .. 38
From the Warragamba River	33	38	3,247	1½	0	

As the majority of the Commission have adopted the line of country I proposed, from Prospect to Sydney (although it has been laid out in a very different manner to what I thought of doing), there can be no difference between the elevations of the two schemes as far as this part is concerned. It remains for me to show there is sufficient fall in the country from Mulgoa to Prospect for the purpose required on the remainder of the line. This I am enabled to do from Mr. Wyndham's section and my own; the latter having been checked by the railway line, and proved to be strictly correct, notwithstanding it was made twenty-two years ago, under very adverse circumstances.

Mr. Wyndham's section extends 11 miles, in which the land gradually falls 80 feet (averaging 7½ feet per mile), which may be reduced to uniformity by the aid of 1,300 yards of tunnel, and 1,000 yards of iron aqueduct raised in the valley of South Creek 60 feet over ground. This may be supported on timber piles, with greater facility than our railway trains cross similar valleys—leaving more substantial work to be erected in future years, when an increased supply of water is demanded—and I would adopt this principle throughout the aqueduct wherever practicable with a due regard to safety. From Mr. Wyndham's section to Prospect, 6 miles, there is a fall in the land of 2½ feet per mile, where an open canal may be made without any difficulty whatever, as Rope's Creek and Eastern Creek at this point are mere ditches, notwithstanding they are advanced in the Report as objections to this scheme. (No circumstance exhibits the prejudice that exists against this scheme more than that assertion.)

Mr. Moriarty has selected the head of Prospect Creek on the line I proposed as the site of the principal reservoir for storing sufficient water to supply the city during the long droughts that take place in this Colony—in my opinion a most inappropriate spot, but I dare say it is the best he could find on the route so injudiciously chosen. The land is there so flat that the water must be shallow and subject to the greatest amount of evaporation, but it serves well for getting up a mass of figures, as one inch of depth on its extensive surface amounts to something considerable, and looks well on paper, but is very deceiving. As I have said, the Commission have adopted the line of country I surveyed from Prospect to Sydney, consequently have admitted its practicability.

The greatest difficulty in the scheme I propose, and that which has been designated by my colleagues as impracticable, is in raising the water of the Warragamba about 170 feet, which would cause it to flow into Mulgoa; from whence *there is a gradual descent in the land to Sydney* in nearly a straight line. A dam to effect this and a duct to convey it across the Nepean River appear formidable to those who have not studied the subject, but in my mind they are easily accomplished. They are the only works of magnitude on the line; and, as I have said, the advantages of obtaining so copious a supply from this source are so preponderating that this difficulty *ought not* to be lightly thrown aside without consideration, as has been done by my colleagues.

Not being disposed to act thus myself, I went into the study of dam-building, and the effect of large bodies of water upon them, to ascertain their proper form, but could not discover any defined principles had been established for the construction of such works, both theory and practice varying in different countries, it being too much the custom to follow the examples set by other engineers, taking it for granted they must be correct, and suitable to the locality in which the new work is required, without proper investigation. We have a glaring instance of this in the dam at Parramatta, where the old Spanish practise of building a perpendicular wall across the river of a circular or polygonic form, with the apex up the stream, has been adhered to and signally failed.

I urged this upon my colleagues, and entreated them to make the matter a subject of special inquiry, being one on which the success of every scheme depended and of the greatest importance to the Colony generally; but I was overruled as will be seen by the papers in the Appendix. I am glad to find that the subject is now taken up by more enlightened minds offering a handsome premium for its elucidation.

The result of my inquiry is that all obstructions thrown across a stream in order to resist its downward course with the utmost effect, should be formed with a face considerably inclined on its upper side (or that next to the reservoir); the angle should be in proportion to the force to be resisted, it being of no consequence how much the lower or opposite side diverts from a perpendicular plane, provided there is sufficient batter to retain the material of which the structure is composed. The reason is, *that the fluid in a quiescent state always acts upon it at right angles to that face, whatever may be the inclination, and resistance to oppose this with effect must come from an opposite direction, which would be from the bed of the river.*

If

If this principle is correct—and there can be no doubt of that—it will be seen how very defective a perpendicular wall is in resisting the force of water; for the fluid acting at right angles on its face is forcing the structure out in a *horizontal direction*, that being its weakest point, and also that any deviation from a perpendicular to a horizontal plane proportionably strengthens the structure.

In the Appendix will be found a woodcut of a form of dam that will resist any force brought against it, and if the foundation is sufficiently solid and secure, may be safely carried to a height far beyond what has hitherto been accomplished. I have adopted this in my works on the Wollondilly River at Pomeroy, but of course in a minor degree, and have found it to be thoroughly effective, although exposed to huge trees with their roots and branches projecting in all directions, that are brought down the stream with the torrent, caused by a descent of over 60 feet in the bed of the river within 2 miles. These slide over the top with facility. It is now two years since I designed that embankment. Since then I have gained much experience and have given the subject the consideration a man is likely to do who is expending a large sum of money upon similar works entirely upon his own responsibility, and I feel still unshaken in the principles I recommend and have adopted; although I would modify the construction better to suit the locality of the Warragamba, where stone is plentiful, but puddling material scarce.

In order to carry out the scheme I propose, I would now fill up the river channel to the height required immediately below the gully intended to be converted into an overflow channel, for (say) a quarter of a mile, by blasting the rocky sides, which are perpendicular, into the bed, in the same manner that railway contractors blow away cliffs that intercept their paths, but with a different object. In this instance the material would be required to fill up a chasm, while theirs is to level the road; but the same operation would be performed; so there is nothing new in that.

These blasted rocks and the rubbish that comes from the cliffs with them (which for the purpose of this explanation I will call debris) I would throw promiscuously into the river to form a bank there, arranging each end so that its surface would make an acute angle with the horizon. And I would roughly pitch the top of it with the same material, that the least resistance may be offered to the current and floating bodies passing over it. In such a bank there would be nothing for floods to act against, the approach to it being so inclined the water must pass freely over; but as there would be nothing to prevent the fluid from getting through its interstices, to prevent this I would erect a wall of rubble, that is, *built of the rocks which had been already thrown down from the cliffs in their rough unheven state and the ordinary lime mortar*, across the stream from bank to bank, in the midst of this debris deposit, pointing up that work with cement, and packing the debris close in to its face as the work advanced upwards. (If these stones were laid in cement, of course the wall would be stronger, but more costly. I have found good lime mortar answer the purpose.) As this wall would always be protected by a mass of rocks packed around it, even during its construction, there would be no possibility of its being washed away unless the whole went with it, which I believe to be equally impossible, as the water would have no power to act upon it.

In the Appendix will be seen a woodcut and description of the manner I propose to meet the difficulty of building such a wall across a constantly running stream, which there is no doubt in my mind would be effective. The worst that could happen would be the displacement of the sluice-gates during erection, which might be easily remedied.

Here are two points to consider: the efficacy of the entire structure, and the impervious nature of a rubble wall. There is no time for me now to go into a scientific explanation of these points, as I have only just received my colleagues' report containing their objections to this scheme, and must hasten these remarks. I can only say I satisfied myself both in theory and practice upon them, went into considerable expense on that faith, and have since proved their efficiency, and perhaps one example is better than fifty theories. We have only to look at what takes place in any stream, and follow nature. Shingle and sand-banks are formed in every river by local causes, and there, it will be observed, they remain for ages, long after the rivers themselves have disappeared or changed their course—the heaviest floods having passed over them. We find water-worn shingle beds on the top of high hills—evidence of a stream having once been there. Why can we not make an artificial bank like one of these, and divert this stream into another channel that seems to be provided for our especial use? Nature affords us opportunity, great facility, and even example, in the Warragamba River. I see no difficulty that is not to be overcome by skill and prudence. And let not the simplicity of such a work draw sneers upon it. Remember Nature deals in simplicities; 'tis only man's vanity in attempting to substitute his own puerile conceits for her unerring laws that renders his efforts abortive. In forming my own judgment on these points, I have inquired into her school, and in consequence, succeeded in overcoming difficulties at Pomeroy that were considered as impracticable as the Warragamba scheme, although trifles in their comparative magnitude.

The acute angle of the incline, which is exposed to the stream in such a bank as I recommend, offers so little resistance to the current and bodies floating in it, that their course is but slightly retarded, and easily diverted—a twig in a stream will change the direction of the water, as a feather will that of a projectile in the air; and any person may see the effect of a sand-bank in a river on its running water, where, if it cannot get round, the fluid must pass over, and does so without even disturbing it. I have seen great trees come down the Wollondilly, and pass over my dams, without even swinging broadside on to the work, but toppling over endways, their heads or roots, as happened to be the last, coming down with a crash like thunder; and in one instance, the carcass of a huge bullock rolled over the dam without any detention there, as if it were a straw. Nothing could be more conclusive than this that the proper form of construction to facilitate the passage of flood-waters had been adopted.

These dams are much inclined on the upper face, and perpendicular on the lower—somewhat similar to that represented in the woodcut, the perpendicular face being built of *rubble masonry*, which is perfectly watertight. The largest is 12 feet high, and exposed to a terrific current. From this work there is a lade wall, nearly half a mile long, of irregular height (from 2 to 10 feet), also of *rubble masonry*, built along a bank of granite cliffs and boulders, for the purpose of conveying the water from the reservoirs to a mill. Although only 18 inches thick, it retains the water, which is 2 feet in depth and from 4 to 6 feet in width, thoroughly, no leakage being perceptible.

It is the irregularity in the form of these rubble stones, which causes the joints to run in every direction, that ensures this property in the wall. When they are properly grouted with mortar or cement—or a mixture of the two—they become a most efficient concrete, that, if allowed to dry, is impervious to water. I have found lime mortar answer my purpose, pointing the wall with cement around the sluices, where the water is constantly in action. I see that many works of this kind are erected of rubble masonry in Europe. No doubt other engineers are aware of its advantages over ashlar work.

Mr.

Mr. Moriarty, in his defence of the Parramatta dam, takes credit for having substituted ashlar work for rubble masonry; the latter, he says, was made use of in the model he purposed following: there, in my opinion, lay the cause of failure from leakage.

Ashlar stones by themselves are the very worst material that can be used for making a watertight wall, although good for facing any other substance, as their joints all lie parallel and are mostly in the direction of the force to be resisted. It is nearly impossible to stop them effectually, which difficulty is increased by the carelessness and desire of masons to make their joints *look close* and the work plumb on the outside, to effect which with greater ease they generally draft the stones a little thinner at the inner side, and bring the outside face up plumb and the bed joint close by introducing a small stone or trowel of mortar behind, which, of course, leaves an open joint. It is to this practice I attribute the leakage that takes place in many houses in Sydney, where gales drive the rain through these joints into the rooms. For these reasons I believe that a rubble wall as a water-retaining medium is much more effective than ashlar, while the cost is infinitely less.

It is not my intention the Warragamba should be allowed to run always over this embankment, although that should be provided for, as it must do so during erection, and afterwards the water may occasionally rise to such a height that the joint action of the aqueduct and overflow channel could not take it all away, when a portion of the stream must flow over, but all ordinary floods and surplus water should be carried off by the overflow channel.

Were this embankment made, a reservoir of over 12 miles in length, averaging 80 feet in depth, would be formed, but not remain so, for it would silt up with sand more rapidly than may be imagined. The changes that take place in these rivers are surprising. I have ample experience of that at Pomeroy, and it was that difficulty principally which prevented me for years from taking advantage of the water power running through my property, but which I have now overcome. In case the Warragamba should fill up with sand, which I have no doubt it would in time, and become merely a shallow stream, I would recommend a similar means of storage being adopted to that I have carried out in the Wollondilly and found to answer so well.

The river Cox and other tributaries to the Warragamba, afford an unlimited supply of the purest water caught in this manner. Moreover these reservoirs would afford the means of retaining heavy rainfalls in the upper part of the river until the flood-water had time to subside in the Hawkesbury district—a remedy that has been extensively applied in Europe, and the only one I believe that would be effectual in this Colony.

It will be seen I have no faith in the wild estimates and opinions that have been expressed with reference to this scheme; to me they betray a total ignorance of the subject, which is not surprising, as a proper investigation has not been gone into, and only a few hours in one day were devoted to an inspection of the locality—to say the least, very unprofitably. I have no personal interest in advancing it. What I have done has been entirely from a desire to impart information, as was the case when I laid out the Southern Railway, on which occasion every engineer in the Colony rose in opposition and continued it fifteen years; nevertheless it is now *un fait accompli*. I am therefore not the least discouraged by the present adverse opinions, feeling confident in the soundness of my views, and that they will ultimately be adopted. I have but stated my honest convictions, and if in doing so I have had occasion to censure, I hope it will be remembered it has been in *self-defence*.

I have the honor to subscribe myself,

Your Excellency's faithful servant,

THOMAS WOORE.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WATER SUPPLY.

(PETITION PRAYING APPOINTMENT OF SELECT COMMITTEE—MAYOR, ALDERMEN, &c. OF SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 9 March, 1870.

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in
Parliament assembled.

The humble Petition of the Mayor, Aldermen, and Citizens of the City of Sydney,—

MOST RESPECTFULLY SHOWETH:—

That your Petitioners have now and for some years past have had the management of certain Works for the supply of Water to the City of Sydney, and have expended large sums of money in connection therewith.

That your Petitioners have observed that a motion is now before your Honorable House for the purpose of taking the management of the said Water-works out of the hands of your Petitioners.

That the adoption of such a motion, without affording your Petitioners an opportunity of being represented, would be unfair and unjust to the citizens generally.

Your Petitioners, therefore, humbly pray that a Select Committee may be appointed by your Honorable House to inquire into the matter fully, and that your Petitioners may be heard thereon.

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

WALTER RENNY,
Mayor.

CHAS. H. WOOLCOTT,
Town Clerk.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROGRESS REPORT FROM THE SELECT COMMITTEE

ON

WATER SUPPLY, SYDNEY AND SUBURBS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

3 *May*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

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1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 42. FRIDAY, 8 APRIL, 1870.

9. Water Supply—Sydney and Suburbs.—The adjourned Debate, on the motion of Mr. Neale,—
 “ (1.) ‘That,’ in the opinion of this House, it is necessary to the health and safety of the people of
 “ the City and Suburbs of Sydney, that the Government should resume the control of the Water
 “ Supply, and take immediate measures for carrying into effect the recommendation of the Sydney
 “ Water Commission, as contained in their Report, laid upon the Table of this House on the 21st
 “ October last.
 “ (2.) That the foregoing Resolution be presented by Address to His Excellency the Governor.”
 Upon which Mr. Cowper had moved, by way of amendment, the omission of all the words of the first
 Resolution after the word “That,” with a view to insert the following words—“this House, having
 “ had under consideration the Report of the Sydney Water Commission, is of opinion that, having
 “ due regard to the health and safety of the people of Sydney, the Government should take
 “ immediate steps to provide an adequate supply of water for the City and its Suburbs,”—resumed
 and continued.
 Question—That the words proposed to be omitted stand part of the Question,—put and negatived.
 Question put,—That the words proposed to be inserted in the place of the words omitted, be so
 inserted.

The House divided.

Ayes, 10.

Mr. Cowper,
 Mr. Sutherland,
 Mr. Forster,
 Mr. Dodds,
 Mr. Neale,
 Mr. Webb,
 Mr. Egan,
 Mr. Robertson,

Tellers.

Mr. Tunks,
 Mr. Church.

Noes, 18.

Mr. Parkes, Mr. Wilson, Mr. Wearne, Mr. Byrnes, Mr. King, Mr. Allen, Mr. G. A. Lloyd, Mr. Weaver, Mr. Hoskins, Mr. J. Suttor, Mr. W. Suttor, Mr. Clarke,	Mr. Farnell, Mr. Flood, Mr. Nowlan, Mr. Lackey, <p style="text-align: center;"><i>Tellers.</i></p> Mr. Speer, Mr. Driver.
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Mr. Wearne then moved, by way of amendment, That the following words be inserted in the place
 of the words omitted :—“ a Select Committee be appointed, with power to send for persons and
 “ papers, to inquire into and report upon the propriety of the Government resuming the control
 “ of the Water Supply to the City of Sydney.

“ (2.) That such Committee consist of Mr. Cowper, Mr. Neale, Mr. Flood, Mr. King, Mr. Wilson,
 “ Mr. Allen, Mr. Robertson, Mr. Farnell, Mr. Speer, and the Mover.”

Question put,—That the words proposed to be inserted in the place of the words omitted, be so
 inserted.

The House divided.

Ayes, 19.

Mr. Sutherland,
 Mr. Robertson,
 Mr. Wilson,
 Mr. Byrnes,
 Mr. King,
 Mr. Allen,
 Mr. Clarke,
 Mr. Weaver,
 Mr. G. A. Lloyd,
 Mr. W. Suttor,
 Mr. J. Suttor,

Mr. Flood,
 Mr. Farnell,
 Mr. Dodds,
 Mr. Speer,
 Mr. Neale,
 Mr. Webb,

Tellers.

Mr. Wearne,
 Mr. Church.

Noes, 9.

Mr. Parkes,
 Mr. Cowper,
 Mr. Forster,
 Mr. Egan,
 Mr. Hoskins,
 Mr. Driver,
 Mr. Lackey,

Tellers.

Mr. Tunks,
 Mr. Nowlan.

Question then,—That a Select Committee be appointed, with power to send for persons and papers,
 to inquire into and report upon the propriety of the Government resuming the control of the
 Water Supply to the City of Sydney.

(2.) That such Committee consist of Mr. Cowper, Mr. Neale, Mr. Flood, Mr. King, Mr. Wilson,
 Mr. Allen, Mr. Robertson, Mr. Farnell, Mr. Speer, and the Mover,—put and passed.

VOTES No. 47. THURSDAY, 21 APRIL, 1870.

4. Water Supply—Sydney and Suburbs :—Mr. Wilson (*with the concurrence of the House*) moved, without notice, That the Select Committee on “Water Supply—Sydney and Suburbs” have leave to make visits of inspection.
Question put and passed.
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VOTES No. 51. THURSDAY, 28 APRIL, 1870.

9. Water Supply—Sydney and Suburbs :—Mr. Wilson (*with the concurrence of the House*) moved, without notice, That leave be given to the Select Committee on “Water Supply—Sydney and Suburbs” to sit during any adjournment of the House.
Question put and passed.
-

1870.

WATER SUPPLY, SYDNEY AND SUBURBS.

PROGRESS REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 8th April, 1870, “to inquire into and report upon the propriety of the Government resuming the control of the Water Supply to the City of Sydney, with power to send for persons and papers”,—to whom was given, on the 21st April, “leave to make visits of inspection”,—and to whom was also given, on the 28th April, “leave to sit during any adjournment of the House”,—have agreed to the following Progress Report:—

This Committee having been appointed at a very late period of the Session, it has been found impossible to complete the investigation; but the Evidence taken clearly shows the great importance of the subject, and the propriety of its being again referred to a Select Committee at an early period of next Session, which course your Committee respectfully recommend.

J. BOWIE WILSON,
Chairman.

No. 3 Committee Room,
Sydney, 3 May, 1870.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 12 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Flood,	|	Mr. Wearne,
Mr. Neale,	|	Mr. Wilson,
Mr. Allen,	|	Mr. Robertson.

Mr. Wilson called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That the Right Worshipful the Mayor of Sydney, the Town Clerk, and the City Treasurer, be summoned to give evidence at the next meeting.

[Adjourned until Thursday next, at *Half-past Ten* o'clock.]

THURSDAY, 14 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Wilson in the Chair.

Mr. Flood,	|	Mr. Neale,
	|	Mr. Farnell.

C. H. Woolcott, Esq. (*Town Clerk*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That the Right Worshipful Mayor of Sydney, and the City Engineer, be summoned to give evidence at the next meeting.

[Adjourned until Thursday next, at *Half-past Ten* o'clock.]

THURSDAY, 21 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Wilson in the Chair.

Mr. King,	|	Mr. Neale,
Mr. Flood,	|	Mr. Farnell.

Walter Benny, Esq. (*Right Worshipful Mayor of Sydney*), called in and examined.

Witness withdrew.

Edward Bell, Esq. (*City Engineer*), called in and examined.

Witness withdrew.

Committee deliberated.

Resolved,—That the Chairman take the usual steps to obtain leave from the House to make visits of inspection.

[Adjourned until Thursday next, at *Ten* o'clock.]

THURSDAY, 28 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Wilson in the Chair.

Mr. King,	|	Mr. Flood,
	|	Mr. Farnell.

Entry in Votes empowering the Committee to make visits of inspection, *read* by the Clerk.

Committee deliberated, and decided not to proceed on a visit of inspection this day.

Resolved,—That the Chairman move the House to obtain leave to sit during any adjournment.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

MONDAY,

MONDAY, 2 MAY, 1870.

MEMBERS PRESENT:—

Mr. Wilson in the Chair.

Mr. King, | Mr. Flood,
Mr. Neale.

Entry in Votes empowering the Committee to sit during any adjournment of the House, *read* by the Clerk.

Committee deliberated, and proceeded on a visit of inspection to the Sydney Water Reserves.

[Adjourned until to-morrow, at *Ten* o'clock.]

TUESDAY, 3 MAY, 1870.

MEMBERS PRESENT:—

Mr. Wilson in the Chair.

Mr. King, | Mr. Flood.

Chairman submitted Progress Report.

Same read and *agreed to*.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

WATER SUPPLY, SYDNEY AND SUBURBS.

THURSDAY, 14 APRIL, 1870.

Present:—

MR. FARNELL,
MR. FLOOD,MR. NEALE,
MR. WILSON.

THE HON. JOHN BOWIE WILSON, ESQ., IN THE CHAIR.

Charles Henry Woolcott, Esq., Town Clerk of the City of Sydney, called in and examined:—

1. *Chairman.*] This Committee has been appointed to inquire whether it is desirable to take the control of the Water Supply of the City of Sydney out of the hands of the Corporation, and we wish to ask you, as Town Clerk, with regard to the powers that the Corporation have received from the Government to regulate the supply of water—under what Act are they derived? There is a special Water Act, passed in 1853, which gives the City Council the entire control of water supply for the city and suburbs.
2. What are the powers given to the Corporation by that Act? The entire control of the water supply, with power to resume lands, purchase lands, and construct water-works.
3. Does the Act limit their borrowing power? The power to borrow money is given under the Sydney Corporation Act, 20 Vict. No. 36. Under that Act the Council have authority to borrow to the extent of £150,000 beyond the amount previously authorized to be borrowed by the City Commissioners.
4. Is this sum of £150,000 applicable to the water supply only? Only. They have other powers for borrowing money, but that is the only sum they have power to borrow for water purposes.
5. Have they availed themselves of the powers given to borrow £150,000? Not to the full extent.
6. To what extent have they done so? They have borrowed about £80,000.
7. Then they are still entitled by law to borrow about £70,000. Yes, a further sum of £70,000.
8. If that sum should not be sufficient, they would require to apply to Parliament for extended powers? Certainly.
9. Has anything been brought under your notice at all officially as to the sufficiency or insufficiency of this sum of £150,000 for the purpose of supplying Sydney with an adequate supply of water? It is considered by the Council sufficient for present purposes—that is, for obtaining a supply from the present source. Of course if the operations were extended to an altogether different source, additional powers would most certainly be necessary; but I think the Council consider that with the revenue at present drawn from the water supply, and the power they possess to borrow an additional sum, they would be able to carry out the scheme which Mr. Bell has proposed for the extension of the supply from the present source.
10. Have the Council taken that scheme into consideration? They have to a certain extent, but there are other suggestions now under consideration, and awaiting further report and estimate from the Engineer.
11. *Mr. Flood.*] Have there been any plans submitted by the City Engineer to the Council in reference to the further improvement of the watershed at the Lachlan Swamp and Botany? There have been plans or suggestions submitted for the construction of an additional reservoir, but they have been referred back to Mr. Bell for further report and estimate.
12. What clause in the Act 20 Vic. No. 36 do you refer me to, as to the power to borrow? The 73rd clause, by which the Corporation are authorized to borrow £200,000 for sewerage, £100,000 for the city, and £150,000 for water supply.

C. H.
Woolcott,
Esq.

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13. That £150,000 is in addition to £200,000 previously borrowed by the Commissioners? Yes, the clause expressly states that.
14. And there is still £70,000 of that money available? Yes.
15. Has the question of the water supply engrossed the attention of the Council at all? Do you mean the sufficiency of the present supply, or its extension?
16. The water question generally—whether there is a sufficient supply during ordinary seasons for the present inhabitants, or whether you contemplate increasing the supply to meet the increased population? Yes, the matter is constantly under consideration; scarcely a week passes that some matter affecting the supply is not under the consideration of the Water Committee; and, as I stated before, the Council have had submitted to them the question of constructing a very large reservoir in Moore Park. I think that is the principal additional means that the Engineer proposes; and it has been under consideration for the last seven or eight months, I think.
17. Have any plans been submitted by the Engineer and adopted by the Council? No plans in detail. The matter first came forward as a recommendation from the Engineer, and was considered by the Committee on one or two separate occasions; it was then referred back to Mr. Bell for a more detailed estimate of the cost, and for more definite plans.
18. How long ago is that? Five months, I should think.
19. Has anything been done since? I do not know what means Mr. Bell has taken to furnish the information, but I know he finds considerable difficulty in obtaining the necessary assistance to make the preliminary surveys. I believe that is the principal cause of the delay.
20. Has he requested assistance from the Council to carry into effect the improvements he suggests? He has not made any special application for the purpose.
21. I suppose he is constantly in communication with the Water Committee? Weekly.
22. Does he attend their meetings? Very frequently.
23. And these matters are discussed at such meetings? All these matters are fully discussed in Committee before coming to the Council.
24. I should like to have your own opinion. Has Mr. Bell a sufficient amount of assistance for the purpose of carrying out any large scheme for increasing the present supply of water to the city? I think he has not. In fact, with the work he has now under supervision, it would be utterly impossible for him to do so, or to prepare these estimates, without further help.
25. What assistance has he? His principal assistant is the Assistant Engineer, Mr. Bradridge.
26. Then in point of fact he has only one officer under him that is of any service in carrying out any engineering survey that might be necessary for the purpose of water supply? I think Mr. Bradridge is the only person in the office who can assist him in that respect.
27. *Mr. Farnell.*] Are any complaints made by the citizens generally as to the supply of water? There have been occasional complaints when the season is unusually dry, but for the last twelve months we have escaped pretty well, I think.
28. *Mr. Neale.*] Do you not have complaints more or less every summer? Yes, until this last summer.
29. *Mr. Farnell.*] Does any great quantity of water run to waste in the city of Sydney? Judging from the quantity pumped in, I should say one-third the supply is wasted.
30. How does that arise? Principally, I should think, from the flushing of closets and drains. The quantity pumped into Sydney during the last few months has averaged sixty gallons per head daily.
31. *Mr. Neale.*] Do you consider the water used for flushing drains and closets wasted? I consider that an unreasonable quantity of water is used in that way—it is allowed to run night after night.
32. Would not the officers of the Corporation be likely to take action against those who allowed water to run during the night for no purpose? It is impossible to discover these cases.
33. Then how do you know it happens? Although we know such is the case, we have not sufficient evidence to enable us to prosecute or convict. Still it is patent it is done.
34. *Mr. Farnell.*] You know that a certain quantity of water runs away during the night, but you do not know any person in particular that wastes it? No.
35. How do you ascertain that—from the reservoirs? From the register kept at the engine-house, which shows the quantity delivered in Sydney.
36. Do the engines work all night? They work night and day, and have done so for many months past.
37. From the register kept at the Water-works you know exactly the quantity of water pumped into Sydney? Yes.
38. *Mr. Flood.*] You were under the City Commissioners? Yes, and under the old City Council. I have been for twenty-six years in the service of the City.
39. From your long experience, what is your opinion as to handing the Water-works over to the Government in lieu of the Corporation? That is rather a delicate question to put to me.
40. From your experience under the City Commissioners and under the Corporation, do you think the works are not as safe in the hands of the City Council as they would be in the hands of the Government? I think that every member of the City Council has shown as great a desire to protect the interests of the citizens and the residents in the suburbs of Sydney as any body of gentlemen could possibly do. It is a thing which engages their attention every week, and every question is very carefully considered before they come to a determination upon it. I do not think any body of gentlemen could give more attention to their duties.
41. They exhibit the greatest solicitude and anxiety for the interests of the city? Yes.
42. But you think the engineering staff is not sufficient, as at present constituted, to carry out any great undertaking, such as the one now before the Legislature? I do not think Mr. Bell, with the assistance he has at present, could bring up any elaborate reports or plans, even connected with the present supply from the Botany and Lachlan Swamps.
43. With an increased staff, have you any doubt as to the capabilities of Mr. Bell to superintend the carrying out of such large works as are contemplated under the Water Commissioners' report? I have not the slightest. I think Mr. Bell's long experience in connection with the water supply puts him in a position to decide more correctly than any other gentleman in the city as to the needs of the citizens and residents in the suburbs; and no person can possibly be in a better position to judge of the necessity for further works, or the nature of those works, than Mr. Bell himself.

THURSDAY, 21 APRIL, 1870.

Present:—

MR. FARNELL,	|	MR. KING,
MR. FLOOD,	|	MR. NEALE.

THE HON. JOHN BOWIE WILSON, ESQ., IN THE CHAIR.

Walter Renny, Esq., examined:—

44. *Chairman.*] You are Mayor of the City of Sydney? I am.

45. The Mayor and Corporation have presented a Petition to the Legislative Assembly, wishing to be heard before the Select Committee, before any steps are taken to withdraw the control of the water supply from the Corporation? They have.

46. Are you in a position to give any evidence upon the subject yourself, or would you prefer that it should be given by the City Engineer and the other officers of the Corporation? I think the Engineer is the proper and competent person to give any information on this matter.

47. I suppose you are aware that a good many complaints are being made as to the supply of water to the citizens of Sydney, as to its insufficiency? Yes, there are complaints, but I think a great many of them are without foundation. In this way: there is such a wilful waste of water that if it were properly husbanded there would be no deficiency. Owing to this waste there may be at times an insufficient supply.

48. In such a city as Sydney is not a certain waste unavoidable, and therefore to be provided for? I am in favour of giving as much water to the citizens as they could possibly use, or even waste; but having only a certain quantity of water at our command, it is necessary, at least in dry seasons, that there should be some amount of caution. At present people wilfully waste it, and it is a well known fact that in hundreds or I may say thousands of houses in Sydney the inhabitants make it a practice, at 12 o'clock at night, or when they are going to bed, to fasten back the handles and leave the water running in their water-closets until the next morning. I call that a wilful waste. No doubt if there were an endless supply this would do some good, as it would cleanse the sewers and wash down all impurities, but looking to our present supply we cannot afford to expend it in this way.

49. That is a waste that really takes place in all large cities I should think? That is a matter of opinion. I do not know of any city where it is the case, but I am more particularly acquainted with London, and I know that the water there is turned on only two or three hours a day.

50. Is that the case now? That is the case now. The water is turned on and off at certain hours, from 6 to 8 o'clock, and the inhabitants are provided with casks, cisterns, or tanks, to retain a supply. As a proof of the waste that takes place here at night, it has been found when we have turned the water off at night there has been a saving of more than half the consumption.

51. When you turn off the water at night on these occasions, at what hour do you turn it off? About 10 o'clock. There is one objection to turning off the water at night, which is, that after it is turned on again some two or three hours elapse before the water can reach the more distant parts of the town, owing to the presence of air in the pipe and the insufficient force of the water.

52. Have the Corporation had under consideration the necessity for the storage of water in dry seasons? For some considerable time Mr. Bell has been engaged in the preparation of plans for the construction of a very large reservoir on Sydney Common, originally granted for a burial-ground. I believe it will hold three or four months' supply. It has been in hand some time, and has been approved by the Council.

53. Is Mr. Bell allowed to devote his time to the great and important works connected with water supply, or is his attention distracted by the performance of other duties? No doubt the great amount of work Mr. Bell has to perform prevents his devoting his time especially to that.

54. Do you not think, in a matter of such paramount importance as the water supply to the city of Sydney, Mr. Bell ought to have more assistance, or be able to give more of his time until the wants of the city are met? My opinion is that Mr. Bell as City Engineer should devote the whole of his time to engineering duties, instead of having it messed away with paltry sewerage matters and throwing down metal on the roads.

55. Do you think it is a question that would occupy the attention for years of a man of engineering skill and ability? I believe that if the works we contemplate carrying out as soon as our funds will allow, namely the construction of a very large reservoir, and the making of a dam at the upper end of Randwick, whence the water will come by its own gravitation, were to be commenced, Mr. Bell would have work for a year or two in accomplishing those works.

56. Supposing this Committee were of opinion, and the House adopted their report, that it was not advisable to take the control of the water supply from the Corporation, would the Council be willing to allow Mr. Bell to devote the whole of his time to these works, so that they might be done with expedition and with satisfaction to the public? I believe if we had the money to go on with these works at once the Corporation would allow Mr. Bell to do nothing else. They are quite alive to the want of a better supply of water, and they do all they can to extend the supply so far as their means will allow, but they cannot extend it faster than they are doing. They have been obliged to spend a large sum of money—something like £15,000 or £16,000—in the purchase of land from Sir Daniel Cooper and from Mr. Lord, and also in the construction of dams and extension of pipes. All these things are taking away our funds. I believe if the Legislature were to grant us a sufficient sum of money to construct the works we contemplate, Mr. Bell, who is so competent and who knows the whole question so thoroughly, would be allowed by the Corporation sufficient assistance to leave him at liberty to hurry on this work. From whatever sources the supply may ultimately be brought, these works are absolutely necessary for the storage of water. The construction of this large reservoir and the upper dam at Randwick would be useful as storage for water wherever it may be brought from, and would not involve any waste of money. These works, if not carried out now, will have to be done at some future time.

57. It has been given in evidence before this Committee that the Corporation have still power to borrow £90,000? Yes, I think something like that.

58. What would the Corporation require to carry out these necessary storage works which you allude to? I think about £200,000 altogether.

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59. An additional £110,000? £110,000 or £120,000.

60. Had you got power from the Government of the country to borrow an additional £110,000, you are of opinion that these various reservoirs that you have alluded to at the head of the Lachan Swamp—one at the Cemetery Reserve, and is there not one at Waverley and another at Paddington——? I am speaking now only of the works the Corporation authorized, and that Mr. Bell had taken surveys of. I am sorry to say these surveys and plans were burned in the fire that occurred recently at the Town Hall, which will render other surveys necessary, still Mr. Bell has sufficient statistics to show the quantity of water these dams would preserve and the desirableness of carrying them out. I am speaking only of the two dams we have authorized him to construct as soon as we get the money. If a large dam were constructed on the Randwick Road by the Racecourse, where we have an engine-house, that would supply the greater part of Sydney with water by its own gravitation without pumping. Then the engines at Botany could pump into the large reservoir, and that would save the wear and tear of the engines at Botany of 90 to 100 feet, and to Paddington; then by an engine erected near the burial-ground reserve you could pump the water to any height at Randwick.

61. In an estimate given by Mr. Bennett to the Commission appointed to inquire into the water supply for the city of Sydney and its suburbs, it is computed that £170,000 in all would be necessary for constructing a dam at Long Swamp, connecting this with the engine-pond by means of a pipe; one at Lachlan Swamp with a pumping-engine to raise the water to Paddington and Waverley, it being proposed to extend the Paddington reservoir and to construct a new one at Waverley; also a reservoir at Strawberry Hills? He may be quite correct. I am giving only my opinion, and I have no exact data to go upon, but merely some rough estimates of what this work would cost, and I think about £200,000 altogether would be sufficient to construct permanent works which would give a supply of water to Sydney for many years to come. That would anticipate some other works to be done at some future time for the supply from other sources.

62. From the information you have received, you are convinced that by an expenditure of £200,000 an ample supply of water could be got, even in dry seasons, for the inhabitants of Sydney? I am, for many years.

63. These works you say the Corporation are willing and anxious to carry out? They are preparing to carry them out, and in fact do carry them out, as far as they can. I believe the large reservoir would have been commenced, had not the construction of the dams in the lower part of Botany, the purchase of the land, and the other matters to which I have referred, taken away all our surplus.

64. Then whether any other scheme on an extended scale, such as that proposed by the late Commission, from the Upper Nepean were carried out or not, these works ought to be performed? At any rate, because I consider that from whatever source you obtain the water, you will want storage for it—and this would form part of the storage at any time; it is only anticipating or making preparation for some scheme which may be carried out in twenty or thirty years' time.

65. *Mr. King.*] The land purchased has been paid for out of the revenue? Yes, out of our income. As far as I recollect we had a balance of £15,000 or £16,000 on the water account, of which we keep a debit and credit account, and it took all that, and we had besides to overdraw to pay off for this land. We hoped to have had money in hand to go on with the permanent works for the supply of water, but it was all absorbed in this way.

66. In order to get this £110,000 or £120,000 you require a legislative enactment to enable you to borrow? Yes.

67. Would you expect Government to guarantee the interest of the money? I think not; I think the power we possess to collect the rates in connection with the extension of the water-mains would enable us to pay the interest.

68. *Mr. Flood.*] You merely want the power to borrow? Yes.

69. I think you stated that Mr. Bell's time was fully occupied in attending to the various requirements of the city? In connection with the water supply, as well as in the performance of other duties.

70. Do you not think the supervision of the other business of the city, altogether irrespectively of the water supply, is quite sufficient to occupy one gentleman's time? Yes; I think if Mr. Bell were to devote his whole time to matters connected with the further supply of water it would be much better for the city.

71. What staff have you, including Mr. Bell? An assistant engineer and one or two draftsmen in connection with him, besides apprentices, and of course we have building surveyors and overseers.

72. The building surveyor's time I presume is wholly employed in attending to matters connected with buildings in the city? No, not entirely; he is inspector of pavements also.

73. That is in some way connected with building? Yes, perhaps it is. I should say that Mr. Bell, Mr. Bradridge, and one draftsman, are the three principal officers to carry on the work of the city.

74. Do you not think it would be better to have an officer wholly in charge of the water? Yes.

75. And another officer placed under him who should be called the City Surveyor, for the purpose of attending more properly to the ordinary duties? The fewest words I can use to express my feeling on the subject are these—Mr. Bell has too much to do; that is my opinion.

76. He requires more assistance? Yes.

77. You stated that you had purchased a large quantity of land lately—Have you purchased the whole of the land necessary to ensure the water stream to Botany? Yes, I think so; I do not think there is any more land along the course of the stream in private hands. The stream must naturally flow to Botany, but I think we have purchased sufficient land to construct all the necessary dams and reservoirs that are required.

78. Can the owners of land contiguous to the stream erect buildings where they may carry on offensive trades? No, because the whole watershed is purchased by the Corporation, excepting the land on D. Cooper's estate lying between No. 6 dam and the Randwick Road, and no buildings can be erected on the land which drains into the stream, excepting on that part of Cooper's estate——

79. You spoke of a reservoir I think at Paddington? We have one there.

80. Is there any defect in that reservoir? Not that I am aware of.

81. Do you know what it will contain? No; it is small.

82. You also said something of a reservoir at Waverley? That I do not know anything of. What I spoke of there was a work that we anticipated doing at some future time.

83. Do you know whether the Corporation of which you are the head has ever applied to the Government or Legislature for additional power to borrow or raise money? I do not since I have been connected with the Corporation, now about seven years. The reason has been this,—that Mr. Bell has been instructed to make surveys and prepare plans and estimates and things of that kind, that we might be in a position to ask for further legislation. Until we had facts to bring before the House we thought it was useless to make any application. If we had asked for £100,000 or £200,000 without having prepared plans, sections and so forth, we could hardly expect to succeed.

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84. Has the question ever been mooted in the City Council as to giving the City Engineer sufficient assistance to enable him to prepare the necessary plans for these great works? Yes, very lately they have taken one step towards that object by appointing the Architect of the Town Hall to superintend the whole of the buildings now in progress. That will relieve Mr. Bell of all those duties, and enable him to devote more time to this special work.

85. Do you think you have acted with sufficient diligence in that direction, looking to the great importance of the question at issue, that is, a sufficient supply of water to the city and its suburbs? I think so. The reason I think so is that we have always had in view the fact that we had not sufficient means at our command to do all we desired, and we have done what we could with the money we had in hand, by the extension of the mains here and there, and in the construction of the dams I have referred to.

86. You think they have been acting with extraordinary care in not expending the citizens' money unnecessarily? I think so.

87. Do you not also consider that the citizens are in great danger of being overtaken in serious droughts by a want of water in consequence of that extraordinary care? I quite believe if we had long droughts there would be an insufficient supply of water, yet I believe there is plenty of water there if it is stored. An immense quantity of water went to waste last month which could have been stored.

88. *Mr. Neale.*] How? By the construction of these dams and reservoirs providing storage capacity.

89. Do you think the reservoirs contemplated by the Corporation would have held one-fourth of the water that fell last month? No.

90. How then would you have stored it? If you have storage capacity to hold only six months' supply of water, it is better to have the means of saving that quantity than of saving none.

91. You spoke of storing the whole of it? Of course an immense quantity must run to waste in the case of heavy floods; but the more storing capacity you have the better.

92. You say you think the Corporation have exercised every care in endeavouring to secure an ample supply of water for the city of Sydney? Yes, I think so, for it is a question of such vital importance that they have it always in view.

93. Can you tell me what works have been erected by the Corporation since the water supply has been entrusted to the Corporation—with the view of improving it? All I know is that during my time very large sums of money have been expended in the construction of two or three dams.

94. What amount? I could not tell the amount.

95. Would the whole cost amount to £10,000? A great deal more I feel sure; it is only from memory I speak.

96. *Mr. Flood.*] You have been Mayor now upwards of a year, or a year and a half? Just over a year.

97. During your career as Mayor has it appeared to you that the aldermen have exhibited great solicitude for the citizens generally in watching over their interests? I am positive they have; they are elected for that purpose, and they endeavour to do all they can to give the citizens satisfaction in every possible shape. This matter is of such vital importance that it is always under their consideration to devise the best means of using the money at their disposal.

98. Do you think the sixteen aldermen are as capable of looking over the expenditure of a large sum of money as the Government of the day would be? I think so; I do not see why they should not. So far as their qualifications and elections go, they are elected by *bonâ fide* householders, while members of Parliament are elected by people who have no stake in the country. The aldermen are picked from among the citizens by *bonâ fide* householders.

99. And they have necessarily a direct interest in this question? Yes, most of them have household property, and whatever they do is for the improvement of their own property, as well as for the benefit of their fellow citizens.

100. Do you think they are more likely to be imposed upon, looking at their position as citizens, than the Government? I think they are not so likely, because they have such a direct interest in the welfare of the citizens; they are citizens themselves and their only interest is in the city, while the Government would not have such a direct interest in the welfare of the citizens.

101. You are not prepared to recommend that the construction of additional works for the supply of the city and suburbs with water should be handed over to a smaller body than the City Council? I do not think there is any body of gentlemen, whatever position they may hold, who could do more than we have done. We have endeavoured to do the best with the means at our disposal, and I am sure the aldermen have taken that matter seriously under their consideration over and over again and have done all they can.

102. Can you inform the Committee how those works you have alluded to are to be carried out? By contract.

103. Are all your works? All by contract. Surveys, plans, sections, elevations, and specifications are given and tenders are called for.

104. Are your water-pipes laid by contract or by day labour? By day labour. The excavation and filling is done by piece work.

105. *Mr. Farnell.*] I understood you to say that Mr. Bell's time was wholly taken up with the management of Corporation affairs? Yes.

106. That he had not sufficient time to devote to the water question? That is part of the Corporation affairs—the water question. His whole services are devoted to the Corporation for everything connected with the improvement of the city, whether water supply, sewerage, streets, bridges, or anything else; and I say this,—that I believe his time could be fully occupied in the various works which would have to be undertaken for the supply of Sydney with water for some years to come.

107. You have stated that he would require some assistance in this matter? Yes; I believe he has too much work to do to devote any special time or any extra time to the question of the supply of water to Sydney; and in anticipation of that, we have within the last few weeks appointed as an assistant the gentleman who is acting architect in the erection of the Town Hall, to superintend the erection of all buildings.

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108. *Mr. Neale.*] That is the building surveyor? No; the building surveyor carries out the Paving Act. The gentleman who is appointed—Mr. Wilson, the architect of the Town Hall—has the superintendence of all erections, so that Mr. Bell has to visit only once a week those buildings which he was formerly supposed to inspect once a day.
109. *Mr. Farnell.*] Has the fact of Mr. Bell's time being so much occupied in other matters retarded the proceedings of the Corporation in reference to the supply of the city with water? To some extent. Each alderman wants some improvement to be brought up, and of course if Mr. Bell is pressed to hasten on these various matters he cannot devote his time to the water supply.
110. Do you not think the water question is the most important for the Corporation to take up? It is one of the most important things; but there are very many matters which are of great importance to the citizens.
111. You have some plans, sections, and specifications prepared by Mr. Bell for the supply of water. Yes.
112. Have any of these been carried out? Do you mean for this further supply of water?
113. Yes? There are none of the later ones that have been ordered by the Council carried out, because the surveys and plans are not perfected. Surveys were taken, and plans and sections were nearly perfected, of the large reservoir, but these were destroyed by the fire. This will necessitate the making of fresh surveys; but I believe Mr. Bell is in possession of sufficient statistics from his own observation to give a good deal of information with reference to the construction of this dam.
114. Some dams have been constructed? Yes, at Botany; Nos. 1, 2, 3, 4, 5, and 6.
115. These dams were constructed previously to the last drought, were they not? They have been completed, I suppose, about eighteen months.
116. That was previous to the last flood? Yes. I might say too that we are continually increasing the holding capacity at Botany. At the reservoir at Botany we have always a staff of men who are employed in deepening and widening the stream; so that there is a continual increase going on, though almost imperceptible.
117. I believe it is the fact that the citizens are sometimes short of water after a few months' dry weather—three or four months? When we have a long drought we find it necessary, if we think it likely to continue, to cease watering the streets. That is the extent of the want of water on the part of the citizens.
118. When you speak of Mr. Bell requiring assistance, what kind of assistance do you mean that he requires? That would be a question for himself. No doubt he is relieved now to some degree with reference to the supervision of buildings. He would now want a competent surveyor, and I have given him instructions to employ a man temporarily for a month or two to get up these surveys as quickly as possible, independently of the Council.
119. After the plans and sections of this land were taken, Mr. Bell would not require any further assistance? I think not.
120. Then it is only temporary assistance after all he requires? Yes.
121. Have not the Council the power of providing this assistance? Yes.
122. How is it then that it has not been done previous to this occasion? Because there were other works which were being pushed forward, for instance the Exhibition Building, railway bridge, the erection of the new shops in George-street, and other improvements. These have taken Mr. Bell away from this important work.
123. Finding it was so necessary, from the deficient supply of water, that there should be a further provision made, had not the Corporation power to employ some professional gentleman specially to have performed the survey and done whatever scientific work was necessary for making that further provision? Yes, they had the power.
124. How was it then the Council did not do that if Mr. Bell were busily engaged in other matters? The only way in which I can answer that question is that perhaps Mr. Bell has not drawn the attention of the Council to the fact that he has been compelled to neglect this question and that he would require further assistance. Each alderman has required certain works to be done, and the Council's attention not having been drawn to the matter they have forgotten the main question.
125. When did Mr. Bell first report that he required further assistance? Last Thursday.
126. How long is it since the Corporation have known that it was necessary to make further provision for the water supply to Sydney and its suburbs? They have always known that the increase of population and the extension of the city would require a further supply of water, and they have always been endeavouring to carry that out as far as their means would enable them.
127. How long is it since they have taken any active steps in that direction? About five years; and they have been going on as actively as possible from that time.
128. You have known only since last Thursday that Mr. Bell required some assistance in order to enable him to carry out any measures for the improvement of the water supply? Yes, Mr. Bell informed me previously, and when he did so I told him at once to employ the best man he could get there and then.
129. There are a great many persons who are now idle who would be glad to obtain such employment as engineers? I believe there are.
130. It is not a work that would take any great time to perform? No. I believe in two months the whole of the surveys might be taken; and there would then be the work of plotting, which would be performed in the office.
131. The Corporation have decided that they could obtain a sufficient supply from the Botany Swamps? Yes, for some years to come.
132. Do they contemplate supplying the suburbs? Yes.
133. Balmain? The whole of the suburbs, as far as they have the power.
134. Newtown? I have not heard Newtown spoken of.
135. Do you know what is in the power of the Corporation? The power to supply the city and its suburbs with water.
136. How far does that power extend? I do not know.
137. I mean their power of performance; they may be very desirous to supply the suburbs, but I want to know how far they have the power to carry it out? The further they extend the supply now the shorter would be the citizens' supply, as the consumption would be greater.
138. Are you able now to supply the heights of Waverley? I think the heights of Waverley are above the level of the highest reservoir.
139. What is your debt now for water purposes? I would suggest that that question would be more satisfactorily answered by the City Treasurer.

140. Mr. Bell has not yet laid any plans before the Corporation? They are not completed.
141. What were the works proposed by Mr. Bell some time ago for the construction of dams—were they for the temporary supply of Sydney? Not for a temporary but for a further supply.
142. Is it intended to carry out works for the further supply similar to those already constructed? Yes; one is constructed at Paddington, and another at Crown-street. It is these covered reservoirs for storing purposes we want to construct.
143. That is for present supply? For present supply; but by increasing them you increase the supply for some time to come.
144. If you have reservoirs of sufficient capacity to hold a supply of water? Yes.
145. Then as I understand, it is not to increase the supply from other sources, but to husband the water? That is all.
146. The supply of Sydney depends a great deal upon the rainfall, does it not? Yes, and we have about 500 acres of watershed from which we obtain it.
147. Are you aware whether the water there is at all deteriorated by the adjacent buildings or dwellings? I do not think so; they are so few, and those are up the Paddington or Waverley heights.
148. Is the Corporation selling land which has any frontage to the water? No.
149. Have you ever heard that in dry weather the water contained in the reservoir where the pumps are working at Botany has been brackish? It has been so in consequence of bad weather when the boundary or seawall has been washed down in parts; but that has not occurred for two years and a half or three years. The wall has since been well built and well puddled for some thirty feet wide, so that that will not occur again.
150. Would the Corporation have any objection to the Government taking the water supply of Sydney and its suburbs into their hands—? They would not have the slightest objection, provided they would take the sewerage with it.
151. Why would it be necessary for the Government to take the sewerage as well as the water supply? They were both handed over to us at the same time by the Commissioners—the one to help the other. The greater part of the water is used to flush these sewers, and the great waste of water occurs at night, and not in the day-time, in running down the water-closets and sewers, and it is this which causes any deficiency there may be.
152. It is necessary for the health of Sydney to use the water in that way? If we had sufficient water I would give the people all I could, and let them have it night and day; but as it is I consider it a wilful waste to allow the water to run away as it does at present by drawing the plugs of the water-closets and turning on the taps.
153. But the Corporation themselves flush some of these sewers, do they not? Yes, it is necessary. The one must go with the other.
154. Do you consider the water wasted that is used for the purpose of the sewers? I do consider that the person who deliberately, on going to bed, fastens back the tap of the water-closet, and allows the water to run all night, wastes the water.
155. I am speaking of the Corporation—could that properly be called waste? I do not think so, because it is a matter of necessity to flush the sewers.
156. Have you a sufficient force of water to flush these sewers upon all occasions? I think so.
157. I mean a sufficient head of water—not a dribbling stream—a force to flush them? I think so.
158. *Mr. Neale.*] Have you a sufficient force to do it when you have occasion to stop the watering of the streets? Yes; I have never had any complaint.
159. Is it not the fact that the flushing of the sewers has been stopped at the same time as the watering of the streets? I think it is not often done.
160. Has it occurred above once in the year; is it not the fact that the sewers are not properly flushed? Not that I am aware of—I never heard a complaint in any way. All these things come under the notice of the Mayor. Mr. Bell reports such and such things are required to be done, and it has never been reported to me that the sewers have required to be flushed where there has not been water for the purpose.
161. Have you ever received any complaints of the absence of water in various parts of the city for a day or two together? Yes, very often.
162. Do you frequently receive such complaints? When we receive them we generally know the cause of them. For instance, there has been a complaint for the last few days, and this has been caused by the falling in of the crown of the tunnel at Busby's Bore from the heavy rains. This has blocked up the tunnel, and caused a want of water in the lower parts of Woolloomooloo and Fort-street. A number of letters came to me in consequence, and the want was attended to by sending round the water-carts.
163. Have you not also had complaints of want of water in dry seasons? I think not; I never knew any want of water, except, as I say, where we have known the cause of it. If we had only one engine, from any accident to the other, there would be a short supply, but not a want of water.
164. I believe the Corporation supply the Glebe and Redfern with water? Yes.
165. Is it not the fact that in both these places many inhabitants who pay for water have not been able to secure one drop for as long as a week at one time? I believe there have been many complaints from the Glebe; but that has been caused when we have had to turn the water off at night in order to husband it in dry seasons. In such cases two or three hours elapse before the air can be expelled from the pipes and the water force itself to the more distant parts. We have had more complaints from the Glebe than from any other part. But in reply to your question is it not the fact that the people at the Glebe have been without water for a week at a time, I can only say that I do not know it, and do not believe it to be so.
166. Such complaints have been made through the Press? They are not true.
167. *Mr. Farnell.*] Has the Corporation ever had brought under their notice by their Health Officer the state of the sewer at Fort Macquarie? I think not.
168. Has it ever been brought under the notice of the Corporation? I think not. I have seen the filling in of the harbour at the end of Fort Macquarie sewer—I have noticed it myself, but I have never heard any complaint about it. Indeed there are no householders about there to complain.
169. I am speaking more in reference to the health of that part of the city, which of course must affect the whole of the city—Have you heard that fever is more prevalent in that part than in any other, at certain seasons of the year? I think not.
170. Have you ever had a report of it? I think not.

- W. Renny, Esq.
21 April, 1870.
171. Have you ever read the evidence of the Harbour Commission? No. I have heard indirectly that when Sir John Young was here he observed some disagreeable smell arising from it, but I have never had any complaint made to me.
172. You never heard that persons residing on Dawes Point, opposite to this sewer, when the wind was blowing from the north-east, were affected by typhoid and other low fevers, from the effects of that sewer? I never heard of it.
173. *Mr. Flood.*] As this matter of sewers has been introduced, do you know whether the Corporation had anything to do with the recommendation of their construction? No.
174. Do you know under whose guidance and instruction they were constructed? The Government appointed Commissioners.
175. During the administration of Sir William Denison? I believe it was. I remember now that Sir William Denison had that sewer on his own recommendation brought to his own door.
176. Had you not in contemplation to sell a portion of the present watershed of the Lachlan Swamp? We have not the slightest intention of selling any of the watershed.
177. Do you not contemplate selling land at the back of the Military Barracks? Not exactly at the back, but beyond on each side. The park road divides all the land we sell, and beside that park road is a sewer which drains all to the other streets.
178. Do you contemplate selling any land east of the Randwick Road? No, we do not; we are improving and grassing all the east side and the west side too.
179. We have heard something of a road lately that has been opened by the Government passing through the water reserve at Lachlan Swamp? The Government advertised for objections to this road, and the Corporation being the only parties to object sent in their objections, but the Government took no notice of them, proclaimed the road, and knocked down our fences, leaving the whole of the watershed open to cattle. I had several interviews with Mr. Forster, and induced him to postpone for a few weeks the opening of the road, and hoped he would have withdrawn the proclamation, but it was not done.
180. Do you know where the new road commences and where it terminates? It commences at St. Matthias's Church and goes right over to Waverley. The traffic cannot get over that without bridges, as there are in some places perpendicular rocks, and the road passes right over our watershed.
181. Is it your opinion that this road should be closed up and the land resumed? Decidedly, I think it most important that it should be closed, as at present it is thrown open for the grazing of cattle or to be used in any other way.

Edward Bell, Esq., C.E., examined:—

- E. Bell, Esq., C.E.
21 April, 1870.
182. *Chairman.*] You are the City Engineer? I am.
183. And a civil engineer? And a civil engineer.
184. I suppose you are aware of the object of this Committee—to inquire into the advisability of taking the water supply of the City of Sydney from the control of the Corporation of Sydney, and that you are also aware that the Mayor and Corporation have petitioned Parliament to be heard before the Committee upon this subject? I am.
185. Will you be kind enough to state to the Committee what is the present supply of water per head here to the citizens of Sydney, and the source from which it is obtained? What am I to assume as the population?—If I am to assume the population as that stated in the return contained in the Commissioners' report, I should say about 65 gallons per day per individual in the summer, or 48 or 49 gallons per head in the winter.
186. At what does that compute the inhabitants of the city and suburbs? About 80,000; that is, the city and the suburbs we are now supplying. The city is put down at 64,000; in addition to that we supply the Glebe, 5,500; the population of Redfern I put down at 6,000; at Paddington we probably supply 3,000 or 4,000; we also supply Darlington and some small municipalities, the population of which I am unable to give. Altogether I reckon the number supplied to be about 80,000. These receive on the average 32,000,000 gallons weekly from Botany, and in addition to that there is the supply brought in through the tunnel, but which has ceased within the last ten days in consequence of the roof having fallen in.
187. What was the supply by that tunnel before? We used to estimate it at 600,000 or 700,000 gallons a day.
188. Or about four millions a week? About that.
189. Which would make the supply altogether from Botany about 36,000,000 weekly? Yes.
190. Will you state to the Committee what is considered to be a good average supply for cities in other countries per head per day? From 30 to 35 gallons.
191. Is not that a large supply? That is a full, an abundant supply.
192. Then the supply at Botany exceeds by nearly one-half what is considered to be a full supply—looking to the number of the population who get water from these works? During the last summer nearly double the quantity of water was supplied to Sydney that is ordinarily supplied to other towns.
193. Yet notwithstanding this large supply there are certain complaints that the supply is insufficient, or rather that the supply is not continuous? These complaints have arisen chiefly, as at the present time, when the crown of the tunnel has fallen in and has reduced the supply, from the water not rising sufficiently high to get a supply in all parts of houses. I do not think when the works were in full order there were any complaints about short supply. We have had an abundant supply during the last year, but in some parts of the town, in consequence of the distance it has had to travel, and the long and heavy draught upon the larger mains which branch from the reservoir, there may have been cases of temporary inconvenience.
194. But I think it has been conceded that, in order to secure confidence in the supply of a sufficient quantity of water in Sydney for all seasons whether dry or otherwise, ample provision ought to be made? No doubt of it. We cannot go on long as we are supplying the people with 60 gallons a head, unless there be some provision for the storage of water, or the bringing water into Sydney.
195. Supposing sufficient storage were made for water, do you consider that the present supply or the present means of supplying Sydney would be adequate for this city for many years? I do for some years to come.

196. Will you be kind enough to state to the Committee what you, as Engineer for Sydney, have had in contemplation with the view of increasing the storage? I proposed in the first instance to make a reservoir in Moore Park, to cover about 40 acres. E. Bell, Esq.,
C.E.

197. How many millions of gallons did you suppose that would hold? About 361 million gallons. 21 April, 1870.

198. Were there any other reservoirs? Prior to carrying out this large reservoir I deemed it necessary to put the Lachlan stream in such a state as that we could avail ourselves of what water fell in that watershed. The first work I considered it necessary to do was to put some dams across the stream to prevent its reaching Botany too fast. There is a fall of about 104 or 105 feet in five miles, and the water reached Botany in a very short time, in times of heavy rain, and ran into the sea. I considered that before making a large storage reservoir in the city, it was necessary in the first place to provide some means by which we could check the flow of water to the sea while we pumped it in. For that reason I recommended some dams, which have been made across the stream, and others which were contemplated, not altogether as storage reservoirs, but chiefly to check the flow of water on its way to the sea, in order that we might have time to pump it.

199. They would act to a certain extent as storage reservoirs? After the main reservoirs were full. They are quite tight and capable of acting as reservoirs, and have done so for the last three or four years. One could not wish for better reservoirs, if they were deeper; but, as a matter of course, in shallow reservoirs the evaporation is excessive, while in deeper reservoirs it is not so great.

200. Will you state how many of these dams you propose to erect on the watercourse? I have erected six; but one was destroyed by (I will say) the carelessness of the man in charge not opening the sluice, but allowing the water to pass over the top. Of course the new earth-work, when a stream of water was rushing rapidly over it, was carried away. A breach was made, and the force of the water rushing down destroyed the other two dams, which were only partly finished. Two of these may be repaired and put in perfect order for about £3,000, and that is one work I propose to do.

201. Do you propose to carry out the other dam? I propose to carry out the large dam above the Randwick Road at the Lachlan Swamp; and I propose to carry out two between that and No. 6, which is at present in operation.

202. Would the work of the dam at Lachlan Swamp be very expensive? No.

203. Have you been able to make any calculation of the extent of storage you would have in the dam? The storage of the Lachlan will depend upon the extent. I propose in the first instance to excavate about 20 acres to the depth of 14 feet, and to raise the embankment 8 feet above the present level of the road; that would give a reservoir capable of containing water 22 feet deep over 20 acres.

204. Would not the water extend over the ground that you had not excavated? Yes, it would to a great extent; I have not estimated that exactly.

205. Could not a dam higher than 8 feet be formed there with prudence, so as to throw back a greater quantity of water? It could be erected, but I doubt whether we could ever get a sufficient quantity of water to raise it so high, because the watershed is so contracted, besides which an embankment carried so high would be very expensive.

206. Could you make it convenient to accompany the Committee to Lachlan Swamp and explain on the ground your ideas with reference to this matter? With much pleasure. This ought to have been the first thing done, as we have occasionally, and it has been so during the present year, the heaviest rainfall upon the Lachlan and the lightest at Botany. We have had $2\frac{1}{2}$ inches at Botany and nearly $4\frac{3}{4}$ on the Lachlan watershed, or over that watershed to Double Bay, and the consequence was that my number 6 dam had to do the duty of four or five contemplated dams; however it performed its function well, withstood the rush of the stream, and is sound as ever. The object of forming the large reservoir at the head of the Lachlan Swamp is to prevent undue pressure upon the dams below, leaving them each to collect the water of its own watershed without any undue pressure from the watersheds above.

207. You have not stated to the Committee the number of dams you now propose to make on the watercourse? I propose to repair Nos. 1 and 3; Nos. 4, 5, and 6 are in operation; and I propose two between No. 6 and the Lachlan, and the Lachlan will be the eighth.

208. But I think, if I am correctly informed, you propose still further to enlarge the storage capacity for the water supply of Sydney by making other reservoirs. You told us that you proposed to make one on Sydney Common—Do you not also propose to have one at Waverley? Yes, I proposed to the Commissioners that there should be a reservoir at Waverley, but I did not contemplate the carrying out of that at the present time until some experiments are made which I have to propose, and which may avoid the necessity of pumping from Paddington to Waverley. The Waverley site is at a great elevation above Paddington.

209. Will you state what you propose to do? I propose to make the reservoir at the cemetery that I have already mentioned, at Lachlan Swamp the dam already mentioned, to repair Nos. 1 and 3 dams, to construct two more dams between the Lachlan and No. 6. I would fence and plant the Botany reservoir and Lachlan Swamp. In order to pump the water into Sydney which these would hold back I would employ the three engines at present in operation at Botany to pump the water as far as the cemetery reserve only. They would be capable, under the diminished head they would have to work against, of sending in ten millions per day instead of, as at present, only seven. I then propose to erect another engine at Botany capable of sending in five millions to the same reservoir, and through the same main. The main will have less duty to perform considerably than it has now. Supposing I had these three engines and the reservoir in operation now, I should be able to pump five millions a day for the consumption of Sydney, and about five millions for the reserve in the reservoir. Assuming that we were able to pump in ten millions every day by these engines, it would give us a reserve of something like 1,500,000,000 in the course of a year, in addition to the five millions we supply to Sydney per diem. But as the water falls only occasionally, we must assume that we should not have above forty-five or fifty days in which we could pump water into this reserve; and this would give us 250,000,000. As the rain falls sometimes so rapidly we could not always reckon upon fifty days, and consequently I think it necessary to have another engine at Botany, which might work when it was required, more especially to send in all the surplus water from Botany.

210. You have explained how you intend to get the supply of water into the reservoir in Moore Park—How do you distribute it through the city,—do you pump that again to the high level at Crown-street? I should bring the water from Botany through the present main as far as the cemetery reservoir, and I should then require two engines to be stationed at that reservoir at Bourke-street, to pump the water on to Paddington.

E. Bell, Esq.,
C.E.
21 April, 1870.

211. And perhaps to Waverley? The site proposed for a reservoir at Waverley stands at an elevation of 350 feet above the sea—that would be 214 feet above the reservoir in the cemetery reserve, or about the same height to which we pump the water from Botany at the present time. It is not impracticable to pump the water to that height, but there is always a risk when there is such a heavy pressure, and I should endeavour to avoid it if I could discover other means of supplying Waverley, and to which it is my intention to draw the attention of this Committee to.

212. Is it your intention to enlarge the Paddington reservoir? Yes.

213. What is its capacity? About a million and three quarters of gallons.

214. To what do you propose to extend it? We propose to extend it six millions and a half, or about eight millions altogether, which I can do at a cost of £20,000.

215. Consequently, that reservoir would hold nearly two days' supply for the city of Sydney? Two days for that part of Sydney which it supplies, and Woollahra and the lower part of Paddington.

216. I thought you stated just now that the expenditure of water in the city of Sydney was about five millions daily? Yes, in addition to the Lachlan Swamps supply. I calculated that Paddington will shortly require three millions a day, that is, when Woollahra and the lower parts of Paddington are connected with it.

217. Are these all the works you propose at the present time with the view of supplying the city of Sydney? Yes, at the present time.

218. Would these proposed improvements, in your opinion, give an ample supply of water to Sydney in all seasons? Yes, for some considerable length of time.

219. For a number of years? Yes.

220. That is to say, there will be no danger for some years of the people of Sydney suffering from a season of drought? There will be no danger of their suffering any privation at all. I would say in addition to what I have already stated, that we must increase the supply mains in Sydney and the suburbs, and extend them so as to give an abundant supply with a good pressure.

221. What do you calculate the cost of these additional works would be? Without the Waverley reservoir, £192,000.

222. The Committee have had evidence to the effect that the Corporation have now power to raise £90,000, and consequently they would require additional power from the Legislature to borrow £100,000 or £110,000? I would rather say in round numbers that the cost of the work would be £200,000, as my calculation comes to £192,000 or £193,000.

223. I suppose you have read with some care the Report of the Commission appointed to inquire into the water supply of the city of Sydney and its suburbs, and the evidence taken before it, which have been laid upon the table of the House? Yes.

224. You are aware that a certain scheme has been suggested by this Commission as most advisable to be carried out? Do you mean with regard to the Botany Works or generally?

225. Generally? Yes, I have.

226. Supposing the Government determined to carry out the suggestions of this Commission, would the works you have now spoken of to the Committee not be a necessary part of such a scheme in a very great measure? Undoubtedly they would.

227. Consequently, whether the report of the Commission were adopted or not, it would be prudent to carry out these improvements as soon as possible? Undoubtedly, for I conceive it would be seven or eight years at least before any such scheme could be carried out.

228. The carrying out of the improvements you have suggested would not be a waste of money, even supposing the larger scheme were adopted? No; a few of the dams on the Botany stream might be dispensed with, but the others would all be useful, in fact indispensable.

229. Do you get sufficient assistance from the Corporation to pay attention to the requirements of the city, as far as the water supply is concerned, or have you sufficient time to devote attention to it? No, I have not sufficient assistance. I have but one assistant and four apprentices (youths) for the city, the water, and the sewerage works. In the course of my career as an engineer I have had as many as thirty or thirty-five persons under me in an office at one time, making surveys, plans, &c., to carry out the various works I had in hand. I could employ as many usefully now if I had the work and required the men. I could employ four more assistants than I have in the office of the Corporation with great advantage; three upon waterworks and one upon city and sewerage works. The supply of assistants is so limited that I lose much valuable time in working out details that might be done equally well by assistants at less cost.

230. Supposing it were determined by the Corporation to carry out these works, would they not necessarily occupy the whole of your attention while they were in progress? I think they should.

231. In the meantime, the making of these surveys plans and sections, and preparing to lay them before the Council, I should imagine, to do it with satisfaction to yourself and to the public, would require the whole of your time and attention? I think it would. After a few months, when the surveys and plans were made and the specifications prepared there would remain only the pleasurable duty of seeing the works carried out, but while they were in course of preparation they would require almost undivided attention. I do not mean to say that the mere supervision of this expenditure of £200,000 would occupy the whole of my time, but during the progress of the works there are many things that would require close attention, and there is a great deal beyond what I have stated to you that would require to be looked to. I mean with reference to works to be carried out for the supply of Sydney with water in future years. These should occupy the rest of my time.

232. With reference to the road which leads from St. Matthias' Church to Waverley across the Lachlan Reserve, are you of opinion that that road is likely materially to injure the water supply? I am, and always have been opposed to it, and have done everything in my power to oppose it.

233. Have the Government confirmed that road? I understand that the Government have confirmed it, and that one of the Government surveyors has been to the Town Hall to say that unless we remove the fence he will cut it down and leave an open road from Paddington Church to Avoca-street.

234. You have made all the representations in your power against it? Yes, and I know that the most peremptory measures have been taken by the Government to insist upon its being open. It would not only be very injurious to the water reserve, but would deprive the South Head and Randwick Road Trusts of the whole of their tolls.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WATER SUPPLY.

(RESPECTING A ROAD BETWEEN PADDINGTON CHURCH AND AVOCA-STREET, RANDWICK.)

Ordered by the Legislative Assembly to be Printed, 7 May, 1870.

(70/965 R.S.B. 5 May, 1870.)

Legislative Assembly.

INQUIRY made yesterday evening with reference to road or street between Paddington Church and Avoca-street, Randwick.

Have orders been issued to remove a fence or fences considered to obstruct this road or street? Considering the doubtful position of the Water Supply question, it may be advisable to stay proceedings of whatever kind.

Urgent.

W. F.

Surveyor General, B.C., 4 May, 1870.

All action has been postponed on memo. of the Honorable the Minister for Lands (Nov. 23rd, 69/2756).

ROBT. D. FITZGERALD,
(For Surveyor General),
6 May, 1870.

(R.S.B. 1102/68.)

It is recommended that the request of the Municipal Council at Randwick be granted by proclaiming the road in question, on the understanding that the whole expense of the formation is to be defrayed by them; and that culverts are placed where required, so as not to impede the flow of the water to the drains.

I am not of opinion that such road would be any injury to the water supply.

R. D. FITZGERALD,
(For Surveyor General),
2 July, 1868.

Approved.—J.B.W., 11 July.

THE COUNCIL CLERK, RANDWICK, to THE SECRETARY FOR LANDS.

(869. 29 April, 1870.)

Council Chambers,
Randwick, 27 April, 1870.

SIR,

I am directed by the Mayor and Council of this Borough to request that you will cause the road from Paddington to Avoca-street, Randwick, to be opened without delay, under the arrangement and in accordance with the promise contained in your letter of the 16th July, 1868.

I have, &c.,
E. O. SAYERS,
Council Clerk.

1870.

NEW SOUTH WALES.

SEWERAGE AND WATER SUPPLY.

(THIRTEENTH ANNUAL REPORT OF MUNICIPAL COUNCIL—1869.)

Presented to Parliament, pursuant to Act 20 Vict., No. 36, sec. 75.

THE TOWN CLERK TO THE UNDER SECRETARY, COLONIAL SECRETARY'S OFFICE.

Town Clerk's Office,
Sydney, 1 March, 1870.

SIR,

I have the honor, by direction of the Right Worshipful the Mayor, to transmit herewith the Thirteenth Annual Report of the proceedings of the Municipal Council of Sydney, under the Water and Sewerage Acts, in order that the same may be submitted for the information of the Parliament of New South Wales, in terms of the "Sydney Corporation Act of 1857."

I have, &c.,

CHAS. H. WOOLCOTT,
Town Clerk.

THIRTEENTH ANNUAL REPORT of the Municipal Council of the City of Sydney, of their proceedings under the Water and Sewerage Acts.

THE Municipal Council of the City of Sydney have the honor to submit, for the information of the Parliament of New South Wales, the following Report of their proceedings under the Water and Sewerage Acts, from the 1st January to the 31st December, 1869, together with Statements of the Receipts and Expenditure for the same period.

WATER.

The engines and machinery at Botany have continued to work day and night throughout the year, including Sundays during the dry season.

The only accident on the 30-inch main which occurred during the year was the breaking of one pipe in the month of January, within the enclosed land near the engine-house. The crack in the main, when exposed to view, exhibited the appearance of a very old fracture; and the injury was repaired and the engines started again in a few hours, so that the supply to the city from the reservoirs was uninterrupted.

The quantity of water pumped into Sydney and its suburbs from the Botany Works was 1,394,563,536 gallons, being 172,000,000 in excess of the previous year.

The district of Woolloomooloo and the lower levels of the city have been abundantly supplied with water from the Lachlan Swamp Tunnel. During the year several shafts along the line of the tunnel were opened, and a considerable quantity of *débris* removed from the watercourse.

Rain-gauges have been established at the Botany Dam No. 1, and at Double Bay. During the year 1869 the quantity of rain which fell at the former place was 45.87 inches, and at the latter place 56.65 inches, as shown by the appended register. The return from the Sydney Observatory during the same period shows a rainfall of 48.13 inches.

It has not been deemed expedient or necessary during the past year to continue the practice of the previous two years, of shutting off the supply of water to the city and suburbs during the night-time, as no scarcity has been felt during that period.

The usual annual contracts for the supply of Osborne Wallsend Coal, castings, locks, pipes, stores, &c., have been satisfactorily carried out.

Upwards of five miles of new watermain have been laid in the city and suburbs, of the sizes and in the localities mentioned in the accompanying Schedule A.

SEWERAGE.

No defects have been found to exist in the main sewers during the year, and they appear to be in perfect order.

The undermentioned new works have been undertaken, and are either satisfactorily completed or in course of construction:—

Prince Alfred Park.—630 feet of 3-ft. oviform sewer.

Blackwattle Swamp.—2,950 feet of 6-ft. oviform sewer from Abercrombie-street.

Elizabeth-street South.—435 feet of 6-in., 640 of 4½ ft., and

Gipps-street.—400 feet of 3-ft. 6-in. sewer.

Goulburn-street.—300 feet of 3-ft. 6-in.

Goulburn-street.—265 feet of 6-ft. oviform sewer.

Stoneware sewers have been laid for a distance of 31,389 feet, of the sizes and in the localities detailed in the attached Schedule B.

The number of houses connected with the sewers was 1,552; making, with previous connections, a total number of 4,289.

The number of trapped street gullies connected with the sewerage works since the new system came into operation is 1,098, each capable of containing at the least 40 cubic feet of silt, which is prevented by the trap in each gully from approaching the harbour. The united capacity of these gullies amounts to 1,626 cubic yards, or about 2,440 tons. These gullies are continually being emptied and cleaned, more especially after every rainfall, and thus a large quantity of silt which would have gone into the harbour is intercepted and carted to Moore Park, or sold for manure.

FINANCIAL.

Abstracts of the Receipts and Expenditure on account of the Water and Sewerage Funds for the year 1869, duly certified by the City Auditors, are attached hereto.

WALTER RENNY,
Mayor.

Adopted by the Municipal Council of Sydney, on the 28th February, A.D. 1870.

CHAS. H. WOOLCOTT,
Town Clerk.

SCHEDULE A.

LIST of Water Mains laid in the City of Sydney during the year 1869:—

12-INCH.		3-INCH.	
	yards.		yards.
Macquarie-street.....	106	Windmill-street.....	4
		Cleveland-street	45
		Jamison-lane	83
		Gipps-street.....	128
		Parramatta-street	19
		Belmore Market	157
		Crown-street North.....	52
		Pitt-street	6
		Pitt-street and Sydney-place	9
		Holt-street North	18
		Cleveland-lane.....	155
		Terminus-street	136
		Macquarie-street.....	37
		Shelley-street	67
		M'Elhone-street	79
		Windmill-street	131
		Riley-street South	127
		Gay's-lane	136
		Jesmond-place.....	77
		Dixon-street.....	36
		Parramatta-street	15
		Sparke's-lane	73
		Wallis'-lane	96
		Wentworth-street	85
		Arthur-street	107
		Davidson's-lane	253
		Kersey's-lane	101
		Shepherd-street	120
		Queen-street and Long's-lane	83
		Jesmond-street	99
		Sophia-street	147
		Winkle-lane.....	76
		Essex and Cambridge streets.....	49
		Broughton-street.....	191
		Macquarie-street South	51
		In all.....	8,859
		Or 5 miles 59 yards.	

SCHEDULE B.

SCHEDULE B.

SHOWING the position and length of Stoneware Pipe Drains laid down in the City, during the year 1869 :—

18-INCH.		16-INCH.	
	feet.		feet.
Forbes-street	2,220	Sussex-street	300
Thomas-street	360	Sussex-street	440
Crown-street	110	East-street	140
Kent-street (taken up and relaid)	460	Hutchinson-street	280
Palmer-street	660	Little Bloomfield-street	340
Albion-street	1,280	Duke-street	1,120
		Harris-street	150
		York-street	410
		Little Brisbane-street	240
		Green's-lane	286
		Orwell-street	540
		Sutton-lane	140
		Goulburn-place	113
		Crown Road	320
		Campbell-street	180
		Kellett-lane	120
		York-street from Broughton-lane	180
		M'Culloch's-lane	210
		Tyrone-lane	280
		Earl-street	480
		Peer-street	260
		Flood's-lane	60
		Rider's-lane	160
		Tighe's-lane	240
		Orwell-lane	150
		Shepherd-lane	50
		Cambridge-street (extension)	58
		Edward and Craddock lanes	400
		Middle-lane	570
		Chapman's-lane	220
		Market-lane and Exeter-place	160
		Peer-lane	80
		Kent-street, South of Erskine-street	520
		Kent-street (King-street to Erskine-street)	420
		Edward-street	220
		Lower Fort-street	260
		Stanley-street	280
		Judge-street	520
		Forbes-street	1,140
		Sydney-place	186
		Buckingham-street	220
		Little Buckingham-street	80
		Junction-street (Palmer-street)	220
		Hill-street	103
		Brown's-lane	100
		Windmill-street	590
		In all	31,389
		Or 5½ miles 343 yards.	

RAINFALL at Botany Dam and Double Bay, for 1869.

Botany.			Double Bay.	Botany.			Double Bay.
Date.	Remarks.	Rainfall.	Rainfall.	Date.	Remarks.	Rainfall.	Rainfall.
JANUARY.				MARCH.			
		8 a.m.	8 a.m.			8 a.m.	8 a.m.
1	Fine			1	Fine, hot		
2	Thunderstorms	0·17	0·14	2	Light showers, cloudy	0·08	0·19
3	Fine, warm			3	Fine		
4	Do			4	Do		
5	Do			5	Do		0·02
6	Do			6	Do		
7	Do			7	Do		
8	Do			8	Fine, thunder and lightning		
9	Do			9	Thunder-storm and lightning	0·41	
10	Do		0·06	10	Fine		
11	Cloudy, light rain	0·06		11	Do		
12	Fine			12	Do		
13	Do			13	Do		
14	Do			14	Do		
15	Do			15	Do		
16	Do			16	Fine, little rain		
17	Thunderstorms			17	Strong breeze with rain	0·21	0·45
18	Cloudy and stormy	0·08	0·10	18	Do	0·08	0·05
19	Showery, latter part fine	0·30	0·32	19	Heavy rain	4·00	5·74
20	Fine			20	Cloudy		
21	Thunderstorm	0·14	0·08	21	Fine, cloudy		
22	Thunderstorms with rain	0·21	0·21	22	Cloudy, light showers	0·13	0·10
23	Fine			23	Fine		
24	Do			24	Do		
25	Fine, warm			25	Fine, hot, close		
26	Do			26	Light rain	0·04	0·09
27	Do			27	Light showers and fine	0·04	
28	Fine, hot			28	Fine		
29	Do			29	Light showers and fine	0·05	
30	Do			30	Fine		
31	Thunderstorm	0·19	0·06	31	Fine, light showers	0·07	
		1·15	0·97			5·11	6·64
		0·03 $\frac{2}{1}$ or 0·03 $\frac{3}{4}$ daily				16 $\frac{1}{2}$ nearly.	
FEBRUARY.				APRIL.			
		8 a.m.	8 a.m.			8 a.m.	8 a.m.
1	Thunderstorm and fine	0·05		1	Strong squalls, rain	0·28	0·33
2	Fine, hot			2	Squally with rain	0·52	0·66
3	Do			3	Do	0·20	
4	Do			4	Strong breeze with rain	0·53	0·81
5	Thunderstorm and fine	0·20	0·60	5	Do	1·37	0·50
6	Fine			6	Fine, cloudy		0·05
7	Cloudy and light showers	0·23	0·45	7	Strong breeze with rain	0·66	2·89
8	Cloudy	0·04	0·04	8	Dull, close, light rain	0·31	0·33
9	Showery	0·30	0·43	9	Cloudy	0·02	0·03
10	Cloudy and fine	0·03	0·03	10	Close, thunder-storm	0·41	0·58
11	Raining	1·50	2·91	11	Do	0·45	0·34
12	Stormy with rain	1·00	1·46	12	Fine light rain	0·05	
13	Gale, light rain	0·36	0·83	13	Fine		0·02
14	Strong with rain	0·28	0·27	14	Strong breeze with rain, squally ...	0·32	0·92
15	Strong and cloudy, occasional showers.	0·05	0·24	15	Squally with rain	0·44	0·36
16	Do	0·03	0·14	16	Do	0·20	0·48
17	Cloudy, light showers	0·16	0·05	17	Fine		
18	Fine, light showers	0·04	0·15	18	Do		
19	Light do, fine	0·07	0·04	19	Do		
20	Fine			20	Do		
21	Do		0·02	21	Do		
22	Fine, hot			22	Fine and light showers	0·28	0·16
23	Fine			23	Fine, hot		
24	Do			24	Do		
25	Do			25	Strong breeze		
26	Do		0·09	26	Fine		
27	Do			27	Squally with rain	0·71	0·23
28	Do			28	Fine and light showers	0·13	0·02
29	Do			29	Fine		
		4·34	7·75	30	Do		
		0·15 $\frac{1}{2}$ daily.				6·88	8·71
						22 $\frac{2}{3}$ or 23 nearly.	

RAINFALL—continued.

Botany.			Double Bay.	Botany.			Double Bay.
Date.	Remarks.	Rainfall.	Rainfall.	Date.	Remarks.	Rainfall.	Rainfall.
MAY.				JULY.			
		8 a.m.	8 a.m.			8 a.m.	8 a.m.
1	Fine and thunderstorm	0·65	0·54	1	Very fine .....	.....	.....
2	Fine, cloudy	0·02	0·05	2	Do .....	.....	.....
3	Fine .....	.....	.....	3	Do .....	.....	.....
4	Cloudy, like rain	0·05	0·08	4	Do .....	.....	.....
5	Light showers, close	0·30	0·22	5	Do .....	.....	.....
6	Fine, latter part heavy rain	2·30	1·12	6	Do .....	.....	.....
7	Heavy rain	2·30	2·07	7	Do .....	.....	.....
8	Do	3·20	4·56	8	Like rain .....	.....	.....
9	Strong breeze, with rain	1·55	2·03	9	Showery, latter part rain	0·35	0·42
10	Showery	0·45	0·43	10	Fine .....	.....	.....
11	Fine .....	.....	.....	11	Do .....	.....	.....
12	Do .....	.....	.....	12	Do .....	.....	.....
13	Do .....	.....	.....	13	Do .....	.....	0·02
14	Do .....	.....	.....	14	Do .....	.....	.....
15	Do .....	.....	.....	15	Do .....	.....	.....
16	Cloudy, light rain	0·05	0·06	16	Do .....	.....	.....
17	Fine .....	.....	.....	17	Fine, light showers latter part ..	0·05	0·11
18	Do .....	.....	.....	18	Do do	0·16	0·12
19	Raining	1·65	2·01	19	Light rain	0·90	1·15
20	Do	0·42	0·40	20	Raining, latter part fine	0·90	1·02
21	Fine .....	.....	.....	21	Strong gale with rain	0·31	0·43
22	Do .....	.....	.....	22	Strong squalls with rain	0·12	0·05
23	Do .....	.....	.....	23	Fine .....	.....	.....
24	Do .....	.....	.....	24	Do .....	.....	.....
25	Do .....	.....	.....	25	Fine, latter part light showers ..	0·27	0·10
26	Do .....	.....	.....	26	Fine .....	.....	.....
27	Do .....	.....	.....	27	Do .....	.....	.....
28	Do .....	.....	.....	28	Do .....	.....	.....
29	Do .....	.....	.....	29	Dull, light rain	0·20	0·17
30	Do .....	.....	.....	30	Fine .....	.....	.....
31	Do .....	.....	.....	31	Do .....	.....	.....
		12·94	13·57			3·26	3·59
		·41 $\frac{23}{1}$ daily.				0·10 $\frac{4}{1}$ daily.	
JUNE.				AUGUST.			
		8 a.m.	8 a.m.			8 a.m.	8 a.m.
1	Fine, latter part light showers ...	0·04	0·03	1	Fine .....	.....	.....
2	Do do	0·04	0·06	2	Strong breeze with rain .....	.....	.....
3	Fine .....	.....	.....	3	Fine	0·15	0·20
4	Do .....	.....	.....	4	Do .....	.....	.....
5	Do .....	.....	.....	5	Do .....	.....	.....
6	Do .....	.....	.....	6	Do .....	.....	.....
7	Do .....	.....	.....	7	Do .....	.....	.....
8	Do .....	.....	.....	8	Do .....	.....	.....
9	Do .....	.....	.....	9	Do .....	.....	.....
10	Fine, latter part light showers ...	0·25	0·21	10	Do .....	.....	.....
11	Fine .....	.....	.....	11	Do .....	.....	.....
12	Do .....	.....	.....	12	Do .....	.....	.....
13	Showery	0·38	0·49	13	Do .....	.....	.....
14	Showery, latter fine	0·22	.....	14	Strong breeze, sultry .....	.....	.....
15	Fine, dull .....	.....	.....	15	Do .....	.....	.....
16	Little rain, squally	0·05	0·35	16	Fine .....	.....	0·02
17	Cloudy, dull .....	.....	0·05	17	Do .....	.....	.....
18	Cloudy, light showers	0·11	0·07	18	Do .....	.....	.....
19	Do do	0·04	0·08	19	Do .....	.....	.....
20	Do do	0·37	0·18	20	Do .....	.....	.....
21	Fine	0·02	.....	21	Fine, close .....	.....	.....
22	Do .....	.....	.....	22	Fine, sultry, like rain .....	.....	0·01
23	Do .....	.....	0·03	23	Cloudy, raining, thunder and light- ning.	0·55	0·36
24	Do .....	.....	.....	24	Fine .....	.....	.....
25	Do .....	.....	.....	25	Do .....	.....	.....
26	Do .....	.....	.....	26	Do .....	.....	.....
27	Do .....	.....	.....	27	Fine, latter part rain	0·22	0·12
28	Do .....	.....	.....	28	Fine .....	.....	0·02
29	Do .....	.....	.....	29	Do .....	.....	.....
30	Do .....	.....	.....	30	Strong breeze .....	.....	.....
		1·52	1·55	31	Fine .....	.....	.....
		·05 $\frac{3}{1}$ daily.				0·92	0·73
						0·03 daily.	

RAINFALL—continued.

Botany.			Double Bay.	Botany.			Double Bay.		
Date.	Remarks.	Rainfall.	Rainfall.	Date.	Remarks.	Rainfall.	Rainfall.		
SEPTEMBER.			8 a.m.	8 a.m.	NOVEMBER.			8 a.m.	8 a.m.
1	Fine			1	Fine, light showers	0.05	0.25		
2	Do			2	Fine		0.03		
3	Do			3	Fine and showery	0.13	0.15		
4	Do			4	Do	0.10	0.07		
5	Fine, latter part rain			5	Dull, like rain		0.01		
6	Fine	0.08	0.11	6	Rain, thunder and lightning	1.09	1.04		
7	Do			7	Fine				
8	Strong breeze with rain squalls			8	Do				
9	Strong and squally	0.20	0.30	9	Do				
10	Strong gale with showers	0.22	0.32	10	Do				
11	Strong and showery	0.12	0.48	11	Do				
12	Do	0.07		12	Do				
13	Do			13	Do	0.05	0.68		
14	Do			14	Thunder-storms	0.40	0.06		
15	Do			15	Fine				
16	Do			16	Do				
17	Do			17	Do				
18	Cloudy, thunder-storm, and hail			18	Do				
19	Strong gale	0.80	0.85	19	Cloudy, thunder-storm	0.06	0.12		
20	Fine			20	Thunder and lightning, cloudy		0.08		
21	Do, hot			21	Raining	1.79	1.60		
22	Do, do			22	Do	1.54	1.49		
23	Do			23	Dull, cloudy		0.02		
24	Do			24	Dull, cloudy, light rain	0.25	0.42		
25	Do			25	Fine, hot, thunder-storm	0.13	0.23		
26	Do			26	Fine, strong				
27	Cloudy			27	Fine				
28	Do			28	Fine, strong breeze				
29	Do			29	Do				
30	Do			30	Fine, like rain	0.05	0.19		
			1.49	2.06				5.64	6.44
			0.05 nearly daily.					0.18 ² / ₁₀₀ or 19 nearly.	
OCTOBER.			8 a.m.	8 a.m.	DECEMBER.			8 a.m.	8 a.m.
1	Fine			1	Fine				
2	Fine and light showers	0.08	0.12	2	Do		0.17		
3	Fine			3	Cloudy, thunder and lightning				
4	Fine, cloudy	0.02	0.10	4	Fine				
5	Do	0.35	0.08	5	Do				
6	Light rain		0.33	6	Do				
7	Fine			7	Do				
8	Do			8	Do				
9	Do			9	Thunder and lightning, with rain	0.10	0.22		
10	Do			10	Cloudy, raining	0.53	0.27		
11	Light rain and fine	0.05		11	Fine		0.78		
12	Fine, latter part rain		0.10	12	Do				
13	Fine	0.20	0.17	13	Do				
14	Do			14	Do				
15	Do			15	Do				
16	Fine, latter part rain			16	Do				
17	Fine	0.15	0.26	17	Fine, thunder and lightning	0.03	0.13		
18	Thunder-storm	0.15	0.09	18	Fine		0.05		
19	Fine, light showers	0.08	0.03	19	Do				
20	Do	0.03	0.13	20	Do				
21	Fine		0.03	21	Do				
22	Do			22	Do				
23	Do			23	Cloudy		0.62		
24	Fine and thunder-storm, showery	0.25	0.25	24	Fine, thunder-storm	0.23			
25	Fine			25	Fine				
26	Do			26	Fine and cloudy	0.07	0.03		
27	Do			27	Fine				
28	Do			28	Do				
29	Fine and showery	0.23	0.45	29	Do		0.18		
30	Fine		0.01	30	Cloudy and fine	0.05	0.04		
31	Do			31	Fine				
			1.61	2.15				1.01	2.49
			0.05 daily.						

RAINFALL—continued.

1869.	Botany.	Double Bay.	1869.	Botany.	Double Bay.
January	1.15	0.97	August.....	0.92	0.73
February.....	4.34	7.75	September	1.49	2.06
March.....	5.11	6.64	October	1.61	2.15
April.....	6.88	8.71	November	5.64	6.44
May.....	12.94	13.57	December	1.01	2.49
June.....	1.52	1.55			
July.....	3.26	3.59	Total.....	45.87	56.65

Monthly average—Botany3.8225

Do. Double Bay 4.7208

Sydney, 1 January, 1870.

EDWARD BELL,
City Engineer.

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Sewerage Fund, for the Half-year ending 30th June, 1869.

RECEIPTS.			DISBURSEMENTS.		
From—	£ s. d.	£ s. d.	For—	£ s. d.	£ s. d.
Sewerage rate	288 8 9		Sewerage works generally in the city	9,548 16 0	
Miscellaneous receipts.....	1 12 0		Salaries of officers	453 11 1	
		290 0 9	Interest expenses.....	3,045 13 0	
Balance due to Colonial Government, 30 June, 1869	200,000 0 0		Compensation	19 0 0	13,067 0 1
Debentures outstanding.....	74,500 0 0		Balance due the Colonial Government, 1 January, 1869	200,000 0 0	
Balance due to Joint Stock Bank	25,654 10 9		Debentures outstanding.....	76,600 0 0	
		300,154 10 9	Balance due to Joint Stock Bank	10,777 11 5	287,377 11 5
		£ 300,444 11 6			£ 300,444 11 6

Audited and found correct.

City Treasurer's Office,
Sydney, 10 July, 1869.ALEXANDER SIM, }
JNO. B. MAGNEY, } Auditors.

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Water Fund, for the Half-year ending 30th June, 1869.

RECEIPTS.			DISBURSEMENTS.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balance due by Joint Stock Bank, 1 January, 1869 ...		6,523 7 10	Balance due the Colonial Government, 1 January, 1869	213,337 19 3	
For—			Debentures outstanding.....	88,900 0 0	302,237 19 3
Water supplied to citizens	12,906 14 6		General works.....	6,117 16 1	
Interest	89 11 6		Botany works	3,224 8 0	
Miscellaneous receipts.....	146 17 8	13,143 3 8	Salaries of officers	1,333 5 3	
Balance due the Colonial Government	213,337 19 3		Office expenses	430 13 9	
Debentures outstanding.....	88,900 0 0		Interest expenses	2,667 0 0	
		302,237 19 3	Salaries of Auditors	25 0 0	
			Incidental expenses	206 9 0	14,004 12 1
			Balance due by Joint Stock Bank, 30 June, 1869		5,661 19 5
		£ 321,904 10 9			£ 321,904 10 9

Audited and found correct.

City Treasurer's Office,
Sydney, 10 July, 1869.ALEXANDER SIM, }
JNO. B. MAGNEY, } Auditors.

ABSTRACT

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney on account of the Sewerage Fund, for the Half-year ending 31st December, 1869.

RECEIPTS.			DISBURSEMENTS.		
From—	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Sewerage rates	4,108 14 2		Balance due to the Colonial Government, 1 July, 1869	200,000 0 0	
Interest and premium on sale of debentures	831 17 6		Debentures outstanding.....	74,500 0 0	
Sewerage connections	7 0 6	4,946 0 2	Balance due to the Joint Stock Bank	25,654 10 9	300,154 10 9
Balance due to the Colonial Government, 31 Dec., 1869	200,000 0 0		For the—		
Debentures outstanding.....	109,500 0 0		General sewerage works of the city	14,852 0 3	
Balance due to the Joint Stock Bank	4,223 2 2	313,723 2 2	Salaries of officers	455 0 0	
		£ 318,669 2 4	Interest expenses.....	3,196 0 4	
			Incidental expenses.....	11 11 0	18,514 11 7
					£ 318,669 2 4

Audited and found correct.

Municipal Council Chambers,
Sydney, 20 January, 1870.

W. C. HAYES,
T. M. SLATTERY, } City Auditors.

ABSTRACT of the Receipts and Disbursements of the Municipal Council of the City of Sydney, on account of the Water Fund, for the Half-year ending 31st December, 1869.

RECEIPTS.			DISBURSEMENTS.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balance due by Joint Stock Bank, 1 July, 1869		5,661 19 5	Balance due to the Colonial Government, 1 July, 1869	213,337 19 3	
From—			Debentures outstanding.....	88,900 0 0	302,237 19 3
Water supplied to the citizens	16,718 6 0		For the—		
Interest and premium.....	197 5 5		General works of the city	2,953 12 4	
Miscellaneous receipts.....	88 2 9	17,003 14 2	Botany works	3,920 18 9	
Balance due to the Colonial Government, 31 Dec., 1869	213,337 19 3		Salaries of officers	1,329 14 4	
Debentures outstanding.....	92,600 0 0	305,937 19 3	Office expenses.....	341 6 7	
			Interest expenses.....	2,669 6 10	
		£ 328,603 12 10	Salaries of Auditors.....	25 0 0	
			Law expenses	227 17 6	
			Compensation for land ...	7,530 4 9	18,998 1 1
			Balance due by Joint Stock Bank, 31 Dec., 1869		7,367 12 6
					£ 328,603 12 10

Audited and found correct.

Municipal Council Chambers,
Sydney, 20 January, 1870.

W. C. HAYES,
T. M. SLATTERY, } City Auditors.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SYDNEY INFIRMARY.

(ALLEGED COMPLAINTS.)

Ordered by the Legislative Assembly to be Printed, 8 April, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 25th February, 1870, that there be laid upon the Table of this House,—

- “ (1.) Copies of all Official Correspondence from the Board of the Destitute Asylum, complaining of the inhumanity of the Sydney Infirmarium authorities, in refusing admission to persons suffering from severe disease.
“ (2.) Copies of all Official complaints, forwarded by the Board of the Destitute Asylum to the Managers of the Sydney Infirmarium, respecting the general carelessness of the Infirmarium Medical Officers, in misdescribing diseases of inmates forwarded from that Institution for admission into the Liverpool and Parramatta Asylums.
“ (3.) Copies of all reports from the late Inspector of Charities, bringing under notice of the Government the verminous condition in which certain boys belonging to the Industrial Training-ship ‘Vernon’ were returned to that vessel, after being in-patients in the Sydney Infirmarium.
“ (4.) Copies of all complaints respecting the verminous condition in which the other patients, forwarded from the Sydney Infirmarium, after being inmates of that Institution, to establishments under Government control, have been received.
“ (5.) Report of proceedings and depositions taken at an inquest held during the month of November last, affecting the death of an infant that died in the Sydney Infirmarium of neglect, and in which the jury severely censured the Medical officers for their want of humanity, and inattention.”

(Mr. Farnell.)

SCHEDULE.

NO.		PAGE.
<i>I. Complaints of refusal of Infirmarium authorities to admit patients.</i>		
1.	Board of Management of Government Asylums to Principal Under Secretary. 26 August, 1869	2
2.	Under Secretary to Joint Honorary Secretary, Sydney Infirmarium. 2 September, 1869	2
3.	Joint Honorary Secretary to Principal Under Secretary. 28 September, 1869	2
4.	Board, Government Asylums, to Principal Under Secretary. 18 November, 1869	3
<i>II. Carelessness in naming diseases of persons forwarded from Infirmarium, for admission into Government Asylums.</i>		
5.	Superintendent of Infirmarium to Secretary to Asylums Board. 5 May, 1868	3
6.	Secretary to Asylums Board to John Blackstone, Esq. 7 May, 1868	4
7.	Mr. Blackstone to Secretary, Asylums Board. 18 May, 1868	4
<i>III. Dirty state of patients on discharge from Infirmarium.</i>		
8.	Inspector of Public Charities to Principal Under Secretary. 26 May, 1869	4
9.	Under Secretary to Joint Honorary Secretaries, Infirmarium. 1 June, 1869	5
10.	Mr. Manning to Chief Secretary. 4 June, 1869	5
11.	Under Secretary to Inspector of Public Charities. 8 June, 1869	6
12.	Inspector of Public Charities to Principal Under Secretary. 12 June, 1869	6
13.	Under Secretary to Joint Honorary Secretary. 22 June, 1869	6
14.	Joint Honorary Secretary to Chief Secretary. 30 June, 1869	6
15.	Secretary to Asylums Board to House Committee, Sydney Infirmarium. 30 April, 1868	6
16.	Superintendent, Infirmarium, to Secretary, Asylums Board. 4 May, 1868.....	7
<i>IV. Coroner's Inquest on Infant.</i>		
17.	Under Secretary to the Law Department to Under Secretary. 23 March, 1870	7

SYDNEY INFIRMARY.

I.—Complaints of refusal of Infirmary Authorities to admit Patients.

No. 1.

THE BOARD OF MANAGEMENT, GOVERNMENT ASYLUMS, to THE PRINCIPAL UNDER SECRETARY.

The Government Asylum,
Sydney, 26 August, 1869.

SIR,

I am directed by the Board of Management to request you to be good enough to solicit the attention of the Honorable the Colonial Secretary to the case of a young girl, whose admission to this Institution, while suffering from a dangerous disease, "erisypelas," was forced on the Board in consequence of the refusal, on the part of the authorities of the Sydney Infirmary, to give her shelter.

Application for her admission to the Hyde Park Asylum, was made to the Chairman by the Rev. Mr. Moreton, who stated that he had made personal application at the Infirmary for her admission, but had been informed that as the girl was suffering from an infectious disorder she was ineligible. This is one of numerous instances in which, for the sake of humanity, the Board have been constrained to admit to the Government Asylums for the Infirm and Destitute, patients, requiring active medical treatment, who have been refused admission to the Infirmary, and they desire to call the attention of the Government to the expediency of instituting an inquiry into the rules and practice of the Infirmary, with the view of causing such modification thereof as will open the doors of that Institution, which is so largely supported out of the public funds, for the reception of such cases as that which they have brought under notice.

I have, &c.,

FREDERIC KING,
Secretary.

Annie Jeston
Jesmond, 18
years of age.

No. 2.

THE PRINCIPAL UNDER SECRETARY to THE JOINT HONORARY SECRETARY, SYDNEY INFIRMARY.

Colonial Secretary's Office,
Sydney, 2 September, 1869.

SIR,

In transmitting to you the accompanying copy of a letter from the Secretary to the Board of Management of the Government Asylums for the Infirm and Destitute, drawing attention to the fact of the authorities of the Sydney Infirmary having declined to receive the woman named in the margin, into that Institution, and stating that the case of Jesmond is one of numerous instances in which the Board have been constrained, for the sake of humanity, to admit to the Government Asylums, patients requiring active medical treatment, who have been refused admission into the Infirmary,—I am directed by the Colonial Secretary to request that you will bring the matter under the notice of the Board of Directors, with a view to their furnishing a report thereon.

I have, &c.,

HENRY HALLORAN.

26 August, 1869.

Annie Jeston
Jesmond.

No. 3.

THE JOINT HONORARY SECRETARY, SYDNEY INFIRMARY, to THE PRINCIPAL UNDER SECRETARY.

Sydney Infirmary,
28 September, 1869.

SIR,

I have the honor to acknowledge the receipt of your letter, dated 3rd instant, enclosing a communication from the Board of Management of the Government Asylum to yourself, in which attention is directed to the case of a young girl, whose admission was refused at the Infirmary; and it is affirmed that other patients requiring active medical treatment have not been received, &c.

Your letter also contains a request from the Colonial Secretary that the matter should be brought under the notice of the Directors, with a view to their furnishing a report thereon.

Your letter, and the subject thereof, having been taken into consideration by the Board of Directors, I am instructed to report, for the information of the Colonial Secretary,—

1st.—That the young woman (Annie Jeston Jesmond) presented herself for admission into the Hospital on the — of August. She was examined by the Honorary Surgeon admitting for the week, who found her suffering from a slight attack of erysipelas, which was in no degree dangerous to life.

2nd.—On the morning of August 21st the Rev. G. Moreton visited the Infirmary, and personally made an application for her admission. It was explained to him that the patient was unfortunately suffering from a disease which experience had proved to be infectious and dangerous to others, and that it would be contrary to the rules of the Institution for her to be admitted; but Mr. Moreton was also informed that, had her symptoms been such as *to place her life in danger, she would have been at once received and placed in a tent.*

3rd.—Having, upon more than one occasion been compelled to remove all the patients from certain wards, and keep the latter unoccupied for many days, owing to the existence and extension of erysipelas, the

the Directors, having regard to the welfare of the patients (185) always under treatment for acute disease, have decided upon endeavouring to protect them as much as possible from the risk of taking a disease which is especially dangerous to those already suffering from severe illness.

4th.—For the purpose of immediately relieving the wards of any cases of erysipelas which might arise within the Hospital, the Directors some time since applied to the Government for two tents, which the Colonial Secretary was good enough to supply. Since that time, besides using them for the accommodation of such cases, *all patients* applying for admission, and suffering from erysipelas, *attended by dangerous symptoms*, have been received and placed in the tents separate from the other inmates.

5th.—In reference to a remark in the last paragraph of the Report, enclosed in the Colonial Secretary's letter, to the effect that "This is one of the numerous instances in which, for the sake of humanity, the Board has been constrained to admit to the Government Asylums for the Infirm and Destitute, patients requiring active medical treatment, who have been refused admission to the Infirmary, &c."—I am to observe that, after a full consideration of the accommodation and character of the Sydney Infirmary, the Directors have arrived at the conclusion that it is capable of receiving and of securing the efficient treatment of the acute cases of disease and accident in the community; but that the admission of incurable patients, as well as of those whose chronic ailments would require a lengthened and comparatively unskilled treatment, would very much lessen the amount of benefit they might otherwise be able to confer upon more important and severe cases of suffering. With the single intention, therefore, of affording the utmost benefit to the greatest sufferers from severe illness, the Directors have felt it their duty to select, as far as possible, patients afflicted with acute and curable disease for treatment in the Infirmary, leaving those suffering from chronic and incurable affections to be provided for in institutions where they can be equally well-treated and cared for at a less average cost.

6th.—I am further to mention that a limited but sufficient number of beds are always kept vacant for the reception of urgent cases of accident and disease, and I believe that no such case has for many years been refused admission.

I have, &c.,
JOHN E. MANNING,
Joint Hon. Secretary.

No. 4.

THE BOARD OF MANAGEMENT GOVERNMENT ASYLUMS, to THE PRINCIPAL UNDER SECRETARY.

The Government Asylum,
Sydney, 18 November, 1869.

SIR,

I am directed by the Board to bring under the notice of the Honorable the Colonial Secretary a similar case to that reported on the 26th August last, of harsh treatment on the part of the authorities of the Sydney Infirmary.

A poor woman named Ellen Nugent, suffering from cancer of a severe type, was sent from Maitland to Sydney, where she obtained an order of admission from Mr. J. G. Raphael to the Sydney Infirmary. Although in great agony and misery she was refused admission because she was suffering from a malignant disease, and was forwarded with a note requesting her admission to the Hyde Park Asylum. Her case did not appear to the Secretary to be eligible for admission to that Institution, and he made several unavailing applications to the Infirmary, and at last was compelled, for humanity's sake, to give her the shelter of the Institution.

The poor woman was received into the hospital ward of our Asylum on the 6th instant, and has there obtained such relief that she now feels able and intends to return to her home at Maitland.

I have, &c.,
FREDERIC KING,
Secretary.

II.—Carelessness in naming diseases of persons forwarded from Infirmary for admission into Government Asylum.

No. 5.

THE SUPERINTENDENT OF THE SYDNEY INFIRMARY to THE SECRETARY TO THE GOVERNMENT ASYLUMS BOARD.

Sydney Infirmary,
5 May, 1868.

DEAR SIR,

Would you be good enough to procure orders for the transmission of the following patients in this Institution to the Government Asylum at Port Macquarie, their medical attendants having recommended change of air as their only chance of recovery, and oblige, dear Sir,

Yours, &c.,
JOHN BLACKSTONE,
Superintendent.

William Hugh Dixon, aged 25, native of Ireland, a miner, suffering from scrofula and ulcers.
William Smith, aged 37, a native of England, a bushman, suffering from chronic rheumatism.
William Browle, aged 43, native of England, a grocer, suffering from the effects of poison.

No. 6.

No. 6.

THE SECRETARY TO THE GOVERNMENT ASYLUMS BOARD TO THE SUPERINTENDENT OF THE SYDNEY INFIRMARY.

The Government Asylums,
Sydney, 7 May, 1868.

SIR,

I am directed by the Board of Management of the Government Asylums for the Infirm and Destitute, to call your attention to the discrepancies in the descriptions given in the recommendations sent by you with applicants for admission to the Government Asylums, and the real state of the cases as they appear when examined by the Board.

I allude particularly to the cases of William Smith and William Browle, who are mentioned in your letter of the 5th instant.

William Smith, stated to be suffering from chronic rheumatism, proves, on examination, to be nearly blind, and according to his own statement to be free from rheumatism. William Browle, aged 43, said to be suffering from the effects of poison, stated that he had suffered from an old wound in the head which caused him to have fits, which rendered him unfit to obtain his livelihood.

The Board direct me to request that recommendations may be prepared with greater care, otherwise they will challenge a greater degree of scrutiny than has hitherto been deemed necessary.

I have, &c.,
FREDERIC KING,
Secretary.

No. 7.

THE SUPERINTENDENT OF THE SYDNEY INFIRMARY TO THE SECRETARY TO THE GOVERNMENT ASYLUMS BOARD.

Sydney Infirmary,
18 May, 1868.

SIR,

I have been desired by the House Committee of this Institution to forward herewith a copy of a letter from Dr. Schuette, the Resident Physician, to whom was referred your letter of the 7th instant, drawing attention to the discrepancies in the descriptions given in the recommendations sent with applicants for admission to the Government Asylums.

I have, &c.,
JOHN BLACKSTONE,
Superintendent.

[Enclosure in No. 7.]

The House Physician to the House Committee of the Sydney Infirmary.

Sydney Infirmary,
17 May, 1868.

Gentlemen,

In reply to your request, contained in the letter herewith returned, I beg to state—1st. As regards the case of William Browle, I find, by referring to the Hospital Books, that he was admitted on the 10th March last, and was discharged on the 14th of April, and treated for epilepsy. That on the 18th April he was brought back by the *police* with a paper signed by the Police Surgeon, stating that Browle was suffering "from the effects of poison." If any discrepancy should exist, the mistake must be attributed to the Police Surgeon and not to me. I do not know whether I possess the right to correct the diagnosis of the Police Surgeon, but if I do I would only exercise it in cases of grave necessity. Now, as the Hyde Park Asylum has its own medical officers, they are, it is to be presumed, quite competent to correct the mistakes of the Police Surgeon as well as myself, and as Browle is still suffering from epilepsy would be all the more a fit subject for admission into the Asylum; the mistake has inflicted no injury on that institution. 2nd. William Smith was refused admission into the eye ward by Dr. McKay. The admission or rejection of that class of patients is out of my province; he was recommended to the care of the physicians for rheumatism.

The diagnosis is that of the physicians as well as mine. Nor can I understand how the affection of the eyes necessarily negatives the fact of the patient suffering from rheumatism.

The same observation as made in the case of Browle also applies here. If Smith is "nearly blind" surely he is a fit subject for admission. I beg to state, however, that as *diagnosis* is not a matter that admits positive proof in all cases, there exists no imperative necessity that the Members of the Board of the Hyde Park Asylum must accept our diagnosis as undoubted facts in all cases.

They have their own medical officer or officers, who also ought to exercise their own discretion, and use their own intelligence and means of knowledge.

I have, &c.,
RUDOLF SCHUETTE, M.D.,
House Physician.

III.—Dirty state of Patients on discharge from Infirmary.

No. 8.

THE INSPECTOR OF PUBLIC CHARITIES TO THE PRINCIPAL UNDER SECRETARY.

Sydney, 26 May, 1869.

SIR,

I have the honor to report, for the information of the Honorable the Colonial Secretary, a matter which I consider should be brought under the notice of the Committee of the Sydney Infirmary.

On the 12th day of March last a young woman named Bridget Keys, who is nearly blind, was sent as an in-patient from the Hyde Park Asylum to the Infirmary for medical treatment, and on the 18th instant she was discharged; but being unable to provide for herself was again admitted into the Hyde Park

Park Asylum, on that day, direct from the Infirmary; and when she was examined by a wardswoman of the Asylum, as usual on the entry of inmates, it was found that her head was in a very filthy state.

I have questioned Bridget Keys, and she states that her head was perfectly free from vermin when she left the Asylum, but that during the time she was in the Infirmary—over two months—no person ever examined her head to see that it was kept in a cleanly state, and she never had a small-tooth comb given to her, nor did she hear of one being used there. She also states that she was only twice in a bath during the time she remained in the Institution.

In bringing this matter forward, I may mention that I saw myself one of the boys of the "Vernon," who had been for some time in the Infirmary, soon after he was sent on board, who was so covered with vermin that his hair had to be cut off and ointment applied to his head. This circumstance I spoke of to the hon. secretary and some members of the Committee of the Infirmary, and I am informed by Captain Mein that two other boys have been received on board from the Infirmary with vermin in their heads.

As these statements reflect strongly upon the internal management of the Infirmary, and as there is such a large staff of trained nurses under the direction of a lady superintendent, who are maintained at a very heavy cost to the Government, I think it desirable that the Committee should be called upon for some explanation; for, if these things are of such frequent occurrence, there must be some fault in the supervision.

I have, &c.,
R. C. WALKER,
Inspector of Public Charities.

No. 9.

THE PRINCIPAL UNDER SECRETARY TO THE JOINT HONORARY SECRETARIES, SYDNEY INFIRMARY.

Colonial Secretary's Office,
Sydney, 1 June, 1869.

GENTLEMEN,

I am directed by the Colonial Secretary, to enclose, for enquiry and report upon the allegations therein made, the accompanying copy of a letter from the Inspector of Public Charities, relative to the woman named in the margin, and boys from the N.S.S. "Vernon," having, when discharged from the Sydney Infirmary, been found to be infested with vermin. 26 May, 1869.
Bridget Keys.

I have, &c.,
HENRY HALLORAN.

No. 10.

THE JOINT HON. SECRETARY, SYDNEY INFIRMARY, TO THE COLONIAL SECRETARY.

Sydney Infirmary,
4 June, 1869.

SIR,

I have the honor to acknowledge the receipt of your favour, covering a letter of complaint from the Inspector of Public Charities, of the 26th May.

The charges were at once made known to the Lady Superintendent, and I now have the pleasure of handing you her report on them, which must appear quite satisfactory.

I remain, &c.,
JOHN E. MANNING,
Joint Hon. Secretary.

[Enclosure in No. 10.]

The Lady Superintendent, Sydney Infirmary, to The Joint Hon. Secretary.

Sydney Infirmary,
4 June, 1869.

Sir,

I have received the memorandum, enclosing the copy of report made by the Inspector of Public Charities on the dirty state of Bridget Keys and some boys of the "Vernon," on their leaving the Institution.

The sister and nurse of Ward No. 11, report that Bridget Keys was in a miserable dirty state when admitted, and while in was a refractory obstinate patient, in continual rebellion against the nurse, whose orders she generally set at defiance. We all pitied her helpless condition, or she would have been reported and discharged a few weeks after admission.

There are small-toothed combs in every ward; when I have suspicion of a patient's head, I see them used myself; we also have procured Stavis Agria, with which the patients' heads are frequently washed.

When patients are able to get up, and are strong and able-bodied, as was Bridget Keys, the nurse is not required to comb out their hair every morning,—as with 21 patients under her charge, this would be impossible, but that the heads are inspected I know, for I have often assisted in the work myself. The female wards are, of course, more difficult to keep clean in this respect than the male wards, on account of the long hair, and there being almost daily accessions of people in the filthiest condition. When I see a head beyond our powers of cleaning I order the hair to be cut short, but so piteous are the tears and lamentations over the loss of the hair, that when it is possible my orders are evaded.

You reported to me the case of a "Vernon" boy having been found in a dirty state on being sent back to the ship some months ago, I recollect. I suppose the case referred to in the Inspector's letter is the same.

I could not at the time account for such a state of things, as Sister Eliza, who has charge of the wards where he was, is most particular about her patients' heads, and will wash them all round the ward frequently herself.

In an Institution of this kind, where people of the lowest class are daily admitted, I have found, both in England and on the Continent, it is impossible wholly to prevent the introduction of this calamity, and where there are old people, and cases of severe disease, a few hours suffices for their incredible multiplication; in this hot climate of course the evil is increased, for more are brought in; there is scarcely a patient admitted who can be said to be entirely clean in this particular.

I am extremely sorry it has been found necessary to report us for negligence; in future I must have more heads cropped, and a stricter watch kept on the patients.

I have, &c.,
L. OSBURN,
Lady Superintendent.

P.S.—Bridget Keys had for some time a bath every morning; when we were scarce of water this could not be allowed to all the patients, but she continued to have one frequently.

No. 11.

6

No. 11.

THE PRINCIPAL UNDER SECRETARY TO THE INSPECTOR OF PUBLIC CHARITIES.

THE INSPECTOR OF PUBLIC CHARITIES, B.C., 8 June, 1869.—H.H.

No. 12.

THE INSPECTOR OF PUBLIC CHARITIES TO THE PRINCIPAL UNDER SECRETARY.

Sydney, 12 June, 1869.

SIR,

69-4252 herewith.

In returning the papers connected with a complaint respecting the condition of Bridget Keys, a discharged patient from the Sydney Infirmary, I have the honor to state, for the information of the Honorable Colonial Secretary, that I considered it necessary to make some further inquiries, after reading the report of the Lady Superintendent of the Infirmary, in which she remarks—"that Bridget Keys was in a miserable dirty state when admitted, and while in, was a refractory obstinate patient, in continual rebellion against the nurse, whose orders she generally set at defiance."

I find the latter part of this statement is borne out by the Matron of the Hyde Park Asylum, who says the girl is very troublesome and difficult to manage, but before permitting Keys to leave the Asylum for the Infirmary, she, herself, assisted by a wardswoman, carefully examined the girl, which enables her to affirm positively that Keys was quite free from vermin, and her clothing was also very clean; which statement is confirmed by the wardswoman and several of the inmates who were present when the girl was inspected, and they all agree she could not have been in a dirty state when she left that Asylum.

The Lady Superintendent in her report points out the impossibility of wholly preventing the introduction of vermin in Institutions like the Infirmary, which, I think, shows a necessity for the nurses to increase their vigilance and care in order to guard against the evil I have had occasion to report.

I have, &c.,

R. C. WALKER,

Inspector of Public Charities.

No. 13.

THE PRINCIPAL UNDER SECRETARY TO THE JOINT HONORARY SECRETARY, SYDNEY INFIRMARY.

Colonial Secretary's Office,
Sydney, 22 June, 1869.

SIR,

12th June, 1869.

In acknowledging the receipt of your letter of the 4th instant, transmitting a report from the Lady Superintendent of the Nursing Sisters of the Sydney Infirmary, upon a communication from the Inspector of Public Charities, complaining of the filthy state of the head of a late inmate of the Institution, named Bridget Keys, I am directed by the Colonial Secretary to enclose the copy of a further report from Mr. Inspector Walker upon the subject.

I have, &c.,

HENRY HALLORAN.

No. 14.

THE JOINT HONORARY SECRETARY, SYDNEY INFIRMARY, TO THE COLONIAL SECRETARY.

Sydney Infirmary,
30 June, 1869.

SIR,

I have been requested by the House Committee to acknowledge the receipt of your letter, of date 22nd June, enclosing a letter from the Inspector of Public Charities, with reference to the case of Bridget Keys.

I have, &c.,

M. H. STEPHEN,

Joint Hon. Secretary.

No. 15.

THE SECRETARY TO THE GOVERNMENT ASYLUMS BOARD TO THE HOUSE COMMITTEE, SYDNEY INFIRMARY.

The Government Asylum,
Sydney, 30 April, 1868.

Gentlemen,

I am directed by the Board of Management of the Government Asylums for the Infirm and Destitute, to inform you that Margaret White, who was admitted to the Hyde Park Asylum on the 18th instant, from the Sydney Infirmary, on Dr. Alleyne's order, was found on her arrival to be "swarming with vermin."

I have, &c.,

FREDERIC KING,

Secretary.

No. 16.

No. 16.

THE SUPERINTENDENT, SYDNEY INFIRMARY, to THE SECRETARY TO THE GOVERNMENT ASYLUMS BOARD.
Sydney Infirmary,
4 May, 1868.

SIR,

I have been desired by the House Committee to acknowledge the receipt of your letter of the 31st April, complaining that Margaret White, who was admitted to the Hyde Park Asylum on the 18th ultimo, from this Institution, on Dr. Alleyne's order, was found on her arrival to be "swarming with vermin."

The House Committee called upon the Sister, under whose immediate care the patient was whilst in the Hospital, for her report on the case.

The messenger in charge of the patient's clothes, who accompanied Margaret White to the Asylum, was also called on to report.

I forward herewith a copy of these reports, for you information.

I have, &c.,
JOHN BLACKSTONE,
Superintendent.

[Enclosures in No. 16.]

COPIES of Reports received from Sister Haldane and Messenger Bennett, respecting the case of Margaret White, late a patient of the Sydney Infirmary.

SISTER Haldane having been in charge of the Ward from which Mrs. White was removed to the Hyde Park Asylum, begs to state that while she was there Mrs. White's habits were such that she required to be washed all over the body, always once, and sometimes twice or thrice a day, and that she required and had more frequent changes of bed and body linen than any other patient.

Sister H. is aware that Mrs. White's head produced lice, on which account her hair was cut off close to the scalp. It was constantly attended to by the nurse, and an application for destroying them used.

On going out like other patients Mrs. White was dressed in her own clothes.

The Sister cannot undertake to say in what state they were.

Sydney Hospital,
4th May, 1868.

Copeland Bennett to House Committee.

Sydney Infirmary,
4 May, 1868.

Gentlemen,

Having been called upon by the Superintendent this morning to make a statement respecting Margaret White's clothes, discharged from this Institution on the 18th April, for Hyde Park Asylum, I beg to state that her clothes were under my charge while she was here; and on receiving patients' clothes I make it a practice to inspect them, to see that they are clean, so that they may be kept separate from clean clothes belonging to other patients. Her clothes appeared to me to be perfectly clean, and free from anything like vermin.

I also went with her to Hyde Park, and did not then notice anything like vermin on her person. I think if there were any I must have seen them.

I beg, &c.,
COPELAND BENNETT.

IV.—Coroner's Inquest on Infant.

No. 17.

THE UNDER SECRETARY TO THE LAW DEPARTMENT to THE PRINCIPAL UNDER SECRETARY.

Crown Law Offices,
Sydney, 23 March, 1870.

SIR,

Referring to your letter of 21st instant, requesting copies of the depositions taken at an inquest held during the month of November last, touching the death of an infant, said to have died in the Sydney Infirmary, for the purpose of being laid before the Legislative Assembly,—I am directed by the Honorable the Attorney General to forward the accompanying copy of the depositions in the case of an infant named Annie Louisa Miller; and also a copy of the correspondence on the subject of the rider attached to the verdict of the jury, between this office and the City Coroner, and the medical officers of the Infirmary.

I am at the same time to observe that the Attorney General believes this case must be the case referred to, although the death did not, as supposed, take place in the Sydney Infirmary.

I have, &c.,
W. E. PLUNKETT.

[Enclosures

[Enclosures in No. 17.]

New South Wales, }
to wit. }

AN inquisition indented taken for our Sovereign Lady the Queen, at the house of Charles M'Auley, known as the "St. Peter's Hotel," St. Peter's, in the District of Sydney, in the said Colony of New South Wales, the eighth day of November, in the thirty-third year of the reign of our Sovereign Lady Queen Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and in the year of our Lord one thousand eight hundred and sixty-nine, before Henry Shiell, gentlemen, Coroner for the District and City of Sydney, on view of the body of Annie Louisa Miller, lying dead at Campbell-street, St. Peter's, in the said district of Sydney, upon the oath of Charles M'Auley, foreman, Abraham Howarth, Henry Booth, William Evis, Alfred Gannon, Allen Grey, good and lawful men of the said Colony, duly chosen, and who, being then and there duly sworn, and charged to inquire for our said Sovereign Lady the Queen, when, how, and by what means the said Annie Louisa Miller came by her death, do, upon our oath, say, we find that Annie Louisa Miller, at Sydney, on the 6th instant, died from natural causes, and that the conduct of the medical officers at the Infirmary, in not looking at the child when brought there by the mother, is highly censurable.

In witness whereof, as well as the said Coroner, the Jurors aforesaid have hereunto set their hands and seals, the day and year first above-written.

HENRY SHIELL, Coroner.	(L.S.)
CHARLES M'AULEY, Foreman.	(L.S.)
ABRAHAM HOWARTH.	(L.S.)
GEO. AVIS.	(L.S.)
his	
ALLEN × GREY.	
mark	
HENRY BOOTH.	(L.S.)
ALFRED GANNON.	(L.S.)

New South Wales, }
to wit. }

INFORMATION of witnesses severally taken and acknowledged on behalf of our Sovereign Lady the Queen, touching the death of Annie Louisa Miller, at the house of Charles McAuley, known as the "St. Peter's Hotel," St. Peter's, in the District of Sydney, in the said Colony of New South Wales, on the eighth day of November, in the thirty-third year of the reign of our Sovereign Lady Queen Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and in the year of our Lord one thousand eight hundred and sixty-nine, before Henry Shiell, gentleman, Coroner for the District and City of Sydney, on an inquisition then and there taken on view of the body of the said Annie Louisa Miller, lying dead at Campbell-street, St. Peter's, in the said District of Sydney, as follows:—

James Ebenezer Miller, on oath, says:—I am a woolwasher, and reside at Campbell-street, St. Peter's, District of Sydney; the dead body, now viewed at my residence and in my presence, by the Coroner and jury, is that of my daughter, named Annie Louisa Miller, aged eight months, a native of Liverpool, in this Colony; deceased has been weak and delicate since her birth; my wife nursed deceased for eight days, when she became out of her mind, and upon medical certificate she was sent to the Lunatic Asylum, where she remained for five months, during which time the deceased was nursed by the Benevolent Asylum, for which I paid six shillings per week; I saw deceased frequently while she was in there; she was ill there; I spoke to Dr. Renwick about deceased, and he said her illness was caused by weakness; deceased did not improve in condition or grow; I saw the woman who was nursing deceased; she was suckling her own child as well as deceased; a week after the return of my wife from Tarban Creek I brought deceased home; deceased was then healthy, but thin, and had a good appetite; my wife was unable to suckle deceased, who was fed on corn-flour, milk, and arrowroot; although deceased had a good appetite she did not grow in flesh; within the last week I observed a change in deceased; that was on last Friday; deceased has been suffering from looseness of bowels more than usual during the last fortnight; her bowels were very much relaxed during that time; I gave deceased some soothing powders and castor oil; on last Friday I observed a marked change in deceased, her eyes became sunken, and she was very much weaker; I became alarmed about her; that was on last Friday night, before I left home; on Saturday morning my wife started for Sydney, to take deceased to the Infirmary; I went to my work, and in consequence of something I heard I returned to St. Peter's during the afternoon, about twenty minutes to 4 o'clock, and found my child dead; during the last fortnight I changed deceased's diet from corn-flour to arrowroot; my wife's memory is not quite good yet; she was able to take care of deceased, but sometimes she was neglectful; she is not to be depended upon in her statements; she wanders in her statements; she told me, on my return home on Saturday afternoon, that she arrived at the Infirmary with deceased about 10 o'clock, and there saw two doctors, who only looked at the child, but would not prescribe for her, saying, she would have to wait and see the District Doctor (Dr. Fyffe); that she waited about, and that the child died before Dr. Fyffe arrived; Dr. De Kempf certified that my wife was insane, and she was also examined at the Police Office, by the Police Surgeon, and then committed to the Receiving House at Darlinghurst, and transferred from thence to Tarban Creek, from whence she was discharged three months ago cured.

Sworn before me, this 8th day of November, A.D. 1869,—
HENRY SHIELL, Coroner.

J. E. MILLER.

Ellen Miller, on oath, says:—I am a married woman, and reside with my husband, James Ebenezer Miller, at St. Peters, Cook's River Road; the dead body now viewed in my presence by the Coroner and jury in a house in Campbell-street, St. Peter's, is that of my child, named Annie Louisa Miller; I have been dry-nursing the deceased during the last three months, during which time she eat very little, her diet was corn-flour, arrowroot, milk, and bread; I gave her soothing powders and castor oil about a fortnight ago; I gave deceased soothing powders as I thought she was teething; during the last fortnight her bowels were much relaxed, having stools about three times daily and three times nightly; she seemed to be suffering from dysentery, and for that I gave deceased one dose of castor oil; deceased became weaker and thinner; when her bowels became loose I changed her diet from corn-flour to arrowroot; she eat very little during the last fortnight; on last Friday night I observed a change in her; her eyes, which became sunken, had an unnatural appearance; on Saturday I took deceased to the Infirmary; I had an order from Hordern the draper for a doctor to see deceased at the Infirmary; on my arrival there I asked for the doctor; the old man at the gate asked me for the order; I produced the order; the man said I would have to wait till 2 o'clock to see the doctor, Dr. Fyffe; I returned at 1 o'clock, and some people advised me to go in and see a doctor; I did so; he told me to go out into the air with the child as she was dying; he looked at the child; I saw another doctor who told me to wait till Dr. Fyffe arrived; I went into the long-room and sat on a seat near the window, and the child died shortly afterwards; where I saw the first doctor was in a small room off the long-room at the end of the room; I do not know the doctors or their names.

Sworn before me, this 8th day of November, 1869,—
HENRY SHIELL, Coroner.

ELLEN MILLER.

William Gillett Sedgwick, on oath, says:—I am a legally qualified medical practitioner, residing at Newtown; this morning I made an external examination of the body of a child lying dead in a house in Campbell-street, St. Peter's; that child I saw in the presence of the Coroner and jury; the child was thin and attenuated in appearance, not larger than a four-months child; there were no marks of violence or injury on the body, there are two teeth in the lower jaw, and from the evidence I have heard I am of opinion that the child was never a healthy child, and that she died from exhaustion, consequent on diarrhoea, the effect of teething.

Sworn before me, this 8th November, 1869,—
HENRY SHIELL, Coroner.

W. G. SEDGWICK.

The Under Secretary to the Law Department to the City Coroner.

(No. 254.—1782.)

Crown Law Offices,
Sydney, 22 November, 1869.

Sir,

Referring to the case named in the margin, I am directed by the Honorable the Attorney General to state, that the jury appears to him to have been rash in censuring the medical officers of the Infirmary upon such evidence as they had before them, and without an opportunity being afforded to these gentlemen to be heard.

The Attorney General has observed that the only evidence was that of the unfortunate mother of the deceased child, who had lately been in a lunatic asylum, and whose husband stated that her testimony was not reliable, and that she was still subject to wander in her statements; and there was nothing to show that any of the officers had been guilty of any neglect, whereby the child's inevitable death was hastened.

But the Attorney General considers it is of more importance to note, that the censure was pronounced behind the backs of the gentlemen censured, and without their having had the slightest opportunity of answering or explaining the statements, such as they were, which had been made to their prejudice.

I have, &c.,
W. E. PLUNKETT.

The City Coroner to the Under Secretary to the Law Department.

Coroner's Office,
Sydney, 25 November, 1869.

Sir,

I have the honor to acknowledge receipt of your letter of the 22nd instant, No. 254, communicating the Honorable the Attorney General's nonconcurrence, on grounds assigned in the censure by the jury, in the case noted in the margin, upon the medical officers of the Infirmary; and to state, in reply thereto, that although I signed the inquisition, I did not thereby endorse the finding of the jury.

I dissented from it, considering that the evidence did not justify the expression of such a condemnatory opinion.

But the question arises, on due consideration of your letter, whether I have legally the power to refuse (if I dissent from) the verdict of a jury, who by law are the judges of the evidence.

Will you have the goodness to invite the Honorable the Attorney General's opinion on this point, for my future guidance.

I have, &c.,
HENRY SHIELL,
Coroner.

The Under Secretary to the Law Department to the City Coroner.

(No. 283.—1782.)

Crown Law Offices,
Sydney, 8 December, 1869.

Sir,

Referring to your letter of 25th ultimo, relative to the case named in the margin, and enquiring whether you have legally the power to refuse the verdict of a Jury.—I am instructed by the Honorable the Attorney General to state, he was glad to find that you were not a party to the condemnation of the medical officers of the Infirmary behind their backs, and that on the contrary you dissented from it on the ground that the evidence was not sufficient to justify its expression.

In reference to the question put to the Attorney General by you, he is of opinion that the condemnation of persons who have not been heard and who might readily have been called upon for denial or explanation, if desired, cannot legitimately fall within the scope of a sworn verdict of Coroner's Juries,—especially when, as is in the case under consideration, it is not even imputed to those persons that their conduct has been a cause of deceased's death.

If, however, the jury will in any case insist upon attaching a rider to their verdict, giving expression to a like condemnatory opinion, the Attorney General does not advise you to reject it; you should however, I am to add, caution the jury against such a breach of the principles of justice as to condemn upon *ex parte* and insufficient statements, and against travelling out of the limits of enquiry as to the causes of death; and if your own judgment should be opposed to the propriety of the rider, the Attorney General advises that you should openly state your opinion to that effect, and place it on record with the proceedings.

By so doing you may, in the Attorney General's opinion, prevent serious and unwarrantable injury to innocent persons.

I have, &c.,
W. E. PLUNKETT.

The Under Secretary to the Law Department to the Medical Officers, Sydney Infirmary.

(No. 1782.)

Crown Law Offices,
Sydney, 26 February, 1870.

Gentlemen,

I am directed by the Honorable the Attorney General to forward for your information the accompanying copy verdict of the jury in the case of Annie Louisa Miller, deceased, upon whose remains an inquest has been held in November last; and also the enclosed copy correspondence with the City Coroner on the subject of the rider attached to the verdict, censuring the medical officers of the Infirmary.

The correspondence would have been furnished on an earlier date, but the matter has been inadvertently overlooked.

I have, &c.,
W. E. PLUNKETT.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

SYDNEY INFIRMARY;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
22 *April*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

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1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES NO. 19. TUESDAY, 1 MARCH, 1870.

11. Sydney Infirmery:—Mr. S. Brown moved, pursuant to Notice No. 1, "That" having considered the papers relating to the Sydney Infirmery, ordered, on the 13th October, 1868, and 19th January, 1869, to be printed, this House is of opinion that the Government should at once cause to be issued to the Trustees of such Infirmery a grant of the land situate in Macquarie-street, Sydney, referred to in such papers.

Debate ensued.

Mr. Parkes 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 "a Select Committee be appointed to consider and report upon the expediency of granting the land in Macquarie-street, on which the Sydney Infirmery at present stands, to Trustees, for the purposes of the said Infirmery.

"(2.) That such Committee consist of Mr. Cowper, Mr. S. Brown, Mr. Clarke, Mr. Wearne, Mr. Dodds, Mr. Wilson, Mr. Piddington, Mr. King, Mr. Webb, 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 so inserted,—put and passed.

Question then,—That a Select Committee be appointed to consider and report upon the expediency of granting the land in Macquarie-street, on which the Sydney Infirmery at present stands, to Trustees, for the purposes of the said Infirmery.

(2.) That such Committee consist of Mr. Cowper, Mr. S. Brown, Mr. Clarke, Mr. Wearne, Mr. Dodds, Mr. Wilson, Mr. Piddington, Mr. King, Mr. Webb, and the Mover,—put and passed.

VOTES NO. 27. TUESDAY, 15 MARCH, 1870.

9. Sydney Infirmery ("Formal" Motion):—Mr. Parkes moved, pursuant to Notice No. 6, That Mr. Montagu Consett Stephen be appointed a Member of the Select Committee on the Sydney Infirmery, in place of Mr. Stephen Brown.
Question put and passed.

VOTES NO. 36. WEDNESDAY, 30 MARCH, 1870.

5. Member of Legislative Council as Witness:—*Mr. Farnell*, on behalf of Mr. Parkes, moved, *without previous notice*, That the following Message be carried to the Legislative Council:—

MR. PRESIDENT,

The Legislative Assembly having appointed a Select Committee "to consider and report upon the expediency of granting the land in Macquarie-street, on which the Sydney Infirmery at present stands, to Trustees, for the purposes of the said Infirmery," and that Committee being desirous to examine the Honorable George Allen, Member of the Legislative Council, in reference thereto, requests that the Legislative Council will give leave to its said Member to attend and be examined by the said Committee, on such day and days as shall be arranged between him and the said Committee.

*Legislative Assembly Chamber,
Sydney, 30th March, 1870.*

Speaker.

Question put and passed.

14. Member of Legislative Council as Witness:—The Speaker reported the following Message from the Legislative Council:—

MR. SPEAKER,

In answer to the Message from the Legislative Assembly, dated the 30th March, 1870, requesting leave for the Honorable George Allen, a Member of the Legislative Council, to attend and be examined before a Select Committee of the Legislative Assembly, on the "Sydney Infirmery," the Council acquaints the Assembly that leave has been granted to its said Member to attend and be examined by the said Committee, if he think fit.

*Legislative Council Chamber,
Sydney, 30th March, 1870.*

T. A. MURRAY,
President.

VOTES No. 45. THURSDAY, 14 APRIL, 1870.

3. * * * * *
- (2.) Mr. Cowper laid upon the table a letter from the Medical Adviser to the Government, enclosing a letter from Mr. Alfred Roberts, on the state of certain hospitals in the country districts.
Ordered to be printed, and referred to the Select Committee now sitting on "Sydney Infirmary."

VOTES No. 48. FRIDAY, 22 APRIL, 1870.

2. Sydney Infirmary:—Mr. Parkes, 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 subject was referred on 1st March, 1870, together with Appendix.
Ordered to be printed.
-

1870.

SYDNEY INFIRMARY.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 1st March, 1870,—“to consider and report upon the expediency of granting the land in “Macquarie-street, on which the Sydney Infirmary at present stands, to Trustees, “for the purposes of the said Infirmary”,—and to whom was referred, on the 14th April, “a letter from the Medical Adviser to the Government, enclosing a letter “from Mr. Alfred Roberts on the state of certain Hospitals in the country “districts”,—have agreed to the following Report:—

1. Your Committee have taken the evidence of a number of intelligent witnesses on the special matter referred to them, and in the course of their inquiry much valuable information has been received on the question of providing adequate hospital accommodation for the increasing wants of the metropolis. On the larger subject thus incidentally introduced your Committee do not consider that they are permitted to enter by the terms of their appointment, but this part of the evidence cannot fail of being useful in future inquiries of a cognate character.

2. On the expediency of the site on which the Sydney Infirmary is built being granted to Trustees, the evidence leads to the following conclusions:—

- (1.) That the situation is convenient for a large part of the population, and is unexceptionably healthy.
- (2.) That the buildings at present erected on this site, though not without some disadvantages, are not unsuitable for hospital purposes.
- (3.) That the front range of buildings—the only part to which serious objections may be urged—is capable of being much improved by the enlargement of the windows, and other means of better ventilation.
- (4.) That the Infirmary buildings, as they at present exist, will probably last for fifty years without any large expenditure in further alterations.
- (5.) That there is reason to believe that, if the site were granted to Trustees, the Infirmary would be benefited as a public institution, by private persons taking a more active philanthropic interest in its support and management; while there does not appear to be any public advantage in the Government retaining possession of it.

3. Your Committee therefore recommend to your Honorable House, that the site of the Infirmary be granted to three or more Trustees, for the purposes of a general Hospital, on condition that no part of the main buildings shall be removed without the sanction of both Houses of Parliament, obtained by express resolution.

No. 1 Committee Room,
Sydney, 22 April, 1870.

HENRY PARKES,
Chairman.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 8 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Parkes,	|	Mr. King,
Mr. Webb,	|	Mr. Dodds.

Mr. Parkes called to the Chair.

Entry in Votes and Proceedings appointing the Committee, read by the Clerk.

Committee deliberated.

Ordered,—That James Barnet, Esq. (*Colonial Architect*), and T. Rowe, Esq. (*Architect to the Sydney Infirmary*), be summoned to give evidence at the next meeting,

[Adjourned until Thursday next, at *Eleven o'clock*.]

THURSDAY, 10 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Cowper,	|	Mr. Wilson,
Mr. Dodds,	|	Mr. King,
Mr. Webb,	|	Mr. Wearne,
Mr. Piddington.		

In the absence of the Chairman, Mr. Piddington called to the Chair, *pro tem*.

T. Rowe, Esq. (*Architect to the Sydney Infirmary*), called in and examined.

Mr. Parkes, the Chairman, entered the room and took the Chair.

Witness withdrew.

Committee deliberated.

Ordered,—That James Barnet, Esq., The Rev. A. Stephen, and W. M. Alderson, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Tuesday next, at *Eleven o'clock*.]

TUESDAY, 15 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Clarke,	|	Mr. King,
Mr. Webb,	|	Mr. Cowper,
Mr. Wilson.		

James Barnet, Esq. (*Colonial Architect*), called in and examined.

Witness handed in two Reports on Infirmary Buildings, dated 25th February, 1868; and 20th March, 1870.

Ordered to be appended. (*Vide Appendix, A 1 and A 2*.)

Witness withdrew.

The Rev. A. Stephen called in and examined.

Witness withdrew.

W. M. Alderson, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Miss Osburn, A. Roberts, Esq., and A. Moffitt, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Friday next, at *Eleven o'clock*.]

FRIDAY, 18 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Cowper,	|	Mr. Wilson,
Mr. Dodds,	|	Mr. Webb.

Miss Lucy Osburn (*Lady Superintendent, Sydney Infirmary*), called in and examined.

Witness withdrew.

Alfred Roberts, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That A. Moffitt, Esq., J. C. Cox, Esq., M.D., and A. M. Brown, Esq., M.D., be summoned to give evidence at the next meeting.

[Adjourned until Tuesday next, at *Eleven o'clock*.]

TUESDAY,

TUESDAY, 22 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Wilson, | Mr. King.

Andrew Moffitt, Esq., called in and examined.

Witness withdrew.

James C. Cox, Esq., M.D., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That A. M. Brown, Esq., M.D., E. Bedford, Esq., and C. Nathan, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 25 MARCH, 1870.

MEMBER PRESENT :—

Mr. Wilson.

In the absence of a Quorum, the meeting called for this day lapsed.

TUESDAY, 29 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Wilson, | Mr. Webb.

A. M. Brown, Esq., M.D., called in and examined.

Witness withdrew.

C. Nathan, Esq., called in and examined.

Witness withdrew.

E. Bedford, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Motion made (*Mr. Wilson*), and Question put,—“That the Chairman move the House that a Message be sent to the Legislative Council requesting leave for the Honorable G. Allen, M.L.C., to attend and be examined by this Committee,”—*agreed to*.

Ordered,—That R. Schuette, M.D., and the Honorable G. Allen, M.L.C., be summoned to give evidence at the next meeting.

[Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 1 APRIL, 1870.

In the absence of a Quorum, the meeting called for this day lapsed.

WEDNESDAY, 13 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Cowper, | Mr. King,
Mr. Wilson, | Mr. M. C. Stephen,
Mr. Wearne, | Mr. Webb.

The Clerk laid before the Committee a letter from Alfred Roberts, Esq., requesting that he may be re-examined before the Committee.

Alfred Roberts, Esq., called in and further examined.

Witness withdrew.

The Clerk laid before the Committee a letter from Thos. Rowe, Esq., asking “whether he was expected to furnish the Committee with plans of the ground and buildings of the Infirmary without charge.”

The Committee were of opinion that no charge ought to be made, and desired the Clerk to inform Mr. Rowe accordingly.

Committee deliberated.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 20 APRIL, 1870.

In the absence of a Quorum, the meeting called for this day lapsed.

FRIDAY,

FRIDAY, 22 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Farkes in the Chair.

Mr. Wilson,

Mr. Webb.

Mr. King,

Chairman submitted Draft Report. Same read 1°, as follows :—

DRAFT REPORT.

1. Your Committee have taken the evidence of a number of intelligent witnesses on the special matter referred to them, and in the course of their inquiry much valuable information has been received on the question of providing adequate hospital accommodation for the increasing wants of the metropolis. On the larger subject thus incidentally introduced, your Committee do not consider that they are permitted to enter by the terms of their appointment, but this part of the evidence cannot fail of being useful in future inquiries of a cognate character.

2. On the expediency of the site on which the Sydney Infirmary is built being granted to Trustees, the evidence leads to the following conclusions :—

- (1.) That the situation is convenient for a large part of the population, and is unexceptionably healthy.
- (2.) That the buildings at present erected on this site, though not without some disadvantages, are not unsuitable for hospital purposes.
- (3.) That the front range of building—the only part to which serious objections may be urged—is capable of being much improved by the enlargement of the windows, and other means of better ventilation.
- (4.) That the Infirmary buildings, as they at present exist, will probably last for fifty years without any large expenditure in further alterations.
- (5.) That there is reason to believe that if the site were granted to Trustees, the Infirmary would be benefited as a public institution, by private persons taking a more active philanthropic interest in its support and management, while there does not appear to be any public advantage in the Government retaining possession of it.

3. Your Committee therefore recommend to your Honorable House, that the site of the Infirmary be granted to three or more Trustees for the purposes of a general Hospital, on condition that no part of the main buildings shall be removed without the sanction of “the Governor in Council.”

Draft Report read 2° paragraph by paragraph.

Paragraph 1 read and *agreed to*.

Paragraph 2 read and considered.

Sections 1, 2, 3, and 4 *agreed to*.

Section 5 read.

Question put,—That section as *read* stand part of the paragraph.

Committee divided.

Ayes, 2.

Mr. King,
Mr. Webb.

Noes, 1.

Mr. Wilson.

Paragraph then *agreed to*.

Paragraph 3 *read* and considered.

Amendment proposed (*Mr. Wilson*), to *omit* the words “the Governor in Council” at the end of paragraph, and *insert* in lieu thereof the words “both Houses of Parliament obtained by express resolution”—*agreed to*.

Paragraph as *amended* agreed to.

Motion made (*Mr. King*), and Question put,—That the Draft Report of the Chairman, as *amended*, be the Report of this Committee,—*agreed to*.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

SYDNEY INFIRMARY.

THURSDAY, 10 MARCH, 1870.

Present:—

MR. COWPER,
MR. DODDS,
MR. KING,
MR. PARKES,

MR. PIDDINGTON,
MR. WEARNE,
MR. WEBB,
MR. WILSON.

WILLIAM RICHMAN PIDDINGTON, ESQ., IN THE CHAIR.

Thomes Rowe, Esq., examined:—

1. *Chairman.*] Do you hold any office in connection with the Sydney Infirmary? Yes, I am the Architect T. Rowe, Esq. to that institution.
 2. Have you formed any opinion with regard to the stability of the building fronting Macquarie-street? 10 Mar., 1870.
Yes.
 3. Can you give the Committee any opinion as to the probable duration of that building, in its present state? It is in a very defective state at present—unfit almost for the purpose it is used for as a hospital.
 4. With regard to the carcass of the building, as I may term it,—are you aware of the thickness of the walls? The walls are thick, but are bulging a little in some places. I think the walls are the best part of the building.
 5. What is the material of the wall? Ordinary freestone. I am inclined to think it is backed up with rubble—cut courses in front.
- Mr. Parkes here entered the room and took the Chair.
6. *Chairman.*] Have you directed your attention to hospital architecture? Yes.
 7. To the most improved methods of construction for hospital purposes? Yes; I think I have erected more hospitals than any other architect in the city of Sydney.
 8. Have you given your attention to what has been done in the improvement of these buildings in other parts of the world—in England and elsewhere? Yes, I have studied the matter a good deal.
 9. I believe the general opinion is, that the pavilion style is the best, and most suited to the purpose? Yes.
 10. A building so constructed and lighted that the air should pass right through from one side to the other? Yes.
 11. The old building here is of that construction, is it not? Yes, the wards are in the pavilion style.
 12. Is the building as at present constructed, in your opinion, quite suitable for a hospital—the old building? Not at all; there is a want of convenience —
 13. I mean the shell of the building as it stands—without reference to the conveniencies—is the building suitable for hospital purposes? It is not suitable as it stands, without being altered in some way.
 14. Will you be kind enough to inform the Committee, speaking professionally, what alterations you consider necessary to make it in a high degree suitable for hospital purposes? I may mention to the Committee that I received my notice only about three-quarters of an hour ago. If I had had it before I should have referred to my reports and plans, but I speak now from memory. I examined the building with Mr. Barnet, the Colonial Architect, on one occasion. Prior to that of course I knew the state of the building.

T. Rowe, Esq.
10 Mar., 1870.

The roof is bad ; it is a double roof, called a W roof, and there is a large gutter running between, which is in a very defective state ; the windows are bad—very bad ; the doors are bad ; the staircases are bad ; and the floors are bad. The walls, as I before said, are the best part of the building.

15. If you were called upon to prepare a plan for reconstructing that building—we are now talking exclusively of the old building, the front range—should you advise any alteration? Most decidedly.

16. What would you advise? The windows are not sufficiently near the ceiling for ventilation, the vitiated air that ascends has no means of escape, and there is a down draught through all the building, which is very injurious to the patients.

17. At present foul air collects in the upper part of the building and there being no means of escape it must pass downwards towards the patients in order to escape? Yes.

18. *Mr. Cowper.*] Could there not be ventilation all round the top of the ceilings to allow the foul air to pass off? That would only afford the means of escape for the vitiated air, but it would not prevent the down draught from the window, which is very injurious to patients.

19. *Chairman.*] Is the foundation good? I believe the foundation is very fair. We had it opened by a mason and examined down as far as the footings.

20. Are the walls sufficiently strong to bear cutting away in order to carry the windows up to the ceiling—the method which I believe is approved at the present time? It is rather dangerous to interfere with walls of that kind, still it is possible with care, to cut openings anywhere.

21. With regard to the out-buildings of the Infirmary, there are a series of buildings for washing and other purposes, are there not? Yes.

22. A rather extensive laundry? Yes.

23. There are necessarily extensive cook-houses? Yes.

24. These at present form a group of buildings in the rear? In the rear, in the centre part.

25. I suppose you are of opinion, from what you have read of hospitals, that it is a very undesirable thing to have these outhouses situated as they are in connection with the building in Macquarie-street? I do not know that they are badly situated; they are unsuitable for the purposes for which they are used.

26. Are they not generally in modern buildings in the basement story? Not always.

27. They are in some instances? Yes.

28. Are they in many instances that you know of? I scarcely know of a hospital having basements; I certainly do not know of any modern hospitals.

29. If you were going to erect a new building as a hospital, should you have the out-buildings similarly situated to those in the rear of the Infirmary? Not on that ground. If I were designing a hospital for that particular site, I should bring all the necessary offices you speak of into the basement, because the ground is not very extensive; but if I were about to design a hospital for a large piece of ground, I should put the kitchens, &c., outside, detach them, and connect them with the main building by a covered way.

30. What is the area of the ground occupied by the Infirmary? About 366 feet frontage to Macquarie-street by 351 feet deep, giving an area of 128,466 feet, which is 14,274 yards, or about 3 acres.

31. Some two or three years ago, the Directors of the Infirmary proposed some extensive alterations? Yes.

32. Can you state to the Committee what was the extent of the plan of alteration then proposed by the Directors? The intention at that time was to take down the entire buildings you have mentioned in the rear—the kitchens, laundry, closets, &c.—and to build new kitchens, laundry, engine-house, and sundry other conveniences, in one entire block. The old building was to be altered by extending the centre portion, back and front, which were to include bath, lavatories, and nurses' rooms. At the two extreme ends of the buildings the verandahs were to have been enclosed, and to have had bath-rooms, closets, lavatories, &c., for the convenience of patients.

33. Did that plan include any material interference with the old range of buildings we have been speaking of? The windows were altered in this way,—there were to have been apertures made in the old walls, over the windows, a sort of mezzanine or window, in such a way as to prevent down draughts.

34. This was before the nurses arrived from England, or the Prince Alfred Memorial Hospital was originated? Yes.

35. *Mr. Cowper.*] Do you think it desirable to interfere with the building for the purpose of making improvements in it, or might it answer the purpose for many years to come? I certainly do not think it answers the purpose it is used for; it ought to be altered or improved on in some way.

36. You think there would be no danger in cutting the walls? No, with proper care.

37. *Chairman.*] Supposing the building were altered in the manner you think it desirable it should be, how long would be its probable duration? What was intended to be done was almost a reconstruction—it would not last so long as a new building, but I should say it would last fifty years.

38. *Mr. Cowper.*] Do you think there is a necessity for interfering with it at all? I do certainly.

39. To what extent? To the extent I have mentioned—to modernize it.

40. What would be the cost to modernize it? I have made calculations of all these matters and should have brought them with me. I think the tenders received for the alterations were somewhere about £6,000 or £7,000 at that time.

41. Do you think it would be desirable to pull the building down and to erect a new building in its place? I think I reported to the effect that the outlay would be so much to modernize it that I recommended the building should be taken down and reconstructed.

42. That could not be done for £6,000? No. The tenders of £6,000 or £7,000 were for the alterations shown in the plan and specifications, but besides these it was found that the altering the floors, windows, doors, staircases, roof, &c., would create a considerable outlay; and reasoning in that way I thought it would be better to take down the entire building and reconstruct it.

43. Do you think it would be better to pull this building down and to erect another in its place, or to erect another hospital more suited to the prospective wants of the Colony on another site? I think there should be a hospital on the present site or near it, but I still think there should be another and more commodious one in some other part a short distance from the city.

44. If £6,000 were spent upon this building in modernizing it, would it answer the objects of a hospital for many years to come? I think it would—I would not say £6,000, but from £6,000 to £8,000.

45. There are a number of new buildings in the immediate vicinity of the old building? Yes.

46. Are they all valuable and well constructed? Yes.

47. Were you the architect of them? Yes, of the Nightingale wing. I also altered the southern wing; T. Rowe, Esq. that, like the main front, was without the necessary conveniences that a hospital should have.

48. These have all been erected under your superintendence? Yes.

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49. And have the requirements necessary for such institutions according to modern ideas? Yes.

50. These form a large proportion of the building now on the ground? Yes; the southern wing. The officers' quarters have also been altered.

51. Do you think it is absolutely necessary to pull the building down and to re-erect it? I do not say it is absolutely necessary to pull it down and to re-erect it, but that it is necessary to alter it in some way.

52. *Mr. Wilson.*] You have, in answer to a question from Mr. Cowper, used the expression to "modernize" this hospital—Is it possible to modernize this hospital, and to render it suitable for the requirements of a city like Sydney, on that site of three-quarters of an acre? An enlarged hospital?

53. A hospital suitable for the requirements of the city of Sydney, and of the country generally—supposing the whole of that building were swept away? You do not refer to the Nightingale wing, but to the main front only when you speak of sweeping the buildings away?

54. You have spoken of modernizing the present hospital—I wish to know whether it would be possible to erect a building on these improved modern principles suited to the requirements of Sydney, on that site, supposing the land were cleared of the buildings at present upon it? It would be possible to build a hospital there, but whether it would be sufficient for the wants of Sydney is another question.

55. I am asking you whether upon that small area it would be possible to erect a hospital with the modern appliances you speak of suited to the requirements of the city of Sydney? I do not think it would, and I do not think it desirable that there should be but one hospital to meet the requirements of the city, but I think the present building could be modernized so as to suit it for a receiving hospital, from which patients might be drafted to another.

56. Are you aware of discussions at present going on in Edinburgh with reference to the quantity of land necessary as the site for a hospital with all the modern appliances of such an institution? I know there has been such a discussion.

57. Are you aware of what space of ground was occupied as the site of the old Edinburgh Hospital? I am not aware of the precise area.

58. Are you aware that that site has been abandoned, and that another, that of Watson's Hospital, has been chosen, where there is an area of nine acres? Yes.

59. You have said that the hospital does not answer the purpose at present—Will you explain what you mean by that general answer? There are no bath-rooms, or rather there are not sufficient bath-rooms, and I think there are no closets in connection with the building, or nurses' rooms, and lavatories, &c.

60. How many patients are accommodated in the hospital at the present time? I cannot say.

61. If there were fewer patients, would there not be room to put up many of these accommodations you speak of? Yes.

62. You are not in a position to state whether there is sufficient accommodation—whether there are a sufficient number of beds—in the hospital, for applicants? No.

63. With regard to the defective state of the roof-gutters, windows, doors, staircases, and floors of this building, can you say how much it would cost to remedy these defects as a building irrespectively of its being a hospital? I think it is somewhere over £8,000.

64. I think you have stated that all the additional improvements which were recommended in these external buildings could be made for £8,000—I am now restricting you to the absolutely necessary repairs of the present building, without any addition such as repairing the roof, the guttering, enlarging the windows, repairing the floor, &c.? I have not made the calculation in that way.

65. Will you have the goodness to do so, in order to enable the Committee to form an approximate idea of the cost that would be necessary to fit it for a receiving house or casual ward for the city, supposing an additional building as a hospital to be erected in some other locality? The probable cost about £3,500.

66. *Mr. Piddington.*] Are you of opinion that the present building could be continued as an infirmary, after the defects you have enumerated in the roofs, gutters, windows, floors, staircases, and doors were repaired? It might be continued if the bath-rooms, closets, and nurses' rooms were added.

67. I am now speaking of the description you gave of the building—the roof bad, the gutters bad, the windows bad, the doors bad, the staircases bad, and the floors bad—With reference to these objections, if the front building were repaired could it not be continued with advantage as an infirmary? I could scarcely recommend it to be continued without being modernized in some way—without the necessary conveniences being added.

68. Are you aware how long this present building has been used as an infirmary? I am not aware as to the number of years.

69. It has been used, I suppose you are aware, for a considerable number of years? For a considerable number of years—over thirty years.

70. You have described what in your opinion constitutes a modern hospital—Can you inform the Committee what would be the cost of a modern hospital, with all the appliances you describe as sanctioned by the highest authorities, sufficient for the wants of the city of Sydney? I could only give a rough estimate of the probable cost of such a building.

71. Can you give a rough estimate? I think something could be done worthy the city of Sydney for £60,000.

72. Are the northern and southern wings built with all the improvements you have described as necessary to constitute a modern hospital? The northern wing is simply a nurses' training establishment; the Nightingale wing is not arranged for a hospital; the southern wing has been modernized, but there was great difficulty in bringing in these conveniences, and I do not say that it is so well arranged as it ought to be, still the conveniences are there.

73. *Mr. Dodds.*] If the city of Sydney is likely to double its population in the next twenty years, do you think the site is a suitable one to meet the requirements of the city? I do not think it is a suitable site, looking forward to the next twenty years, for the building of a general hospital for the city of Sydney, I have not expressed my opinion in reference to that point, being the Architect of the institution, and knowing the minds of the Directors upon the subject, but my private opinion is that it is not a suitable site for a general hospital for the city of Sydney, looking forward twenty years.

74. *Mr. King.*] If the present building with certain repairs would last fifty years, at an outlay of six or eight

T. Rowe, Esq. eight thousand pounds to modernize, would it not be well to expend that sum upon it, and to erect with the funds provided another hospital in a different locality? That is my opinion; I think it would be the wisest plan.

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75. *Mr. Webb.*] You stated that in the southern wing you had some difficulty in introducing modern improvements? Yes.
76. How did the difficulty arise—from want of land? Part of the southern wing is built within 16 or 18 feet of the southern boundary against the Mint; I should have liked to have extended some of the offices in that direction, but it was impossible from want of space.
77. You had not sufficient land there to introduce the necessary improvements even for a small wing? No.
78. *Mr. Wearne.*] You have stated that you would prefer to have the hospital removed—that there is not sufficient accommodation at present for the wants of the city? I did not say that.
79. I understood you to say so. In the event of the Government giving compensation and taking the building as it now stands, would you not prefer having a hospital near the University? I stated that I thought it would be wise to retain the present building as a receiving hospital.
80. Why do you think it necessary to retain that—would there be any objection to having but one hospital, and that hospital near the University? I think it would be far better to retain this, or to have one near the centre of the city.
81. Why do you think so? We might have a general hospital at the extreme boundaries of the city.
82. Supposing the Government resumed the present building, would it not be better to have one hospital at the University? I think not. It would be a very long way, for instance, to take to the extreme end of the city, a man who had fallen down on board ship, and who was half killed.
83. If the man were in a cab, why should he object to be taken to the University; besides the University will very soon be in the centre of the city? Every half-mile of distance when a man is hovering between life and death is an important matter.
84. You forget that many accidents occur at the other end of the city and out of the city—that people are brought in from places miles distant? Of course accidents occur all round us, but I think the greater part among the shipping and in the harbour.
85. Is it necessary to have this hospital here, if there were a hospital near the University—would it not be better to put this building to some other purpose—could not the Government convert it into an asylum for old people? I still adhere to my first opinion; I think there should be a hospital in the centre of the city—a sort of receiving house.
86. If you still adhere to that, would it be necessary to expend £7,000 or £8,000 upon it, merely as a receiving hospital? Certainly it would be necessary to expend this money, if the building were retained for that purpose.
87. *Chairman.*] When you stated that a hospital suitable for the city of Sydney, looking to the next twenty years, could be erected for £60,000, did you convey your opinion that, looking to the next twenty years, it would be desirable to have only one hospital? No, I think there should still be a receiving hospital at this end of the city.
88. As far as you are competent to give an opinion—and I suppose you do not profess to be able to give any other than a layman's opinion—would it not be better to have two or more comparatively small hospitals, than one very large hospital? I have frequently thought that hospitals, like places of worship, should be distributed over large cities.
89. Is it desirable to concentrate all the diseases that are thrown up by the population of a large city of 100,000 or 150,000? It is possible to concentrate them, but not desirable.
90. *Mr. Wilson.*] I think you have mentioned the pavilion system of building hospitals? Yes.
91. The pavilion system of building hospitals consists of having a distinct and separate building for each class of cases, and a space intervening between each ward—Is that kind of building necessarily as expensive, or likely to be as expensive as one building upon the old plan? Far more expensive.
92. Are you aware that in building these pavilion hospitals, a suggestion has been made that the walls should be of a light, temporary, and inexpensive character, so that when they become impregnated with infectious matter, the expense will not be great of taking them down and rebuilding them? I have not met with that recommendation, but I know it is necessary to line the walls and floors as much as possible with non-absorbing materials.
93. Has any non-absorbing material yet been discovered? Not unless it is glass, though I suppose glazed tiles would be non-absorbent.
94. I suppose you are aware that one of the finest Paris hospitals has tried highly polished stone, thinking it would not absorb, and that they had found it as bad as ordinary stone and lime? Yes, it is a difficult matter to find a non-absorbent material for the purpose.
95. Supposing a pavilion hospital of the kind I have described, and that it were not necessary to erect walls of a massive and substantial character, not looking forward to its lasting a number of years—would not that materially lessen the cost of erection? Of course the lighter the walls the less expensive would be the building; but I do not know what material could be used excepting iron.
96. Sir James Simpson has suggested iron; but even if built of brick it could be erected much more economically than if massively built? Yes.
97. *Mr. Piddington.*] Would iron be a material suitable to the climate of this country? I avoid the use of iron for walls or roofing—it attracts the heat. I am inclined to think that the walls and plaster of the present Infirmary building must be impregnated with infectious disease.
98. Would it be easy to remedy that? It would be easy to replaster it with Keen's cement.
99. *Chairman.*] Can you prepare a tracing showing the ground plan of the present buildings, and also a tracing showing the alterations suggested by the Directors? (*Vide Separate Appendix.*)

TUESDAY, 15 MARCH, 1870.

Present:—

MR. KING,
MR. COWPER,MR. WILSON,
MR. WEBB,

MR. CLARKE.

HENRY PARKES, Esq., IN THE CHAIR.

James Barnet, Esq., called in and examined:—

100. *Chairman.*] You are the Colonial Architect? Yes.
101. Did you receive a summons to attend and give evidence before this Committee? Yes.
102. On the Sydney Infirmary? Yes.
103. Are you acquainted with the Infirmary building? I am not much acquainted with it. About two years ago I examined the building for the Government.
104. Have you not seen it since? I have not been in it since.
105. What portion of the building did you examine—the front range? Yes, on the same line as this building.
106. Fronting Macquarie-street? Yes, fronting Macquarie-street.
107. Are you acquainted with the modern improvements in the construction of hospitals? I am only acquainted with them by reading about them, not having built any? I have built additions to our Government Institutions—Gaols, Lunatic Asylums, and Benevolent Asylums.
108. What I mean is, have you made yourself acquainted with the plans of that class of institution in other countries? I am well acquainted with the plans adopted at home for hospitals.
109. What was the object of your inspection of the Infirmary building? My object was to examine as to its stability. I think I have got the report upon it with me.
110. Did you make yourself thoroughly acquainted with the building? I looked through it with a view to ascertaining its stability. I was asked to report twice—once with regard to the foundations, which I reported as being sufficiently secure; and then there was a further report upon the building.
111. What was the substance of your reports? After careful examination I found that, although the walls of the original building were of bad construction, they were in a good state of preservation, which I attributed in a great measure to the protection afforded them by the wide verandahs. It was my opinion that they would remain for many years in a good condition, provided the verandahs were retained. The floors were in good repair. The roof required shingling, but I don't think anything has been done to it since. With ordinary repairs the building would last for many years.
112. What do you mean by many years? As long as it has lasted—it is about fifty-six years old now.
113. Do you consider the foundations good? The foundations are good for the purpose for which they are used, but not good enough to build upon, or to heighten the walls of the present building.
114. Would it at all weaken the walls to cut them up to the ceiling and make the windows higher? No, I think not. I have cut about the walls of the adjoining buildings without any bad effect.
115. In what way? Made the window and door openings larger, and made several new rooms by adding to the building. There was no difficulty about that.
116. Can you hand in to the Committee copies of your reports? I can. These are the reports. (*Vide Appendix, A 1 and A 2.*)
117. *Mr. King.*] You would not think it desirable to pull down this building, would you, for the sake of erecting another in its place? That depends upon circumstances. The building will stand for many years.
118. It is not desirable to pull it down? I think not.
119. *Mr. Webb.*] Do you think it a suitable building for a hospital? I think it is well built for a hospital, of course not with the present modern improvements; but at the time it was built it was, I think, in advance of the general run of hospitals. There are windows on both sides, protected by verandahs back and front.
120. It requires shingling? Yes, and it has no eave-spouting about it. The Parliamentary buildings were repaired only recently, and were much injured for the want of proper spouting. These buildings required eave-spouting very much, and it has been done recently. It would not be fair to add more weight to the foundations.
121. *Mr. Cowper.*] Have you formed any idea of the probable cost of building a suitable hospital with all the modern requirements for a limited number of persons? I have not formed any estimate of that kind.
122. I gather that your feeling is that that building should be repaired and not pulled down? It should not be pulled down, unless to put up another building. The building itself will stand.
123. Do you consider it very defective? I don't consider it defective.
124. As regards ventilation? Oh yes, as regards ventilation it can be improved very much by enlarging the windows.
125. You would not recommend that it should be pulled down? Certainly not.
126. You think it may be made sufficient for many years to come? I think so.

J. Barnet,
Esq.

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The Rev. Alfred H. Stephen, M.A., called in and examined:—

127. *Chairman.*] You are one of the Directors of the Sydney Infirmary? Yes, I am one of the Vice-Presidents and a Director.
128. How long have you held that office? I think, as a Director, about eighteen years.
129. Continuously? Yes, continuously. I was Honorary Secretary for a few years—three or four years I think.
130. This Committee is appointed to inquire into and report to the Legislative Assembly upon the expediency of granting the land on which the Infirmary stands to Trustees for the purposes of the Infirmary, and it is desired to get information as to the adaptability of the present range of buildings fronting Macquarie-street, for the purposes of a hospital, and also what are the intentions of the Directors with regard to further improvements of the premises. Perhaps you will state in your own way such information

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as the Committee requires—? Well, there has been a difference of opinion amongst the Directors upon the subject, and therefore I can hardly say what the views of the Directors are as a body. The matter has not, to the best of my recollection, come to a definite vote, so that we could tell which way the majority would be. I can only give my own individual opinions.

131. Well, the Committee will be glad to hear them—? My opinions, like those of some others, have altered materially lately. I was one of those who thought it would be desirable to pull down the present institution, and build, with the money which had been subscribed towards the erection of the Prince Alfred Memorial Hospital, a new hospital altogether; but for two or three reasons I have changed my opinion, and think it will be desirable to retain the present institution as a hospital for accidents, and for urgent and serious cases of illness, and expend the money raised for the Prince Alfred Memorial upon another hospital, in connection with the present one, for the reception of convalescent patients, many of whom are now sent out of the institution before they are fully cured, in consequence of want of room.

132. At different times there have been some definite proposals made for reconstructing the hospital or enlarging it in some way—Could you explain what they were? One proposal which has been entertained by some of the Directors—and myself among the number—was to pull down the hospital, and erect an entirely new institution. But I am not aware that there has been any proposal to do more than has been already done in the way of enlarging the present institution. I don't see how it is possible to do it. What with the Nightingale Wing, and the new South Wing, we have taken up all the available room. The only part of the hospital ground which could be built on is on the east side, and to build there would completely block up the place from the nice easterly breezes which are of so much advantage to patients in the summer.

133. That would be in violation of the principle laid down for the construction of hospitals now-a-days, would it not? It would prevent a perfect current of air.

134. Two years and a half ago, were not some plans submitted to the Government for enlarging the front range of buildings, or remodelling the whole, without contemplating the pulling down of any part? There may have been, but I am not aware of it.

135. Some time before the Prince Alfred Memorial Fund was subscribed? I am not aware of anything else beyond what has been done since then. It may have been so—I don't remember it.

136. You have given a good deal of attention to the management of institutions of this kind. Yes, I have in Sydney.

137. Do you think the front range of these buildings well ventilated for hospital purposes? They always struck me as being very fairly ventilated; in fact the patients have complained of almost too much ventilation. There are large windows on both sides, and it is easy at any time to get a thorough draught through them.

138. It has never occurred to you that there is any objection to the windows being so low? I think not. I have been in the habit of visiting there frequently, both as a Director and a clergyman, and I never perceived any want of ventilation. There never was any disagreeable smell which would arise if the ventilation were imperfect. Doubtless the ventilation is not so thorough as it might be, with the modern appliances, and as is obtained in the new English hospitals; but it is an infinitely better ventilated building than the old Benevolent Asylum.

139. What is your view of the question as to the granting of the land—the present site? As a matter of personal opinion, and as a matter of abstract justice, I think it should be granted.

140. On what do you found that opinion? From the fact that having been connected with the institution some seventeen or eighteen years, I know we have always gone upon the supposition that the building was ours for all practical purposes, and the getting of a mere piece of paper from the Colonial Secretary's Office was simply matter of form.

141. When you say “we have gone on the supposition,” who do you mean? The Directors of the present building.

142. But you don't mean that the building belongs to the particular gentlemen who are Directors at the present time, do you? Well to the public if you like; they represent the public.

143. *Mr. Cowper.*] Very large sums of money have been spent during several years past in giving additional accommodation—erecting various buildings? Very large indeed.

144. In your opinion you have occupied pretty well as much of the vacant space that should consistent with healthy considerations be so occupied? I think so. I should be sorry to see more buildings put upon that site.

145. The present institution is insufficient for the purposes of a hospital? I think it will last for many years to come, and serve the purpose admirably of a hospital for taking in accidental cases and acute cases of disease. I think that is the idea nearly all the Directors have come to; and I think we shall arrive at a happy agreement upon that subject. If we had an auxiliary hospital into which we could draft the convalescent patients, this hospital would answer the purposes of Sydney for many years to come.

146. *Chairman.*] You stated to the Committee that some time ago you were of opinion that this building should be pulled down—have you any objection to state the considerations which led you to that opinion? I was led to believe that the walls were unsound, and the building generally not in that condition which would warrant its continuance—that it would not very long be in such a state of repair as we should like to see it in; but I have heard since that that was a mistaken idea. We have had one new ward made lately out of some old rooms there, and where the plaster has been cut away. In doing this we find the walls are in an excellent state of preservation—that at least is the idea I entertain from inspecting them. I am no builder, but I have got eyes, and have seen other buildings; and it appears to me that they are in an admirable state of preservation. I don't see anything to prevent that building, with occasional repairs, lasting for fifty or sixty years yet. Of course it will want shingling.

147. Was there not an examination of the building made by your own Architect and the Colonial Architect, in February, 1868, and did not those gentlemen bring up a report in which it was stated that the walls were sound and the foundations sound? I was not aware of it. I may state that at the time this matter originated I was absent a good deal from the meetings of the Committee from ill health; therefore a good deal occurred of which I personally knew nothing.

148. *Mr. Cowper.*] When you speak of an auxiliary hospital to this, have you made up your mind as to any particular plan on which a building should be erected? No, I have not gone so far as that.

149. Has it ever occurred to you as desirable to establish a new hospital that might be considered a School of Medicine in the neighbourhood of the University? I think that this new hospital should be near the University.

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University. At that distance and at that end of the town a convalescent hospital might be established, without the scheme being open to the objections raised to the erection there of a hospital where capital operations are performed, and which should be near at hand for the convenience of the surgeons.

150. Do you not think it would be better that this building should be retained as a receiving hospital, but that if any new building were to be erected it should be on a large scale, and in the neighbourhood of the University, with a view to its being used as a School of Medicine? That would be desirable with a view of these two hospitals being connected together.

151. Do you think they should be connected together—that the one should be auxiliary to the other? I think it would increase the expense to have two distinct institutions managed by different bodies.

152. But you would hardly call it auxiliary to this would you? If it were managed by the same Committee, and we drafted off into it all the patients that could be sent from the present building, then it would be an auxiliary hospital.

153. That is the sense in which you use the term? Yes, that is the sense.

154. But at present you don't consider it expedient to spend a large sum of money in the improvement of this building or the erection of a spacious hospital elsewhere? I think not; that is my opinion.

155. What number of patients can you say, speaking from memory, were at any one time kept out of the hospital from the want of accommodation? The other morning—one Monday morning—I think there were a dozen patients who would have been admissible (of course I speak approximately)—I think it was stated there were ten or twelve patients waiting for admission who could not be admitted for want of room.

156. Has there ever been at any one time more than a dozen kept out for want of accommodation? I have never heard of more than twenty cases. A great number of persons come, expecting to get in who are not admissible. I never knew of more than twenty persons admissible under the rules who were kept out for want of room.

157. Take the case of the young woman mentioned by Mr. Moreton—Was that a solitary case, or are such cases of frequent occurrence? That was a case in which the young woman had erysipelas.

158. That was a disease the doctors did not desire to have in the institution—I mean it was a disease of a contagious character? I have known of two or three cases within the last two or three weeks in which urgent cases have been refused. One case you know something about. It was the case of a young man from Queensland. His relations came to me, and said he had been taken to the Infirmary in a cab, and refused admission. I came into town about it and made a little disturbance—almost insisted that he should be taken in. The innkeeper where he was stopping refused to take him back, and said “I have no means of attending to him.” The poor fellow was refused admission at the Infirmary, was refused admission at the inn where he had been stopping, and was taken to a German lodging-house in Castlereagh-street. His relations—poor people in my parish—did the best they could for him,—sat up night after night with him, until one of them, who was in danger of losing his situation, from being so often absent from his work attending to him, came to me, and I succeeded in getting the patient's admission next morning. In that case there was nobody to blame. It was a hard case, but there was no room for him. I almost insisted that they should *find* room under the circumstances, and I got him in. There was a somewhat similar case in which I felt interested, and another in which the Rev. Mr. Piddington felt an interest also. They were urgent cases. I brought them before the House Committee, and an order was given for their being admitted at once. Yesterday the institution was so full there was an urgent case brought, and they were obliged to put the patient in the operating room—at least I think it was that room. There is no doubt the hospital at present is not large enough for the purposes of the city; but I think it would be large enough provided we have a place into which we can draft the convalescent patients.

159. What would the number amount to at any one time? Sixty or seventy, I dare say.

160. There is no room for such a building on the premises? There is no room on the premises. It struck me if we got this Prince Alfred Memorial money we might get a grant of a few acres of land at Grose Farm, and make an auxiliary hospital into which the convalescent patients could be drafted. In that way we should provide accommodation for the wants of the sick poor for many years to come.

161. What is the class in life of these patients—are they persons of the humbler class or of the better class? The larger proportion of them are people in the humbler classes of life. I suppose I send in every year to the Colonial Secretary's Office at least 100 or 150 recommendations, and at least 80 per cent. of those are persons in the humbler classes of life. Sometimes a broken-down gentleman applies for admission as a pauper.

162. What do you think of the vacant buildings on Cockatoo Island being appropriated as a hospital if made suitable? I don't know; there would be something not very pleasant in the name. A person might be accused of having been at Cockatoo for crime instead of misfortune. However something of the sort is wanted immediately. We really require it very much.

163. One of the contagious diseases on the list is cancer—Do not the doctors object to cancer? Except in the case of a patient who was likely to be benefited by an operation or other treatment, they would not take a case of cancer. They would not take a case which was perfectly hopeless. But cases of cancer are taken in—I have known cases.

164. But was there not a case refused lately? That must have been a hopeless case—a chronic case. I knew of a case of cancer in which the patient's tongue was removed in the hospital. If there is any chance of a man's recovery he will be taken in.

165. I may state that I have applied to Parramatta for a building which has been used as a residence for the police—Do you know that building? No, I do not.

166. It was with a view of providing a place where such cases as these might be dealt with. What do you think of the idea—supposing by the expenditure of a limited amount, the Government were to fit up that place, would it answer the purpose? I should say anything would be better than to go on as we are at present. That case of Mr. Moreton's has done our institution a great deal of harm—our collector says it has caused a falling off in the subscriptions to the extent of several hundreds of pounds. Of course people are glad to jump at any excuse for not subscribing. One case of that kind is more damaging to the institution than anything you can think of. Therefore additional accommodation would not only be a boon to the sufferers themselves, but to the institution. On the other hand, if that case had been admitted and we had introduced erysipelas among the patients we should never have heard the end of it. What is a calamity to one person may be the saving of many others.

167. *Mr. Clarke.*] Do you think the Trustees of the Prince Alfred Memorial Fund would build an auxiliary hospital in the way you have indicated? I think they would be inclined to consent to the money being so expended.

168.

- Rev. A. 168. You said you had seen some cases of cancer admitted? Yes, and operated upon.
 H. Stephen, 169. Have you known any to be refused? I have not—the only reason for refusing them would be that
 M.A. they were incurable. I think any case of cancer which was curable would be regarded by the medical
 men as admissible.
- 15 Mar., 1870. 170. With reference to the grant applied for lately—have you ever applied for it until recently to the
 Government? We have not—we never thought it necessary. We have never got our Randwick grant
 yet, and I should be very much surprised if the Government turned round and said “We won’t give it
 you.” There is as much reason in one case as in the other.
171. Were you under the impression that if you applied for the land it would be granted? Yes, we have
 applied for the Randwick grant some time ago, but though not yet issued we have not been refused. We
 have been told there is some difficulty in the way of its issue under the Lands Alienation Act. I was
 always under the impression that the Infirmary grant was a settled matter—I never thought it would be
 refused any more than the Randwick one.
172. *Mr. Cowper.*] You considered the promise equivalent to the grant itself? Yes.
173. *Mr. King.*] You think it should issue for a certain specific purpose? I think so. I think a large
 number of the Directors have given up the idea of pulling down the present Hospital. I for one have
 changed my opinion on the subject, and I believe others have too.

W. M. Alderson, Esq., called in and examined :—

- W. M. 174. *Chairman.*] You are a Director of the Sydney Infirmary, I think? Yes.
 Alderson, Esq. 175. How long have you held office as such? A good many years—I forget how many now, I am sure.
176. Six or seven years? Yes, something about that.
- 15 Mar., 1870. 177. Have you made yourself acquainted with the buildings of the Infirmary at different times? Yes.
178. By visiting them often, and inspecting them, and so on? Oh yes, I have gone through them many a
 time.
179. With regard to the front range of buildings, do you think that range is suitable for the purposes of an
 Infirmary? I think so—most suitable.
180. Would you explain what you mean? I think it is suitable in this way—that it happens to be one of
 those old-fashioned buildings, built at a time when we used to study the necessities of a building to suit
 the climate. It has large verandahs and balconies round it, which keep the building nice and cool. It is
 pretty well ventilated; it might be improved perhaps a little in ventilation by some trifling alterations.
181. What kind of alterations would improve it? Why for instance you might carry up the windows to
 the ceiling and have openings in the ceiling and walls—we have them now in many of the wards.
182. You have reason to feel satisfied that the building is sound? Oh yes. The other day they were
 putting in some new closets and bath-rooms, and had occasion to break through the walls, and I took
 particular notice of the walls. I was well satisfied. It is a rubble wall, built thick and strong; and a
 rubble wall, well built, is one of the best you can have. In my places I build nothing else now.
183. Are the floors sound? Yes, they appear to be very sound.
184. You have frequently passed through the wards of the Infirmary, I suppose? Oh yes.
185. They always appear clean and sweet? Yes, generally. I have often taken notice of it.
186. Do you think the building would last any considerable time? I think so; I think it would stand
 a hundred years.
187. Almost as long as you would? I wouldn’t mind if I could wait until it fell down.
188. You think the building is sound, durable, and that it is pretty well adapted for the purpose of an
 Infirmary? Yes. There is no doubt the place could be improved. It was proposed at one time to spend
 a few thousand pounds to improve it; for instance, to shingle the roof and various other things.
189. You recollect when some plans were laid before the Government in order to improve the building
 generally, about two years and a half ago? Yes; about that time it was proposed either to spend £4,000
 or £7,000, or £14,000, if I am not mistaken. These were the ideas. It was the idea of some gentlemen in
 connection with the Infirmary to spend £14,000 to pull a wing down and build it up, but my idea was
 to spend £4,000 on the west wing, and make it sufficient for all we wanted.
190. You would then be altogether opposed to pulling the building down, I infer, from your evidence?
 Oh yes, decidedly against it, and always have been.
191. Has there been a proposal to spend the money subscribed to the Prince Alfred Memorial Fund, for
 the purpose of pulling it down and rebuilding it? Yes.
192. You were opposed to that? Yes. That was brought before the Board. The idea about the Prince
 Alfred Memorial Hospital originated with some gentlemen who had connection with the Infirmary.
193. Do you recollect the names of the gentlemen? Well, Dr. Roberts was one. I can’t recollect them
 all. At any rate, it was brought before the Board of the Infirmary, to go into this Prince Alfred Memorial
 Hospital and put the building on the site of the western wing of the present Infirmary. There was me
 and a few others opposed that before the public meeting took place in the Exchange, but we were beat by
 a majority and the thing went on.
194. Was there a full attendance of the Directors on the occasion? Yes, there was a very good attendance
 of the Directors.
195. Then there must have been a majority of the Directors in favour of pulling down this wing? Oh
 decidedly; and when the public meeting took place I threatened to get up and oppose the resolution that
 had reference to building the Memorial Hospital on the site of the western wing, only the Prince at the
 time being dangerously situated at Government House, some gentlemen begged me not to create any
 difference of opinion as regards the Memorial Hospital, for fear the Prince might think it unsettled. I said
 I would not propose any opposition motion at the public meeting, but with the thorough understanding
 that many of the leading men were to take into consideration the advisability of pulling the wing down for
 the sake of building a hospital there. Ever since then we have had many a fight on this question in the
 most pure good feeling, because my opinion is that every view the gentlemen take is with the best inten-
 tions to do the most good. It came before the Prince Alfred Memorial Committee, and we were beat there;
 but there is a good number of the Infirmary Committee there.

196. Then both Committees beat you? Yes, both Committees. We were always beat. The last time we were beat at a Board Meeting in the Infirmary. I found the only chance I had was this grant. I think I was the first person who spoke about it. I said "Well gentlemen, what about the grant?—Surely you are not going to spend our money on ground that does not belong to us?"—and that stopped any further operations for a long time. If it had not been for that the building would have been down now, and dear knows what would have happened. We should have killed a good many patients—that's my opinion.

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197. Do you recollect the majority of the Directors—was it a decided majority? I can't recollect. It was a decided majority.

198. Two to one? Not two to one I think. But I am happy to say some of them have altered their opinions since then. I must tell you that when this came on there was a letter sent to the late Ministry, and it pleased me to hear the reply read—it was a decided refusal of the grant; although mind you at the same time I was never opposed to the grant if it was given conditionally. They might have the grant, as far as I was concerned, on the condition that they did not pull down the Western Wing. When I say "I," I am speaking for some other gentlemen who worked with me. Mr. Raphael and I always voted against it, and we happen to be men who are not afraid to speak out what we think no matter who was present; and that is the reason we were often left out no doubt.

199. If the site of the building were granted by the Government for the Infirmary, how do you think it should be vested—should it be vested in separate Trustees for the purposes of the Infirmary, or in a varying Directory—a Directory which is elected every year? I think it should be vested in Trustees for the benefit of the Infirmary.

200. Apart from the Committee of Management? Yes, apart from them, because don't you see they are continually changed. I don't see how you can do it any other way. There should be certain names mentioned.

201. Have you ever thought upon the advisability of an Act being passed by the Legislature incorporating the Infirmary and defining more distinctly their duties? I think it would be a good thing.

202. Supposing this land to be granted for the purpose of an Infirmary, do you think it should be granted by specific Bill? I think it would be better.

203. Making a distinct reference to the Infirmary in future? Yes; but there is another view I take of it. I think in the course of years all this block of land will be wanted from Hyde Park to Governor Bourke's Statue for Government Offices. I don't say when; but still when going into a large affair we should consider these things, and be guided by the peculiar circumstances we are placed in. I think it is a pity for the Government to cramp themselves too much. They should keep these things in view. There is another view I take of it. We should try to get a grant of land for the Prince Alfred Memorial Hospital, and begin a large hospital which might be extended to any extent in future years. We might build a middle wing, and call it the Prince Alfred Memorial Hospital, and use that in connection with this as a convalescent hospital. I think it would act admirably. We could go on using this Infirmary, and with a little more expense make it doubly useful by having a convalescent hospital in the University Paddocks. There is another view to take of it, and one highly spoken of by many gentlemen, who thought it would be necessary to have a Medical School there in future years. There is one gentleman would give you a good deal of useful information on the subject, and that is Dr. Moffitt. He takes a strong view of it as regards the Medical School.

204. You say you were pleased when the letter was received refusing the grant—Were the other Directors pleased? Oh no, they were very much annoyed at it. Some of them chafed me about it, and thought I had something to do with it; but I had nothing to do with it—I had never seen any Minister at the time. I have been blamed for many things in that line although I was completely innocent. I never go into matters until the proper time comes, and then I do what I can. Mind you our idea is this—that if we got a grant of so much land out by the University (which I was given to understand we possibly might get by trying for), bear in mind that this would be merely the commencement of a most extensive hospital that might be extended years after as population increased. The population is tending that way, and there might still be an accident ward here at this end of the town, so that it would answer admirably for the public generally.

205. *Mr. Cowper.*] That is this building as it is? Yes, let it stand.

206. But would you not require a receiving hospital in this large city? Yes, we might have a smaller building than that for accidents or extreme cases. This would be too large, according to my idea, merely to be kept as a receiving hospital in after years.

207. You would hardly consider it necessary to resume the whole of Macquarie-street for public buildings? Yes. I think if this is to be a large Colony with some millions of inhabitants instead of a few paltry thousands, you will stand in need of it in the course of years.

208. *Mr. Wilson.*] What advantage is likely to arise from this land being granted to Trustees—are the Directors at all interfered with in their operations by other parties? I have never known them to be interfered with except in the way of kindness. Whatever Government is in power they always have treated the Infirmary with the greatest consideration, and we never had the least hint we should be interfered with.

209. Then the grant would be of no benefit, but perhaps the reverse? I must say that the idea of those who wished to get the grant was to pull the building down and build the Memorial Hospital upon it. That is the real object. They will try to put you off from it by saying that is beside the question; but still that is what they are aiming at; and if they get that grant it should be conditional. I am speaking for the benefit of the public now, to the best of my judgment.

210. Can you give the Committee any information as to the sufficiency of the accommodation of the present Infirmary for the wants of the people—as to whether it is sufficient or not? We are turning cases away every day. It is not sufficient. There were seven cases turned away yesterday, and all the beds are occupied.

211. Have you heard it stated that persons are discharged from this Infirmary before they are sufficiently recovered, in order to make room for others? I can't speak positively. You must bear in mind that a great many go into the hospital who like to stay there because they are well treated. That's a question for the doctors; and if they think it necessary to turn a patient out they do so, and I think the sooner they can do so the better, if they can do it with safety, for the sake of those who want to come in.

212. Have you heard the medical men complain that they have, from want of room, been compelled to turn patients out before they were cured? No, I can't say I have.

213.

W. M. Alderson, Esq. 213. *Mr. Clarke.*] Have you heard that any of the gentlemen who were opposed to you, who wished to pull the building down and erect another in its place, have changed their opinions? Oh yes; there is a gentleman waiting outside, and a very worthy gentleman too, who says he has changed his mind. He was in favour of pulling down the building at first.

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214. Why were you glad that the grant was refused? Because it saved the western wing, and put a stop to the waste of money that would have been caused by putting the hospital on that site.

215. *Mr. Cowper.*] You don't wish it to be absolutely refused? Oh no; only that it may be granted conditionally.

216. *Mr. Clarke.*] Had there never been any intention to pull the present hospital down would you have approved of the grant being given? Well, I would not have cared much about the grant, but as one of the Directors I would consider it my duty to be in favour of the grant being given.

217. But I understand you to say you were as well in the hands of the Government? As far as my opinion goes I think we were just as well.

218. *Mr. Webb.*] You stated that you objected to the building of the Prince Alfred Hospital here, because the land would be required for Government Offices? Yes.

219. Supposing it is not required, have you any other objection? Yes.

220. What is it? I think the space is too limited by a long way.

221. And therefore would not be suitable? It would not be suitable according to the requirements which would arise in the course of a few years. We are now pinched for room. We could do with more land. We have to put all the washing out, which I think is a very bad thing to do. That's another idea of mine—if we were to build this hospital near the University, we could have all the washing done there, and likewise give the convalescent patients a little exercise in doing a little gardening and supplying this and other institutions with vegetables. It would do them more good than walking about those verandahs.

222. *Chairman.*] In the last Report of the Directors it is stated,—“The main building is old and ill-adapted to its purpose, not to mention that it is unsightly and out of keeping with the Nightingale and southern wings. It is behind the age altogether in hospital requirements and comforts.” Is that so? That was their idea—that was the opinion of the majority opposed to us. I must mention to you that the Directors stated we should not be able to get a medical gentleman to go out as far as the University, but I have been told privately by some medical men of high standing that if the gentlemen connected with the institution now would not go out to the locality, they would be happy to do it. So that shut them up altogether. Dr. Moffitt is one who is willing to go out, and some other of the leading men of the city will do the same.

FRIDAY, 18 MARCH, 1870.

Present:—

MR. COWPER,
MR. DODDS,

MR. WILSON,
MR. WEBB.

HENRY PARKES, ESQ., IN THE CHAIR.

Miss Lucy Osburn called in and examined:—

Miss Lucy
Osburn.

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223. *Chairman.*] This Committee has been appointed to inquire into and report upon the expediency of granting the land on which the Sydney Infirmary is built to Trustees for the purposes of the Infirmary, and it is considered that in this two or three distinct questions are involved:—First, the suitability of the present site for the purposes of a hospital, looking to the future; and, in the second place, whether the old buildings are of a sound and durable character, and adapted for the purpose for which they are employed. The Committee have thought that you would be able to give evidence on this latter point particularly—as to whether the buildings as they now exist are adapted for the purposes of a hospital? The main building—the front part—is not adapted for a hospital. The Committee have been making some additions and some repairs to try and carry it on for the present as a hospital, but I doubt its lasting very long. It has not been built on proper ideas of ventilation for one thing; the windows and doors are very low, and there is a vast space above that is always full of bad air, with no means of ventilating it at all; but the new part—the south wing—is a very good hospital indeed; it holds about seventy-eight beds, and is built on much better principles. The main building is shown to be bad by the fact that we have had outbreaks of erysipelas at least four times since we have been here, but none in the south wing. The floors are very bad; they appear to be built over a kind of well or hollow space which is not ventilated at all; the floors are now old and rotten, and if we put much water on the boards to wash them it runs down into this place below, and a miasma, partly arising from damp, and partly from want of ventilation, comes up, which is very injurious to the patients.

224. You hold the office of Lady Superintendent of the hospital? Yes.

225. How long have you held that office? I have been here two years on the 5th of March.

226. Were not some plans of improvements that were intended to be made in the Infirmary submitted to you after your arrival here, and subsequently sent home for the inspection of Miss Nightingale? I believe there were.

227. Do you remember anything distinctly about them? I remember that Mr. Rowe, who was then Architect for the hospital, came to me with these plans. They were very extensive indeed, and included the re-roofing of the hospital, and repairing the walls and floors, which are in a very bad state.

228. Had these plans anything to do with the building of what is called the Nightingale Wing? No; that had been already gone on with before we came here.

229. Was not the south wing altered in some way after you arrived? Yes; the staircase, which was before inside was put outside, and the place where the staircase had been was made into sisters' rooms, so that they might be there to overlook the wards; and new lavatories, sinks, and so on, were provided at the end of the building, which is now very efficient indeed; before it was very incomplete.

230. So far as the south wing is concerned, I understand you to say that it is a very excellent building for the purpose? Yes.

Miss Lucy
Osburn.

18 Mar., 1870.

231. If the premises continue to be occupied as at present for the purposes of an Infirmery, is there any very serious drawback on the use of the old building? Its greatest drawback is the bad air we have in it, shown by our constantly having erysipelas breaking out. We now have a case in a tent.

232. What does erysipelas arise from? From bad ventilation. We reckon at home that in a good hospital we never have it. There must be some fault if erysipelas breaks out in a hospital.

233. Some fault in the construction of the premises? Yes; or it might be the windows or ventilators not being opened sufficiently.

234. Some fault in the sanitary precautions? Yes.

235. With regard to the area of land on which the premises stand, and its situation in relation to the population of the city, do you consider it sufficiently large and at the same time eligible as a site for a hospital? It is a beautiful site for a hospital there is no doubt. I should think no city in the world could have a better site, being so near the town, and yet having such an open space around it and such good air. The patients praise it immensely; they say the fresh air does them more good than the medicine. I consider that that building in a bad situation could not have been inhabited—it would have been impossible to go on with it as a hospital if it had been in a close situation or on a clay soil. The soil is gravel, and of course the very best that could be had.

236. Do you think the old walls of the front range of building are charged with infection to any extent? Yes. I do not think it would be worth while making the repairs that were proposed with the old walls standing, now that I know it so well. At first, when I saw the plans I thought they would make the hospital everything that could be desired, but now I believe the walls are thoroughly bad.

237. Could you state more in detail the objections you entertain to the old building? First, I consider that the floors are a great objection, because they are over this hollow space which is not ventilated at all, and we often have miasma rising through the floors from underneath. The walls are in a very broken condition, and are getting yearly more so by the rats making ravages; they want a very great deal of repair. Then the windows are much too low for a hospital; it is impossible it can be a healthy hospital with windows only of that height.

238. Could they not be enlarged? If the walls would stand it, of course they could.

239. I do not think you have answered that part of my question which referred to the area of land—whether it is sufficiently large? I should like more land certainly. It is small for the out-buildings—kitchen, dead-house, and so on.

240. Is it usual to have kitchens, wash-houses, and buildings of that kind, grouped together on a ground story outside? In modern hospitals it is, because the same steam-engine does for the kitchens and wash-houses, and they have them outside the main buildings because it is generally considered not good to have kitchens within the building where the patients are.

241. They are not constructed in the basement story? In some hospitals they are, but it has been objected to on account of the smell of the cooking.

242. What is the number of patients in the Infirmery at the present time? We have 210 beds; there are 195 patients, I think, this morning.

243. Is the average success in treatment equal to that of English hospitals with which you have been acquainted? No, I scarcely think so; but I think it unfair to compare our Infirmery with English hospitals, because people are brought in here in a far worse state than at home; many of the cases are really dying when brought in.

244. What hospitals are you best acquainted with in England? St. Thomas's, King's College, St. Bartholomew's, and St. George's.

245. Are these new buildings? No; St. Thomas's is in a temporary state; there is a new building going up opposite the Houses of Parliament.

246. What is your opinion, founded upon your knowledge of the requisites in a well managed hospital, as to the advisability of continuing to use the old building here? We could go on with the old building, as we have been going on with it for many years, but we should always be subject to outbreaks of hospital gangrene or erysipelas; and I think if an epidemic were to come upon us, such as cholera, it would not be a proper place to put the patients in.

247. I think I understood you to say the site was an eligible site in relation to the population? That I can only tell you by the cases we take in. We take in a great number from William-street, South Head Road, and those parts—casualty cases arising from accidents—and we also take in a great number from King-street, George-street, Pitt-street, and the wharves; and from all these parts the hospital is easily accessible.

248. You know the direction in which the city lies at present—that it extends a dense population to the sea in the northern and western directions, to Miller's Point and Darling Harbour, and that it also extends a dense population over the district called Woolloomooloo. Having regard to these parts of the city, what is the situation of the Hospital. Suppose there were a new Hospital about to be built to suit these portions of the city, and the persons who were about to originate the Hospital were looking for a site, would it be an eligible site? For the most populous part of the city I do not think it could be better. I have never heard it complained of as being a long way to bring a patient, or an out-of-the-way place to get to.

249. As to healthiness? I think it is perfect as far as its site goes. I do not think in any city in the world you could find a better site.

250. *Mr. Cowper.*] I gather from your evidence that you do not consider the building, even in its present state, so objectionable that there exists any pressing necessity for pulling it down—It might be better, but you would hardly condemn it, would you? I think I have shown that the building itself is unhealthy for the patients.

251. That it is defective in ventilation, the walls objectionable in some respects, the floors bad, and the windows small? Yes.

252. But if the ventilation were improved, the floors relaid, and the windows enlarged, a great many of your objections would be removed? Yes.

253. If the Architect reported that these alterations could be made at anything like a moderate cost, I imagine you are not prepared to condemn the building altogether? No; not if it is well ventilated and other objections are done away. At present I consider it unhealthy because our cases get on badly there—fever cases particularly. We have had the female patients removed to the south wing, and they have certainly done better since.

254.

- Miss Lucy Osburn.
18 Mar., 1870.
254. With regard to what you call the hollow space below the floors—Does that hold water, do you know—have you ever seen it examined—You spoke of miasma arising from it; surely it could be ventilated and drained? I should imagine that defect could be remedied, but there is not at present any ventilation down there at all—it is very bad indeed in damp weather like this.
255. Have you good fire-places, so that in damp weather you can light fires to air the wards? Yes, there are fire-places.
256. When you came out first, did this building strike you as very bad indeed for a Hospital? No, not very bad indeed.
257. You were not much shocked? No. I saw directly the want of ventilation the first time I went into the wards; but I have got more disgusted with it since I have seen its effects upon the patients. I do not consider it healthy at all.
258. Has the idea ever occurred to you of employing this as a receiving hospital and having a better built hospital a little way out of town, say in the neighbourhood of the University, in connection with a School of Medicine attached to the University? No, I have not heard that proposed; but I should suppose that in such case the south wing, which holds seventy-eight beds, would be sufficiently large for a receiving hospital.
259. Without using the old building at all? Yes.
260. What is the capacity of the main building—the front portion? At present we have 130 beds in the main building. We have barely enough for the wants of the city. We can make one more ward for twenty beds, and we will do so.
261. We have heard something of a class of patients called convalescent patients—Have you any idea what number of the patients usually in the Infirmary would be so classed by medical men? I should think one-half. Many of them are surgical patients who would go to a convalescent hospital as soon as operated upon.
262. Speaking of the management—do you consider the institution fairly managed? Very well indeed; I have always considered the Directors and Officers very attentive.
263. Are the Medical Officers attentive to their duties? Yes. They are always spoken well of by the patients.
264. Coming as you do from the first hospitals in England, you do not consider that we suffer very much by comparison so far as the buildings will permit? No, not at all; I consider the patients are very comfortable indeed.
265. And that all the persons officially connected with the institution give their best attention to it? I think so honestly. I have seen nothing underhand since I have been here.
266. Are the buildings clean, and the wards well attended to? Yes.
267. How about the walls—We have heard a good deal with reference to disease getting into the walls and vermin being harboured in them—Do you consider the walls much infested with vermin, or impregnated with disease? I should think so. I should like to see the whole of the plaster taken off.
268. If the plaster were all taken off and renewed, that would be a great improvement? Yes.
269. Are your kitchens sufficient? No, they are very bad indeed; and we have no laundry at all—the washing is sent out on account of the want of accommodation.
270. Is the accommodation for the servants of the institution good? For the females it is very good. We have very few male servants.
271. *Mr. Wilson.*] With regard to erysipelas, one would gather from your evidence that you thought it arose from bad ventilation only—Are not all old hospitals subject to erysipelas? Yes, where there is bad drainage or bad ventilation. Very bad smells will at any time bring it on.
272. Even where the drainage is good, and there are no bad smells except those incident to a hospital, is erysipelas not common to old hospitals? Not if they are well ventilated, and in good repair. If the plaster is broken on the walls, that is always dangerous.
273. Do you think that the area on which this hospital in Macquarie-street is built—which is, I believe, an acre and three quarters—is sufficient to build a modern hospital suitable for the requirements of the city of Sydney? It is very small, no doubt, and it would not be sufficient if it was a place enclosed by buildings, but it is so open that I do not see that the comparatively limited space is objectionable. The Domain in front of us is as good as if it were our own.
274. I am talking of the actual space irrespective of the position altogether—Is an acre and three quarters sufficient to build a modern hospital with modern improvements, for a population like the city of Sydney and suburbs? I do not think, under the circumstances, the small space would be a great objection. I think a new building might be so arranged as to give sufficient space for everything.
275. Do you think it is possible to build a modern hospital on the site? Yes.
276. What would you propose to do with the erysipelas patients under these circumstances? We might have a small place built for them.
277. Do you think you could find isolated spaces for erysipelas patients in an acre and three quarters? Yes, we should merely want a small ward. In St. Thomas's the erysipelas patients have a small building out in the grounds. As a rule, erysipelas patients are not taken into hospitals, but if it breaks out while they are in the wards they are put in a separate place.
278. In many of the hospitals they have adopted tents for cases of erysipelas—Have they not been very successful? Miss Nightingale likes tents very much.
279. In this acre and three quarters there would be no room for tents? No.
280. You have stated that there are 210 beds in this hospital—Is that sufficient for the requirements of Sydney? No, scarcely.
281. How many beds would be required? I think 250.
282. Do you think a modern hospital with 250 beds could be built on an acre and three-quarters? Yes, on such a site as this. It depends upon the site. I would never recommend it in a close place.
283. Irrespective of site altogether? Yes, I think the necessary buildings could be erected on that space, but it would not do unless there were open land around it, as there is here.
284. Are many applicants refused admission into this Infirmary in Sydney? Of course we have more applications than we have beds for, but I think if we had 250 beds we should have space for all.
285. One of the Directors of the Infirmary, in giving evidence, stated that as many as nine applicants had been refused admission in one day—Have you heard of that? I think it is quite possible. These things ebb and flow. But numbers apply that are not fit cases at all, and are rightfully declined.

Miss Lucy
Osburn.

18 Mar., 1870.

286. With regard to convalescent patients, can you state whether they are dismissed from the Hospital sooner than you think they ought to be, with the view of making room for other urgent cases? No, I think that in some cases they are kept longer than they need be. Once, when they were making repairs in the south wing, and we were consequently short of accommodation, several cases were sent out that I was sorry for—I thought it would have been better they should have remained longer; but, excepting in that instance they are kept rather an extraordinary length of time.

287. Supposing the front building were pulled down with the view of erecting another Hospital on the same site, what would you propose to do with the patients? I have heard that there is a temporary place in the town which we could have.

288. Capable of holding 250 beds? We should only require to replace 130 beds; that is the number in the main building.

289. Would you propose to allow the unfortunate patients to remain in the south wing with all the dust and noise of the building operations about them? I believe it was intended to carry on the south wing for urgent cases such as accidents, but only for a time.

290. Then of course accommodation would require to be got for nearly the whole of the patients. Supposing there was a suitable site—as good a site as the one you have in Macquarie-street, with (say) 25 acres of land, in the neighbourhood of the University, and that the drainage was excellent, do you not think it would be more prudent to build a new hospital on such a site, keeping the present one as a receiving house for urgent cases, than to pull down this hospital and attempt to build a modern one in its place? I have heard that proposed before. There would be a great objection to it, that there would be two hospitals to keep up, and we find it quite enough to do to get the public to support one.

291. I was not aware that the public supported this one, and I rather think that no application on behalf of this Infirmary has been made to the Government that has not been at once met? Yes, I believe they always consider the Government very generous indeed; but I think a hospital should be supported to a great extent by the public, and not by the Government only; and I understand there is some trouble in getting the public to come forward. If that is the case now, how much more would it be so if there were two hospitals to support.

292. But there is never any difficulty in getting the Government to come forward? No.

293. Consequently you must look to the Government as the mainstay. Supposing the money were available to build a new hospital, and also a good site of 25 acres, with the drainage good, and otherwise unobjectionable, do you not think it would be more advisable to build a modern hospital on such a site than on the present site in Macquarie-street? I would like the 25 acres better than the acre and three-quarters. It is true it is very small. I always cast longing eyes upon the Mint when I am thinking of extending it.

294. *Chairman.*] From your knowledge of hospitals, do you think so large a space as 25 acres of land would be of any material use to a hospital? It is very nice to have an open space round a hospital; but in St. Thomas's we had a very large garden and grounds, and I was astonished that they were so little used by the patients—one scarcely ever saw a patient in them, except when we used to carry them down in their beds.

295. In point of fact, patients in a hospital do not take exercise out of doors? No; a hospital as a hospital, not an infirmary, only keeps in acute cases, and when a person can go out to walk in a garden, he ought to leave the hospital altogether.

296. Is there any large infirmary or hospital connected with a dense population which has a large space of ground like 25 acres attached to it? No, I do not remember any.

297. Do you not think an establishment of that kind out near the University would be very inconvenient for all the more densely peopled parts of the city? Very, for all the northern parts of the city. For these parts there must be a hospital nearer; but I understood there was still to be a hospital at this end of the town.

298. With regard to the support given to the Infirmary by the public, it is a fact that large numbers of persons do subscribe to the support of the Infirmary? Yes, I believe so.

299. Is it not a fact that a sum of something like £24,000 has been subscribed towards the building of a hospital, without reference to the Government? Yes.

300. That sum remains now for the purpose of building a hospital? Yes, a hospital on the site of the present Infirmary, which is specially stated on each subscribing sheet—at least it was so on several that I saw.

301. Should you think it a wise expenditure of that particular fund to reconstruct the Sydney Infirmary? Certainly.

302. You would be in favour of that? Yes, I should; not that I have heard of any other plans. I am only speaking of what I know.

303. Suppose that money were supplemented by the Government, and the joint sum were devoted to the erection of a hospital in the southern suburb, which has been pointed out by Dr. Wilson, reserving this place as at present, should you think that a better arrangement than reconstructing this hospital with the same expenditure—Suppose you had the two proposals before you—the one to expend what is called the Prince Alfred Memorial Fund in reconstructing this Infirmary, so as to make it a complete hospital, with all modern improvements, as far as the land will admit, and another proposal, to leave the present building as it is as a receiving hospital, and apply the fund referred to in the erection of a new hospital on the site near the University—which would you prefer? I think this would be the better site for a general hospital—the one in Macquarie-street—from what I know of the patients that are brought in to the medical as well as the surgical side; they are from the more central parts of the town.

304. *Mr. Wilson.*] You state that at St. Thomas's the patients very seldom take exercise in the gardens—Do you not think the difference in climate between this Colony and in England would enable them to do so to a greater extent here than there? It might; but there are not many patients that could go out.

305. We see a good many walking up and down the balcony—are there not many of these that would be as well walking in a garden? Not all. The phthisical patients would not be allowed to walk in the grounds except in the very driest weather—not many of them would be allowed to go out.

306. *Chairman.*] What I wished to get from you on that head was this—whether it is consistent with the character and general state of a hospital that the inmates should be in a position to take exercise physically? No, I do not think it is.

- Miss Lucy Osburn.
18 Mar., 1870.
307. Are they not too weak, even those that are recovering, to take exercise? Yes, unless it is a convalescent hospital—then they are supposed to go out; but not in a general hospital, where the cases are supposed to be all acute, and to need medical attendance about every other day.
308. In fact, as soon as they are in a condition to take exercise they leave, or ought to leave, with some very few exceptions? Yes, with few exceptions.
309. *Mr. Cowper.*] Without speaking of twenty-five acres, would five acres be better than an acre and three-quarters? Yes, more space would be better no doubt.

Alfred Roberts, Esq., called in and examined:—

- A. Roberts, Esq.
18 Mar., 1870.
310. *Chairman.*] You are one of the Surgeons to the Sydney Infirmary? I am.
311. How long have you been so? About fifteen years.
312. This Committee has been appointed by the Legislative Assembly to inquire into and report upon the expediency of granting the land on which the Infirmary stands to Trustees for the purposes of the Infirmary, and the Committee are desirous of getting information on one or two matters that appear to be involved in the expediency of taking this step. First, as to the eligibility of the present site for a hospital, having regard to the situation and the population of the city, that is, its availability for the use of the bulk of the population,—and also as to the suitability of the present buildings as they now stand for the purposes of the Infirmary. The Committee would be glad if you could afford them any information on these points? As to the eligibility of the site, perhaps it would be necessary to deal with it a little more largely than your question indicates. I take it as proved, not from my own experience, but from works of authority I have endeavoured to look into, that every community of a certain size requires a central hospital. There has been of late years a strong feeling among leading professional men, say in London and other large cities, that patients do better in the country, and strenuous attempts have been made to remove some of the London hospitals to the country; but it has been found that where they have removed hospitals beyond a certain extent, other hospitals have sprung up within the same centre of population. As near as can be calculated, a central hospital is required to about every 121,000 persons, and they cannot do without it. That being the case, and the population of Sydney and suburbs being about 122,000, I look upon it as a necessity that a central hospital should exist in some generally accessible part of Sydney. As to the site, I cannot conceive of any better than that of the present Infirmary, either for present or future purposes. My reasons for coming to this conclusion are—first, that it is near the wharves and the main streets of the city, and at the same time within tolerably easy reach of most other parts where there is any great aggregation of population. If you take a map of Sydney and suburbs, you will find that it is a little to the northern extremity but tolerably near the centre of population, and that the tendency of the population is to extend in a south-westerly direction. The site is on a gravelly soil, on the summit of a hill; it is bounded on one side by the Domain and the Harbour, and beyond that the sea; it is also freely exposed to the prevailing winds, especially during the summer months, when they are most beneficial to such an institution. Owing to its position in this respect it has free access of air and sun, the two main requisites of a good hospital site. The two conditions rendering space necessary round a hospital are,—1st, free access of air, and the power of preventing other buildings from encroaching upon the walls so as to cast their shade upon them; and 2nd, to afford room for exercise for the patients. Holding the opinion that a central hospital should be limited to the treatment of acute cases, and that other cases should be removed as much as possible away from the centre of population, and that this should be kept as a central hospital, I think a limited quantity of ground is necessary for the patients themselves, so long as there are large verandahs, and sufficient ground to make the place look cheery by the plantation of trees and shrubs, the formation of lawns, &c. I may mention that one very seldom sees a patient beyond the verandahs in the City Infirmary—they never care to walk about; and it is so with every general hospital; so long as they have a few seats and a few trees the patients do not care for exercise. I mean patients convalescing from serious accidents or disease. The site in Macquarie-street is also central for the visits of friends and the reception of accidents, as well as for the combined working of the hospital with the dispensary. Another important point, and more so in this Colony than in London, is the proximity to the residences of the honorary medical staff, who at present attend regularly at the Infirmary and undertake the treatment of the cases, the resident officers only attending in the absence of the honorary medical officers. If the hospital were removed away from the centre of population it would come to this,—that being strictly an honorary staff, they would not attend to the patients as well as they do now. They might visit them perhaps twice or three times a week; but the duties would devolve chiefly on the resident medical officers, and the honorary staff would only be sent for to support them in their duty occasionally. The same objection does not apply so strongly in the London hospitals, because the gentlemen who form the honorary staff are consulting surgeons and physicians, and their afternoons are comparatively their own, so that they can attend more regularly. When I was in Brisbane, a short time ago, I visited the hospital there, which is about as far from Brisbane as the University is from here. I saw there a very intelligent gentleman, who was the resident medical officer, and I asked him how often the honorary staff attended. He said it was difficult to say, but giving a rough guess—perhaps rather more frequently than the fact was—they attended about twice a week, but that he had authority from the Committee to send for them in a cab when necessary. That had originated out of their coming so seldom. I mention that as bearing somewhat on the question. May I add that it is understood that here we are all engaged in general practice, which renders our attendance at the hospital more arduous, and it would be practically impossible to give regular attendance if the hospital were at any distance. For instance, I frequently attend three times a day here if I have an urgent case, but I could not do so or even attend every day if at a distance.
313. What is your opinion of the suitability of the buildings for the purpose to which they are applied, as they at present stand? I think the south wing is a good substantial building; not everything that one could wish, but well adapted to the treatment of cases; there is nothing in it to be materially desired.
314. That is quite a recent building? Yes. The front building speaks volumes for the foresight with which it was erected, but I hold it to be quite unadapted for the purposes of a central hospital—a hospital confined to the treatment of acute cases. The faults are perhaps the good qualities of its first construction. It consists of two floors each divided into four wards of equal size, and in the original condition the wards were

were sufficiently ventilated for the purpose in view,—that is to say, it is on the pavilion principle, the windows being placed along both sides of every ward. The walls are of fair height, but the windows are small, and do not extend to near the ceiling. Up to a short time ago there was neither water-closet nor bath in the place, except the single bath used for washing the patients when admitted. The very simple construction of the building almost prevents the possibility of adding to it without interfering with the ventilation and producing currents of air. This was the point that I think the Committee appointed to investigate the subject two and a half years ago found it impossible to counteract without producing so many angles as to obstruct the ventilation of the plain straight walls which now exist. We were also informed by the architects that it would be impossible to cut the walls with safety to the building, and in that way to heighten the windows; and finally we found that the foundations were indifferent. Of course the architects will be better able to tell you how far these defects may be remedied.

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315. I may mention that the Colonial Architect, and also Mr. Rowe, the Architect of the Infirmary, have been examined here, and both are of opinion that the walls might be cut? Mr. Rowe expressed himself differently when I was acting on the Sub-committee, which sat for some months; and the late Mr. Hume, who was Architect of the institution for some time, told me repeatedly, knowing that I was anxious to reorganize, that it would be unsafe; he used to say in his old-fashioned way—"Now, doctor, do what you like, but don't cut one of the walls, or you will have the place about your ears."

316. Were not some plans of alterations the Directors proposed to make sent to England for the inspection of Miss Nightingale some time ago? Whether they were sent to England I cannot tell you, but I have brought with me the plans drawn by Mr. Rowe, and submitted to the Committee.

317. Did not the Board of Directors, or some one connected with the institution, receive a letter from Miss Nightingale in acknowledgment of some plans, and stating her approval of them? Of what is called the "Nightingale Wing" she expressed strong approval, but I do not call to mind any other plans that were sent to her.

318. Were not some extensive alterations projected in order to convert the Infirmary into something like a modern hospital, which should last for some time without further alteration? Yes, a Committee was appointed to investigate the subject in conjunction with Mr. Rowe. I forget who the members of the Committee were, but I know I met Mr. Rowe frequently on the subject, and the plans agreed upon were these I have brought with me. These plans were recommended in a report of the Committee to the Directors, and the Directors decided upon carrying them out. Advertisements were put in the paper calling for tenders, and when persons came to examine the place preparatory to sending in their tenders they requested to see the foundations, and, under Mr. Rowe's sanction the foundations were examined. It was then found that they were not so strong as he had been led to suppose, and he declined then to recommend that these additions should be carried out. The Committee then again met, and made a further report to the Board of Directors, in which they suggested three plans, one of which was to carry out the alterations I have been speaking of—I forget what the third was, but the final one was that upon the whole it would be cheaper to pull down the building and erect a new one.

319. Was this previous to the subscriptions for the Prince Alfred Memorial Fund? Yes, some months previous.

320. Before there was any idea of this public subscription? Yes.

321. The Committee did in fact report that it would be expedient to pull down the old building, before there was any idea of getting up the subscription for the Prince Alfred Hospital? They did; they reported to the Directors to that effect.

322. Are you of opinion that the old range of building is not a fit building for the purposes of an Infirmary? I am; and I may say my opinion has been confirmed since I first expressed it, and partly by the painfully frequent occurrence of erysipelas in the wards, &c. I have not for some time considered that the operation cases have done at all satisfactorily, and I attribute it to a great extent to a condition of what may be termed "hospitalism," by coining a new word. I may also mention that the rats run all through the walls, owing to the squared stones which form the face being thin, and the interior being mere rubble.

323. Do you mean that the rats are in the walls? Yes. If you refer to the report of the Inspector of Charities, when he last visited the institution, you will find that the only complaints the patients had to make was as to the annoyance from the rats.

324. Could you state as briefly as you can, and at the same time as fully as you can, your objections to this old building? The building did not possess any bath, water-closet, lavatory, or sink, or anything of that kind —

325. These could be introduced? Not without making so many projections as to interfere with the ventilation.

326. *Mr. Cowper.*] The deficiency has been to some extent remedied? Accommodation has been put up, but the lavatories are very injurious. I dare say they were the best that could be designed under the circumstances, but they all open into the wards. Now you will not find this tolerated in any hospital of modern construction. The mere fact of an apartment in which is a water-closet opening into a ward is considered to give rise to the very evils we are complaining of. The new lavatories can only be looked upon as very cheap make-shifts, perhaps better than none, but not what they ought to be. The accommodation required is there—the lavatory basins are there, the bath is there, the urinals in the men's ward are there,—but instead of being open to the external air only, they open by a doorway into the ward. All that could be done has been done to ventilate them, so that the evil of a closet atmosphere should be removed as far as possible, but still it cannot be wholly remedied; and one great fault is that they have blocked up some of our few windows, which before were not sufficient in proportion to the wall space. I think I can show you what I mean on these plans. (*Witness referred to plans of the Infirmary which he had brought with him.*)

327. You said there were three schemes submitted to the Directors by the Sub-committee? Yes.

328. Where could we get them? I think I have a copy of them.

329. Could you put them in with your evidence? Yes. (*Vide Appendix B.*)

330. *Chairman.*] I do not think you have stated your objections? Another incidental objection is that the building contains nothing but the wards, and the consequence is that the ground, which is limited, is necessarily covered by the numerous other buildings—kitchen, a large closet at the back of the kitchen, store, dispensary and waiting room, and resident medical officers' rooms. All these necessarily occupy a great amount of space and interfere with the ventilation, but all might be absorbed into one central building. Then there is no proper operating theatre—the operating theatre is a mere wooden make-shift.

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331. It has been stated in evidence that there is some space under the floor from which miasma arises, rendering the place unhealthy? I know that there is a very large space, which was unventilated and that the main sewer passes directly under the building, which is a most undesirable state of things. I have frequently seen the boards in the accident ward rise up at the edges, which I have no doubt arose partly from moisture, partly from the confined state of the air underneath.
332. Are you of opinion that the want of ventilation and other defects in the construction of the building, operate injuriously upon the patients, so as to prevent their recovery, or their recovery so speedily as would otherwise be the case? I am.
333. That is your deliberate opinion? That is my deliberate opinion, that if the building is retained a certain amount of lives will be sacrificed.
334. Do you think the ill effects of the state of the buildings is so great as to have caused death in many cases in which under more favourable conditions life might have been preserved? I cannot say positively.
335. I am quite satisfied of this, that cases of erysipelas have arisen, some of which have been fatal; and the frequent occurrence of erysipelas has been the subject of conversation among the medical staff.
336. These cases have arisen in the Infirmary from causes which might have been prevented? Yes, to the best of my belief.
337. *Mr. Couper.*] I think you said the population of Sydney was in your opinion extending rather in a south-westerly direction? Yes, as near as I can judge.
338. In that view you can hardly call the present hospital central, and still less so if the population extends in that direction—that is, away from the present site? Quite so. And I think that is one of the points in favour of the present site. For the present population the site is sufficiently central, near the wharves, and near many of the manufacturing parts of the city—near those parts where the greatest number of accidents happen—and I do not consider that it is desirable to increase the size of the present hospital, or of any central hospital, beyond about 200 beds. I would infinitely rather erect another in the direction in which the population seems to be extending; and I think considering that we must in the course of time have another central hospital, that this hospital should remain where it is. The situation will be better still as soon as we require a second hospital.
339. One of the reasons why you approve of the present site is that you look forward to the necessity of having another hospital for the suburbs in the south-western direction? Yes.
340. You spoke of the dispensary part of the establishment—that, I apprehend, you would desire to retain in its present position. You look upon the establishment as divided into three branches: the Dispensary, the Infirmary, and the Hospital? No, it is really a Hospital; it is not an Infirmary. There is a Dispensary and Hospital, or rather it is a Hospital with an out-patient department and an in-patient department. I would leave it as it is, but extend, and probably modify its organization. I should like to draw the attention of the Committee to one fact, because I think it is just as well we should look forward to it. The position of Sydney and that of London is very different. The total number of beds supplied by the London Hospitals is a little over 3,000; the total supplied by the workhouse hospitals, in addition to these, extends to a very large number, 7,463. Then, in addition to that, any poor person who is taken ill in London can obtain an order for a Union Doctor, and a very large number are attended in that way. Here we have no organization of that kind; yet the pauper class is increasing rapidly, and the wants of the community are very large in that way. My first experience of private practice was gained in working one-fifth of the City of London Union. The work was very heavy indeed. We often hear of the London Hospitals supplying hospital accommodation for the poor, but the workhouse hospitals themselves really supply more than double the number of beds; and therefore I think something will have to be thought of to enlarge the system of the Sydney Infirmary and Dispensary here. The Dispensary is the out-door department. What I mean is, that those poor who do not require to come into the Hospital have not sufficient attention in Sydney.
341. *Mr. Wilson.*] Have you any means of ascertaining what is the percentage of recoveries after capital operations in the Sydney Hospital now, as compared with the time when you first interested yourself in the institution? No, I am sorry to say I have not. The staff have just had a book made for the purpose, and I hope full records will be kept. I have endeavoured to work it up quite lately, but the records are imperfect—I cannot give it.
342. From what I have heard, I suppose there is no doubt the proportion of fatal operations is increasing? I think it is; but the mortality is still less than in the London hospitals, though nothing like so little as it ought to be. I am satisfied this climate is favourable to operations, but I conceive the mortality in the Infirmary is considerably more than it ought to be.
343. Of course you understand my object is to show how far the building has become infected? Yes, quite so. What I have noticed is that the patients get into a state which a surgeon recognizes as the state of those who have been some time in a hospital atmosphere and do not get on; they look thin, there is a lassitude about them, sores do not heal, and altogether they are in a state in which I long to be able to pack them off into the country.
344. Have you noticed whether erysipelas breaks out more frequently when the dry westerly winds prevail, or when the damp north-easterly breezes are the rule? I cannot say I have. I have a general but very decided impression to the effect that the atmosphere of Sydney, including the north-easterly breeze, is favourable to the first stage of disease and the first stage of recovery after operation, but after that the inland air is better.
345. I suppose you have paid some attention to the advisability of establishing a school of medicine in Sydney—Do you not think the time will shortly arrive when it will be absolutely necessary? We have been in active correspondence with the Examining Boards at home on the subject.
346. Would it not be a great advantage that the school should be as near the University as possible? I do not think the distance of the Infirmary from the University is so great as to be attended with much inconvenience. I do not advocate the completion of the entire course of medical education in Australia. I think the amount of education we can give should be confined to the first two years, and that it would be to the advantage of the young men and of the community in which they are afterwards to practice that they should go home for the second two years. I conceive, therefore, that the distance between the University and the Infirmary is not such as to act prejudicially on the school.
347. Do you not think it would militate against the establishment of such a school of medicine, if the public were to learn that only the richer classes could complete their studies by going home? I do not think the expense would be so much greater. I do not think we are yet ripe for a full medical school.

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348. Not at the present time perhaps, but the day will arise very shortly? The day will arise, whether shortly or not I cannot say. I am a strong advocate for their going home for the last two years.

348½. One objection to the Infirmary being so far from the University is not so much the distance as the localities through which the students would have to pass between the two places—having to go through the town, some of them might be led away from their studies? My experience of students is that when they once enter upon their work they become very much interested in it.

349. *Mr. Webb.*] From what you state, you are in favour of reconstructing the present building? I am.

350. Do you think there is sufficient room to introduce all modern appliances? I do, quite sufficient.

351. Where would you put the kitchens? In the basement. I do not say so without having gone fully into the matter. I have gone into the subject with the Architect and ascertained how it could be done; and when the late Dr. Montgomery, Sanitary Commissioner at Madras, was here, I talked the whole matter over with him, and he was of the same opinion. The idea was that the kitchen, the out-patients department, the dispensary, and one or two other things, would all be in the basement floor. The ground recedes at the back, so that the basement in front would be scarcely a basement at the back. The administrative department might be in the centre, semi-connected on either side.

352. Do you not think the fact of the kitchens being below would materially affect the atmosphere in the wards? No, I think not. There would be verandahs all round, and no connection whatever with the kitchens, because the staircase would be a separate thing. There would be nothing to affect the wards.

353. Have you not found that all rooms over kitchens in this climate, or even adjoining them, are very warm? The kitchen could be under the central hall of the administrative department, not under the wards at all. A hospital kitchen of modern construction is comparatively a small matter, and does not take up a great deal of room.

354. If that is the case, why was not something of the kind introduced into the new wing? There was accommodation provided in the new wing for a steam-engine for supplying hot water, but that was only a wing, and the position there would be injudicious for a kitchen.

355. Do you not think the present building could be made to answer all purposes for many years to come if the windows were altered—You have heard that the Colonial Architect states that the windows can be altered—Now do you not think that if the windows were altered and the place repaired it would serve the purpose for many years to come? Not as a well-constructed hospital for the treatment of acute cases. It would do for a benevolent asylum perhaps, or even for chronic cases, especially if the patients could get into the verandah, but not for the treatment of severe cases of accident or acute disease. I take it we are now discussing the question whether it should be retained for cases of acute disease and accident, and for that purpose I consider the present building ought not to be retained.

356. That is the front building? Yes.

357. You do not condemn the south wing? No, not in the least. I should like to see in Sydney a central hospital which anybody from the country could take as a model for a district hospital, of course on a smaller scale. For instance, a gentleman from Toowoomba, Director of the hospital in that place, which, at the present time is being rebuilt, visited me, and I took him round the hospital; but although he was able to gain a great many hints from the south wing, still the institution generally is not what I should desire to hold up as an example to our country friends. I should like to see a hospital that we could utilize in that way; because I think the condition of the country hospitals is something perfectly frightful, and I hope this question will ere long be taken up.

358. *Chairman.*] Have you paid any attention at all to the question of granting the land which is the present site of the hospital? I have frequently discussed the question with Mr. Deas Thomson and several others, who knows more about it than I do.

359. Do you think the grant ought to issue? I think so very decidedly. I have arrived at the conclusion that it would be but simple justice and for the good of the community; I conceive nothing better could be done.

360. You do not profess to give any opinion as to whether the Government is legally bound by any previous promise to issue the grant? I should desire to say that my opinion as an ordinary man is a very strong one, that they are bound—morally bound certainly.

361. You say it would be for the good of the community that the grant should issue—Will you explain what benefit could arise to the community from the land being granted? In order that there might be erected a good central hospital.

362. To whom would you desire the grant to issue? To Trustees.

363. Not necessarily to the Board of Directors? Not necessarily.

364. To Trustees who might be Directors or not? Quite so.

365. Will you state what advantage you think would arise from the issue of the grant to Trustees? At present the form of the front building is the form of a hospital of which as a surgeon I am quite ashamed, and I feel is prejudicial to the patients; and I also feel that it is not such as anybody seeking information on such subjects would gain it from. I think it is a bad example, a bad type, in a young country like this, for anybody interested in establishing similar institutions in other parts, to see and go away with the impression that what we have here is sufficient, whereas it is really very insufficient for the treatment of disease, and not at all such a model as should be followed.

366. How do you connect that with the question of the advisability of granting the land to Trustees? Because otherwise we cannot improve the building. No permanent improvements can be entered upon until the land is secured by a grant, although we have at present funds to which we could go to make the hospital a model one.

367. What funds? The Prince Alfred Memorial Fund Committee has offered the sum of about £22,000 to the Board of Directors, provided it is spent in the reconstruction of the main front building of the Sydney Infirmary, and that that building is kept for all time to come as a hospital for the poor.

368. When you said that it would be for the good of the community to grant the land to Trustees, did you mean in order that they might avail themselves of this offer of the Prince Alfred Memorial Fund Committee? Yes; in order that the Hospital should be reconstructed, and knowing that the funds are at our disposal to do so.

369. Supposing that these funds were not available for the purpose of rebuilding the front wing, would you still be of opinion that it would be advisable to issue the grant of the land to Trustees? I should. The existence of the Prince Alfred Memorial Fund does not in the least affect the question whether or not it is desirable to improve the Infirmary by reconstructing the main front building: it simply renders it possible to do at once

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once that which was previously decided upon as necessary. In either case I should feel it my duty to assist in perfecting our principal hospital as soon as possible.

370. Might not that be done even though the land were still in the hands of the Government. If it were desirable to pull down the building and reconstruct it, might it not be done just as well with the land in the hands of the Government as if it were granted to Trustees? The Committee of the Prince Alfred Fund would not be justified in letting them have the money for the purpose.

371. Apart from the Prince Alfred Fund? If the Government wish to hold the land —

372. What I want to get at is this: what greater security for the public is there in the land being granted to Trustees than there is at present when it is in the hands of the Government? Simply that it would be done at once.

373. What; the reconstruction of the building? Yes.

374. With the Prince Alfred Fund? Yes.

375. But setting that aside, what advantage would there be in handing over the land to Trustees that is not existing now when it is in the hands of the Government? It seems to me very desirable that it should be a private institution. I should be sorry to see it fall into the hands of the Government.

376. Is it not in fact supported almost entirely by the Government now? No; because you cannot look upon the amount paid by the Government for the treatment of patients recommended by the Government, and for whom they have no other provision, as money paid by the Government towards the support of the institution generally. They could not get these patients provided for at so small a cost in any other way.

377. Independently of the sum paid for these patients, does not the Government contribution equal all the contributions from all other sources put together? It may be so. But another point occurs to me. Lately, since we have made improvements in the hospital, and more public attention has been directed to it, we have had several bequests; and it seems to be important that we should endeavour to conciliate those who have the opportunity of leaving their wealth to the institution.

378. In your opinion, wealthy persons would be more ready to make these bequests if the land were in the hands of private Trustees? I think so.

379. Supposing the land were granted to private Trustees for the benefit of the hospital, do you think the Directors would be prepared to relinquish all Government aid? If the Government were to send no patients there, I think perhaps they might.

380. And trust to public subscriptions for support? Yes, I am not sure it might not succeed, but I really cannot give an opinion on the subject. I think it is very likely indeed that, if they had not to take charge of Government patients, who are now very numerous, the Directors might, by diminishing the expenses, be met by sufficient private support. I am certain it would act as a stimulus to private subscriptions.

381. You think that if the Infirmary were in the hands of private Trustees, as a private institution, there would be a greater probability of receiving a response from the benevolent part of the public in support of it? I do.

382. *Mr. Wilson.*] Do you suppose the Directors, under such circumstances, the Government support being taken away, would admit the poor patients and pay the expense of treating them out of the funds raised by subscription? The principles on which patients are admitted I fancy would continue. There are a certain number of beds vacated, and a certain number of applicants, every day. Of course the number of applicants far exceeds the number of beds, and the worst cases of disease—those which can be most benefited by hospital treatment—are selected, wholly irrespective of where they come from or whom they come from.

383. Supposing that the grant were made to Trustees, you are of opinion that the same number of patients would be accommodated without Government aid? No, I take it for granted that in that case the expenses would have to be diminished.

384. Would the Government be justified in giving away land for Infirmary purposes, to be used only for the advantage of a section of the community? If you remove the Government patients—I take it for granted they would be otherwise provided for if the Government aid be discontinued; the Directors would have a smaller number to provide for, and I look upon it that the expenses of the hospital, at per bed, are more likely to increase than to diminish. At present the cost per bed is £46 per annum, whereas the average cost in the Benevolent Asylum is £14 per annum, so that we have a certain number of beds filled by patients who could be quite as well treated in a Benevolent Asylum, and we are therefore committing a clear extravagance by keeping these people in this institution. Yet it must not be understood that the Sydney Infirmary is extravagantly conducted. I have only been able to put my hand on the expenses of a few hospitals, and I find that in St. Mary's, London, the cost is £56 per bed per annum; the Children's Hospital, £60; and the Hospital for Consumption, about £50.

385. What is the estimated cost of erecting a Memorial Hospital on this site? Architects always tell you under the mark; but I have endeavoured to face the question practically, and I do not believe it could be done under £30,000, which is more than the Prince Alfred Fund at presents amounts to, but I have no doubt whatever we can get the remaining portion.

386. What would be the cost of the temporary accommodation of the patients during the erection of the hospital? There are many plans of doing that, and of course it is a difficulty. If I might be allowed to suggest what I think would be the best course, it appears to me that the central Government must for many years, if not permanently, provide for a large portion of the chronic and incurable cases of disease among the pauper population; and that being the case, I should suggest that they select some suitable site of ground, somewhere on the line of railway, consisting of from ten to twenty acres, for a Benevolent Hospital. Let the establishment be thoroughly well considered and designed, and the administrative department, together with accommodation for 200 beds, be put up at once —

387. At a cost of another £30,000? No, about £10,000, because the expense of such an institution ought not to be more than one-third of that of a central hospital. The original cost of such an institution ought to be in the same ratio to the cost of a central hospital as the cost of supporting a patient in a benevolent asylum bears to that of supporting a patient in a hospital, that is, as I have just stated, about one-third. If such a building were put up, I consider that a great number of cases in the Infirmary might be drafted into it; but in the meantime it might be used to accommodate the Infirmary patients during the reconstruction of the hospital.

388. Then £22,000 only having been subscribed towards the £30,000 which it will cost to reconstruct the hospital,

hospital, the Government must look forward in the meantime to an expenditure of £18,000, that is to say, £10,000 for the building you suggest for a Benevolent Asylum, and £8,000 to make up the £30,000, for the hospital? You must not take it for granted that the Government will have to make up the £30,000; I feel confident we shall readily get the remainder of the money from the public.

389. *Mr. Webb.*] Will the new building you propose erecting on the present site accommodate more patients than the existing one? It could be made to do so, but I should not recommend it. This is a matter on which I hold a very strong opinion. It is a very popular notion that if you put up a new building you must have increased accommodation, but on sanitary grounds I should not recommend its being done.

390. You spoke just now of a number of patients being sent to a benevolent asylum—Suppose the Government sent them to Cockatoo Island, would that be a suitable place? Cockatoo Island would do, but the buildings would not do; the buildings are unsuitable for the purpose.

391. You know the buildings? I have not seen them, but I have heard them described by Dr. Manning, with whom I have gone over the subject.

A. Roberts,
Esq.
18 Mar., 1870.

ADDENDUM.

I desire to mention that I have for some time past looked anxiously about for a hospital site that might be a good substitute for that of the Sydney Infirmary, but that I have failed to find one. Also, that the proposed site at Grose Farm possesses, I believe, a clay subsoil, that it would require to be walled in, and that the administrative portions for the perfect institution would have to be erected before any of the ward accommodation could be utilized. If the Government were willing to drain the land, wall it in, and build the administrative portion, and if the subscribers would be willing to allow the Prince Alfred Hospital Fund to be devoted to the erection of the wards, the hospital would be put up; but that in Macquarie-street (the Infirmary) would probably remain the leading hospital, and I fear the Government would be called upon for the entire support of the new one, or an equivalent outlay between the two.

I would desire to sum up the opinions which it was my wish to express in the foregoing evidence as follows:—

That all cases of disease not of an acute nature should be accommodated away from the mass of population.

That the site of the Sydney Infirmary is unexceptionable in healthfulness and utility for the purposes of a central hospital for cases of acute disease and accident, and that no other site equally suitable is attainable.

That the site of the Sydney Infirmary is sufficiently convenient for the purposes of a medical school.

That the accommodation provided in the Sydney Infirmary, and in the St. Vincent's Hospital, will be ample to meet the requirements of Sydney, if chiefly devoted to the reception of acute cases.

That it is a serious extravagance to accommodate cases of chronic and incurable disease in a hospital capable of doing justice to patients afflicted with acute disease.

That an urgent necessity exists for a hospital for cases of chronic and incurable disease, in the grounds of which it is desirable there should be a pavilion for convalescing patients.

That the original cost of erection, and the subsequent cost for maintenance, at per bed, of such an establishment, should not exceed from $\frac{1}{3}$ to $\frac{1}{2}$ of that of a hospital for acute cases.

That judging from present indications of the direction in which population tends to extend, it is desirable a portion of ground at Grose Farm should be set apart for the purpose of an additional central hospital at a future time.

That the present front building of the Sydney Infirmary is out of substantial repair, and unfitted for the purposes of a central hospital; that the South Wing is a substantial building of recent construction, well adapted to form part of such an institution, and that the Nightingale Wing is in every way suited for the accommodation of a full nursing and training staff.

That a building can and should be erected upon the site of the front building, embodying within it all the structures at present encumbering the ground of the institution, except the South Wing and the Nightingale Wing.

That the Prince Alfred Hospital Fund was collected for the express purpose of rebuilding this structure.

ALFRED ROBERTS.

TUESDAY, 22 MARCH, 1870.

Present:—

MR. KING, | MR. WILSON.

HENRY PARKES, ESQ., IN THE CHAIR.

Andrew Moffitt, Esq., called in and examined:—

392. *Chairman.*] You are a physician practising in Sydney? I am.

393. How long have you been here? Nearly thirteen years.

394. Are you acquainted with the Sydney Infirmary? Yes.

395. You are not one of the medical officers of the Infirmary? No.

396. Have you visited the Infirmary? Yes, frequently.

397. Have you paid particular attention to the condition of the Infirmary? Yes, I have been through all the wards, most of them at least.

398. Have you paid attention also to the arrangement of the buildings? Yes.

399. You are aware, I presume, that the building is a property belonging to the Government? Yes, I have read so in the paper.

400. Do you think it would be for the interest of the public that the land should be granted to Trustees for the purposes of an Infirmary? I look upon this Infirmary as a very small place, not at all large enough for the city. I do not see any means by which it could be enlarged; the ground seems very crowded.

401. That is not a direct answer to the question. Do you think it would be for the benefit of the community if the land were granted to Trustees—that is, alienated from the Government? I do not think so.

402. It has been stated in evidence that if it were in private hands altogether there would be greater likelihood of obtaining contributions from the general public? I do not think that either.

403. It is thought that the idea of its being a Government property engenders the notion that it derives its support from the Government, and would do so whether contributions were made by the public or not, and hence there is not the same zeal to support it among the different classes of the community as there might otherwise be. What do you think about that? I do not think so; I think the public are very well aware how the thing is supported; I do not suppose there is any person here who does not know it. I do not believe it could be supported without Government aid.

404.

A. Moffitt,
Esq.
22 Mar., 1870.

- A. Moffitt,
Esq.
22 Mar., 1870.
404. The question is whether, if it were in the hands of private Trustees, and thus the idea was disseminated that it was a private institution, it would be more largely supported by private subscriptions than at present? I do not think so; I think those that give to it would give under any circumstances.
405. Do you think the buildings are well arranged for hospital purposes? They might be better, but I think they are very good buildings; I do not see anything wrong with them.
406. With regard to the old range of buildings—the front wing——? If there were room the place could be greatly improved, but I do not see room to make any improvement.
407. Confining your attention to the Infirmary as it actually stands, do you think the front range of building well adapted to hospital purposes? I think so.
408. Does it appear to you to be sufficiently ventilated? Yes.
409. It is given in evidence, that on account of the lowness of the windows a great deal of foul air collects in the upper part of the wards? I have been through all the wards, and I think they are as well ventilated as most hospitals I have seen at home, and perhaps even better, because there they are obliged to exclude the air frequently on account of the temperature. I think the wards are very well ventilated here; I would not find fault with the hospital on that ground.
410. I gather from your evidence that in your opinion, on account of the insufficiency of land a good hospital could never be constructed there? I do not believe it could. The hospital which I attended at home covered 11 acres of ground.
411. Where was that? The Richmond and Whitworth Hospital, in Dublin. That was in the city, though not in the heart of it.
412. *Mr. Wilson.*] Supposing it were determined to have a hospital erected, say near the University, upon the spare ground there—do you think there would be any difficulty in getting as highly qualified medical men as could be found in the city to attend to it? Not the least. I for one would give my services if I were asked.
413. Do you think the distance would prevent medical men from acting as honorary officers of the institution? No. I know several of the medical men of the city, who, if they were asked to do so, would give their services, but they will not canvass for anything of the kind.
414. Have you ever paid any attention to the probability of our having a School of Medicine in connexion with the University? That is one of the things I think most necessary. We should have a School of Medicine, and as near the University as possible, for the sake of using the University Hall as a lecture-room.
415. And so that students attending the University might be able to attend clinical lectures at the hospital? Yes.
416. Do you not think it would be a great disadvantage to students to have to pass through such a town as Sydney in going from one lecture to another? Yes.
417. There is a space of ground near the University which I believe contains over 20 acres of land—Do you think in building any new hospital it would be advisable to attempt to erect it on such a space instead of on an acre and three-quarters, which is the area of the ground on which the Infirmary stands? Decidedly I would build it where there would be plenty of room. I do not think any general hospital should be erected on so small a space as that occupied by the Infirmary. One might be erected on 10 acres, but 15 or 20 would be better.
418. Would there not be great probability, supposing gardens were laid out round the hospital, of the convalescent patients being ordered to take exercise in them, in such a climate as this? Yes, under the shade of the trees, of course.
419. *Mr. King.*] Do you consider that the present Infirmary buildings will do for many years to come, until a new hospital can be erected outside the city? Yes, I think so; they are strong and substantial; I do not see anything wrong with them more than with any ordinary house; the walls of every old house get impregnated more or less; you cannot avoid that, but it can always be met by fumigations.
420. The buildings answer for the present the purpose required? I think so.

James C. Cox, Esq., M.D., called in and examined:—

- J. C. Cox,
Esq., M.D.
22 Mar., 1870.
421. *Chairman.*] You are one of the Visiting Physicians of the Sydney Infirmary? I am.
422. And have been for some time? Yes—for upwards of nine years.
423. This Committee has been appointed to consider and report upon the expediency of granting the present site of the Infirmary to Trustees for the purposes of the Infirmary. An application has been made to the Government, by the Directors of the Infirmary, for the execution of the grant of the land which it appears was promised by a former Government some years ago; and in consequence of this application, this Committee has been appointed to consider whether it is expedient this grant should issue or not? I feel thoroughly convinced it is necessary to have a city hospital——
424. That is a larger question, if you will permit me. This Committee is appointed to consider the expediency of granting this particular land in Macquarie-street for the purposes of this Infirmary; and it is considered that in the expediency of doing this are involved several other questions; first, whether this site is eligible for the purpose of the city, whether it is reasonably convenient for the mass of the population or for a large part of the population; in the second place, whether, if it is eligible in situation, it is sufficiently large; and in the third place, whether the buildings as they at present stand are adequate in all their arrangements for hospital purposes, and if not, whether it would be wise to pull them down and construct others where they are now standing. It may be presumed that all these matters are involved in the expediency of issuing the grant? In answer to one point, this hospital is very far from being large enough for the accommodation of this city, or for this Colony I may almost call it; and in considering this matter, it is worth while pointing out the very large number of persons that come from the different Colonies here, and are admitted into this hospital, and for whom we require to provide hospital accommodation. It is a point well worth keeping in view. My most painful duty at the Infirmary is to turn away persons that apply for admission to it. Last week I had to refuse eighteen persons beds there. Yesterday there were no less than six persons refused beds there. I feel myself that if a large hospital were built somewhere a little more out of town, and more central than this hospital is, for the accommodation particularly of the less urgent cases, and for chronic and incurable cases, the present buildings would be ample to accommodate the city.
425. As they stand? As they stand.

426. I understand from you that the adequacy of the present building, in your view of the matter, would depend upon another hospital being erected in some other position? Yes, I think it is absolutely necessary to build another hospital.

J. C. Cox,
Esq., M.D.

22 Mar., 1870.

427. And then you think this one would serve the purpose for which it is used for a considerable time? Yes. It does not accommodate all the wants of the city at present—or rather the country, for they flock in from all parts of the Colony. There are at present 207 beds in the institution; in the old building there are 130, and it is proposed to add another ward of 20 beds more, which will give us 150 beds in the old building; in the south wing, the female part, there are 77 beds. Now these 77 beds alone for acute and urgent cases would accommodate the greater part of the wants of the city in that respect; and other cases might be treated in a new general hospital to be established elsewhere.

428. Do you consider the old portion of the buildings adequately ventilated and arranged for hospital purposes? The ventilation would be excellent if there were some small windows swinging on pivots put in above the present windows.

429. Have you ever known the patients to complain of rats running about in the walls? I have in former times, but not recently. I may say I have had long experience in that hospital, for I served my apprenticeship there for three years—six years before I became connected with it in my present capacity.

430. It has been given in evidence that the patients complain of the rats running about in the walls? It may be so, but not to an extent that a medical officer's attention should be drawn to it.

431. Are the buildings pretty well arranged, supposing them to be sound and durable, for the purposes for which they are used? No, I do not call them well arranged. The kitchens are particularly bad, and the water-closets, up to the present month, have been extremely bad also.

432. Could they be improved? The kitchen should be pulled down and a new one built. It is the worst feature about the hospital.

433. Could another kitchen be erected in a similar position? I think it would be the best position for it, if you intend to keep up the building as a hospital.

434. Do you think that, if the land were granted to Trustees for the purposes of the Hospital, that is, if it were alienated from the possession of the Government, it would have any effect in inducing the public to subscribe towards its support? I do. I think if you had a city hospital, where people knew their servants would be admitted at once, they would subscribe. I know several families who would do so. I was myself a subscriber to that hospital for several years; I had a coachman very ill in my house; but I could not get him in there, and I was obliged to send him to private lodgings. I know a number of families that have withdrawn their subscriptions because they could not get patients in.

435. Do you think the idea of the place being a Government hospital engenders in the public mind a feeling that under any circumstances it will be supported, whether they subscribe or not? It does; I believe it influences the public and prevents them subscribing.

436. What then may be your opinion, if you have formed any, upon the expediency of granting the site to Trustees? If the Government decide on having a city hospital, I do not know any other better position for urgent cases occurring in the city—that is, accidents from houses falling down, scalds, burns, boilers blowing up, and so on.

437. Have you any opinion upon this question of granting the site to Trustees? I would advise its being granted.

438. *Mr. Wilson.*] You say you would advise the granting of this land to Trustees—Would you be in favour of placing any restrictions upon those Trustees, or would you allow them to pull down the present hospital, with a view of building another general hospital in its place? My belief is that the present hospital, if put in proper repair, would last for years. Not a drop of water has shown through the roof during this present heavy rain, but the floors, and the ventilation under the floors, require to be looked to.

439. Then you do not think it would be advisable to take the present building down and erect a general hospital in its place? At present I think it would be an unnecessary expenditure.

440. But you think it would be advisable to commence another general hospital in a different locality where there is more room? I do. I think the sooner a general hospital is built more in the suburbs, or in a more central part of the population, the better. It will relieve this hospital, and it is absolutely wanted.

441. Supposing another general hospital or convalescent hospital were built in another locality, I gather from your evidence that you think the present hospital in Macquarie-street might be made an excellent hospital to accommodate about a hundred patients? Excellent.

442. And would meet all the requirements of accidents likely to take place in this part of the town? Yes.

443. It has been stated to this Committee that if a hospital were built on such a site as the spare ground near the University, there would be some difficulty in getting medical men to attend as honorary physicians and surgeons—Do you think there would be any such difficulty? I do not; I do not think one in fifty would refuse; in fact they would rather canvass for the appointments.

444. You have stated that it is quite distressing to see the number of applicants refused admission for want of room—Is it also the case that many patients are dismissed from the hospital sooner than they ought to be, before they are thoroughly convalescent? Yes, it is the case; there are many patients sent out that in my opinion would be better remaining under hospital treatment.

445. Is there sufficient room on the present site of this hospital to build a modern hospital, equal to the requirements of the Colony, supposing the whole of the land were cleared, beginning *de novo*? No, far from it. You require plenty of ground.

446. If a hospital were built on a sufficiently large site, say 15 or 20 acres, are there many patients in the hospital that the medical officers would be justified in ordering to take a little exercise in the gardens that might be placed round about the hospital? Yes, I always like myself to order my patients as much as possible into recreation grounds.

447. In a climate like this do you think it would be a considerable advantage to have a large space in connection with any hospital that might be built? I do; a place where patients could go and get out of the hospital, so as to let the hospital be as free of habitation as possible.

448. Would it not be desirable also, before deciding upon the proper site of any new hospital, to take into consideration the propriety of our having a School of Medicine as near the University as other circumstances would allow? I do, and nothing would please me more than to see it built in the neighbourhood

of

- J. C. Cox, Esq., M.D.
22 Mar., 1870.
- of the University. I know of no better site, and it would in every way facilitate the carrying out of a Medical School connected with the University.
449. It is not considered very advantageous in general to allow students to walk through any city or town in going from one class to another? No, it is not.
450. *Mr. King.*] You would recommend the subscribers to the Prince Alfred Hospital Fund to apply for a piece of land at Grose Farm, or in that direction, and commence operations there, rather than pull down the present building? When these subscriptions were originally asked for, I was given distinctly to understand that the present building—the main front building—was not likely to last more than a year or two, and I was one of those who solicited subscriptions to build a new hospital on its site, with that understanding. I put my name down with the distinct understanding at that time that it was to be built there. However, it appears from investigation since, that the front building in Macquarie-street is not in such an unsatisfactory state as it was made out to be, and I should recommend the subscribers to apply for another site, simply because I think it would be a pity to pull down the present building. I think it would be an unnecessary expenditure to pull down this building and spend the money in reconstructing it. This will suit the city, and you can build a Memorial Hospital at the University.
451. And you would recommend the Government to issue the grant of this piece of land in Macquarie-street to the Directors of the Infirmary in trust? I would.
452. *Chairman.*] Without any conditions? With conditions.
453. *Mr. King.*] With conditions to keep up the building and to use it for the purposes of a city hospital? Yes.

TUESDAY, 29 MARCH, 1870.

Present:—

MR. WILSON, | MR. WEBB.

HENRY PARKES, ESQ., IN THE CHAIR.

Alexander M. Brown, Esq., M.D., called in and examined:—

- A. M. Brown, Esq., M.D.
29 Mar., 1870.
454. *Chairman.*] You are a medical practitioner residing in Sydney? Yes.
455. How long have you been practising in Sydney? For over fifteen years.
456. Has your attention as a medical man been directed to the Sydney Infirmary at any time? Yes; I have been one of the honorary medical officers of that institution for several years.
457. One of the honorary Surgeons? Physicians, sir; and I have been particularly interested in the management of the institution.
458. How long have you been a medical officer of the institution? I think from five to six years—about five years.
459. Have you formed any opinion of the eligibility of the site of the present Infirmary in relation to the situation of the population of the city? Yes sir, I have thought over the matter very carefully, and I have arrived at a decided conclusion upon that point.
460. Will you be good enough to state what your views are? As to the eligibility of the site in relation to the city, there can be little objection I think; considering the extent of the institution there can be little objection to the site; that is, as to its being central and convenient as a receiving house, and for the reception of accidents occurring at the wharves and public buildings of the city.
461. You think then that the situation of the Infirmary is pretty good? I think that the situation is convenient enough as the site of a city hospital.
462. Have you ever directed your attention to the character of the buildings—that part of the building which has recently been erected—(erected within the last few years) and the part which was erected some sixty years ago? One of the buildings called the south wing was erected some few years ago, and I think the style of the building is very suitable.
463. That is of the new building? The new building—the new wing. Of course it would not be considered advisable now to attach wings in that particular way; but the wing itself and the style of the building is suitable, and would meet the modern requirements provided it stood alone.
464. You say it is not considered advisable to attach wings in that way—Would you explain what you mean? It is not advisable to mass them together, but rather to have them separated in pavilion forms. For instance, supposing the new wing were built parallel with the front, it would have been a better arrangement than placing it at one end in that way.
465. Do you think that would have been in accordance with modern ideas of hospital building? I believe so from all that I have seen or read, and I have been very careful in my inquiries into such matters.
466. With regard to the front range of buildings, which is the old part, do you think that as it now stands suitable for the purposes of a hospital? It answers all the purposes which a hospital of this character can supply. The buildings are old—I believe that is objectionable. What I mean is that they would not be worth improving, but that they would serve and do serve at present a useful purpose as a hospital for the receiving of accidents and cases of acute disease in the city. That cannot be denied.
467. Is it in any way ineligible on account of want of ventilation do you think? I don't think there can be any objection as regards that. They have been at great expense in improving the building, and matters have no doubt been made better. But it appears to me that the building is old, and the expenditure that they have been at scarcely justified. I am speaking of the front range of course.
468. Do you think the land upon which the Infirmary stands is sufficiently large for the site of a hospital for the city of Sydney? I think it is insufficient even for the present buildings that are upon it.
469. Insufficient for the present buildings? Yes, even for the present buildings.
470. Then you would consider it out of the question to extend the present buildings? Yes, that is my view of the matter. I think it is undesirable to add to the building even as they have done.
471. *Mr. Wilson.*] Do you consider this hospital we have got in the city insufficient to meet the requirements of the city and the Colony generally? It is not sufficient; it would require a building twice the size to meet the requirements.
472. Are there many patients refused admission to the Infirmary that in your opinion should be admitted? Yes, very many. The most painful part of our duties is the refusing of eligible cases.

A. M. Brown,
Esq., M.D.

29 Mar., 1870.

473. Are patients dismissed from the hospital on account of the necessity of making room for others sooner, in your opinion, than they should be? Yes, I believe that is too generally the practice. In consequence of the insufficient accommodation, we are bound often to dismiss cases before perfect recovery.

474. Is it advisable to have, as we have got here, both acute and chronic cases treated together in one building? There is no accommodation for chronic cases here. If we accommodate chronic cases—which we avoid as much as possible—we must exclude acute cases. There seems to be an understanding that chronic cases are not eligible.

475. I am aware that they are not eligible, but notwithstanding that many are admitted? Yes, in that respect we violate the rules frequently, at least I do if the cases are urgent.

476. Though you require additional accommodation, yet you state there is not sufficient space upon the site of the building here, and that consequently the idea of putting an additional building in that locality would be, in your opinion, absurd? Yes, it would be absurd to add to the existing building. The fact is, the space is so limited that they could not carry out the necessary arrangements.

477. Could a modern hospital, suitable to the requirements of the Colony, be built upon the site of the present Infirmary? No, not at all.

478. I suppose you are aware there is a proposal to take down this front building and build a Memorial Hospital on the site—Do you think that would be an advisable thing for the Government to accede to? I have thought the matter carefully over, and have come to the conclusion that such a proceeding would be exceedingly objectionable. There is no space. I don't know where they would begin, supposing they were to lay out a large sum of money in improving the building. They could not enlarge it, seeing that 215 patients are accommodated now. The character and style of the building would not be improved—would not be made consistent with modern ideas of hospital architecture; and the accommodation would not be increased materially.

479. Consequently, after spending a large sum of money upon the building, we should be no better off than now? No, no better off as regards the character of the building.

480. Nor could you accommodate more patients? No, we could not have the accommodation increased to any extent.

481. Supposing it was determined by the Government to erect another hospital near the University, do you think that this hospital in Macquarie-street could be so far improved as to make it a hospital for acute cases to accommodate about 120 patients—Do you not think a hospital to meet the requirements of the city might be made out of it to last a number of years? I don't see that very many improvements would be necessary, supposing that you diminished the number of beds and kept them for acute cases. More good could be done by improving the management of the building. The building is excellent in itself; and by furnishing a fresh hospital for chronic cases you would relieve the institution very much, and without expense at all—it would answer all the requirements. There has been too much money spent upon it as it is.

482. Supposing a new hospital were built near Grose Farm, near the University, would there be any difficulty in getting qualified medical gentlemen to undertake the superintendence of such a hospital—would the distance deter them? No, there would be no probability of that? It is a complaint in the profession that these appointments have been monopolized. You could get ten for every one you require.

483. Would any advantage accrue to the young men of the Colony by having a medical school established? I think the advantage would be great indeed in having a practical field so closely associated with the school for theoretical instruction; and the situation seems to me very eligible. Many accidents and acute cases coming in from the country could be admitted there.

484. Do you think it advisable that medical students, to attend clinical lectures, should have to walk through such a city as Sydney, going from one lecture to another? I think it would be a great loss of time. As lectures are given at home, it would be scarcely possible for them to do it, unless compelled to attend early in the day. It appears to me that if a hospital were built in the neighbourhood you have mentioned, there would be a certain number of acute cases received and treated there. It would be better to receive surgical patients from the country there than convey them a mile and a half further on, provided that there was the requisite medical and surgical skill awaiting them.

485. Do you think in an Infirmary devoted to chronic cases, and in which there would be many patients, it would be necessary to provide space for out-door exercises and good gardens? I think no hospital should be built on a limited space. There should be ground for garden purposes—even land enough for agricultural purposes also. No doubt out-door exercise would be a most valuable portion of the treatment.

486. *Chairman.*] Would you kindly say what you mean by “land for agricultural purposes”—you would not have fields of maize and wheat and barley? Probably not large fields, but I think it would be a great advantage secured in connection with such an institution. There are classes of cases constantly under treatment with little or no hope of recovery. By means of this kind they could be turned to good account, and the sufferers get useful employment from time to time.

487. Did you ever know of any such cases? No, I don't know that any such institutions exist, but we see men employed in ordinary gardening purposes every day in connection with our institutions here—benevolent asylums and elsewhere—chronic sufferers.

488. Are you aware that application has been made to the Government for a grant of the site on which the Infirmary now stands, for the purposes of the Infirmary? I believe an application was made to have the grant confirmed.

489. Do you think it would be an advantage to have the land granted? Well, that depends upon the object. If it were to spend a large sum of money on this building, I think it would be exceedingly injudicious; I should not like to see it done.

490. Under any circumstances would you think it an advisable course? I would not.

491. You would be opposed to the grant altogether? Yes, I object to the rebuilding of the place.

492. But under any circumstances would you consider it advisable? So long as the hospital is required in that situation it may be allowed to remain; the site is in itself a good site.

493. With regard to the one simple question as to whether it is more expedient to retain the site in the hands of the Government or alienate it,—what is your opinion? It would be safer in the hands of the Government I believe. The first move would be to spend money unnecessarily in enlarging the building

A. M. Brown, as they have done. The building now is too large for the site. In speaking of the site just now I said Esq., M.D. "it is very eligible in itself"; but its contiguity to the Domain is accompanied with many evils. That has been alluded to in letters to the public Press here; and I am able to speak with confidence on that point.

29 Mar., 1870. Fetes are continually taking place here which interfere with the comfort and mental quietude of the inmates and the officials themselves, disturbs their minds, gives rise to nervous excitability, and other unfavourable states; there are reviews, balloon ascents, and things of that sort. As regards the site itself for a small hospital, a hospital such as we should be justified in building on such a space, it is a good one. But this is a very serious objection.

494. Is there any other matter you desire to state to the Committee? No, I don't think there is at present.

Charles Nathan, Esq., called in and examined:—

C. Nathan, Esq. 495. *Chairman.*] You are a Consulting Surgeon of the Sydney Infirmary? I am.

29 Mar., 1870. 496. How long have you occupied that position? I was Surgeon for more than twenty years, and have occupied the position of Consulting Surgeon about four years.

497. Then your knowledge of the Infirmary is rather extensive? Yes, I have been connected with it ever since its foundation.

498. And when was it founded? In the year 1845, I think.

499. I may as well tell you that this Committee has been appointed to consider the expediency of granting the site of the present Infirmary to Trustees for the purposes of the Infirmary; and it is considered there are two or three questions especially involved in the expediency of taking this course; in the first place,—whether the site is eligible, having regard to the situation of the population of the city and the tendency of the population; in the second place, whether if it is eligible the land is sufficiently extensive; and in the third place, whether the buildings as they now exist are suitable, and in accordance with the modern views of hospital architecture for hospital purposes? Would you like me to answer these questions as you give them, or one at a time?

500. Well, as to the eligibility of the site? I think it is a most eligible site for a small hospital for the northern parts of the city for accidents and urgent cases.

501. There is in fact a large mass of population near it as it were; but that is not an answer to the question, which was as to the site, and not facility of getting to the hospital? Yes, the accidents chiefly occur on the wharves, and the different places about.

502. Is the site healthy? I look upon it as a healthy site. It is upon the brow of a hill—well drained and watered, and it is on a sandy formation.

503. Is the healthiness of the site in any way impaired by proceedings in the Domain, such as holding reviews, the band playing there, the firing of infantry, and so on? Yes, these are all objectionable; but I cannot conceive it would be advisable to give up having a small hospital there on that account. These are certainly objections to the site, but I think that they are more than counterbalanced by the advantages of proximity to the places where most of the accidents occur. The population will always be thick on this side of the town. I would not increase that hospital or make it larger than it is. The land is in my opinion fully covered now for hospital purposes, and we must have more accommodation elsewhere.

504. Are the buildings existing at present suitable for the purposes of a hospital? I think that they are.

505. The old and new buildings? With regard to the old hospital, its walls are thick, it is a sound building, well ventilated by large staircases, windows, and chimneys. The walls are very thick, and well guarded by verandahs. I think it is an excellent hospital as it is. With regard to the new building it is of two different styles of architecture, certainly not an improvement to the appearance of the place, but lately additions have been made.

506. Do you consider it necessary to have extensive grounds? Not for all hospitals. Hospital patients in acute diseases do not walk about much. A verandah such as that would enable them to take all the exercise that they could take.

507. What is the fact as to the generality of patients in the Infirmary—do they remain there sufficiently long? No, they usually leave too soon. It is considered to be a hospital for the treatment of acute cases. When the cases become chronic they are discharged. When the patients are able to take exercise they are sent away.

508. Beyond a little ground round the hospital, and a garden, is it desirable to have more extensive grounds? We do want another hospital, and when we get it will be desirable to have grounds about it. Many of the people are helpless when they are suffering from chronic disease, and it is painful to turn them out. I think there should be grounds about it, and that a new hospital should not be on this side of the town at all.

509. You think, if any expenditure is incurred, it should be in the erection of another hospital at the other end of the town? I think so.

510. In the event of a new hospital being erected at the southern end of the city, what area of land do you think it should have assigned to it? Looking forward—not taking the city as it is—and looking forward to the various useful buildings that may be put upon the hospital grounds, and also taking into account the fact that a hospital should consist of a series of pavilions at a sufficient distance from each other, I think that 25 acres would not be too much.

511. With regard to the granting of the site of this building—which is the main question this Committee has to consider, all others being subordinate to it—Are you of opinion that the site should be vested in Trustees? I think there should not cease to be a hospital there. I do think it should be vested in Trustees; but in the present state of our affairs it would be a great pity to pull down the hospital, which will stand for fifty years to come. If the site can be conditionally granted, it would be desirable to grant it.

512. Some persons—a considerable number who pay attention to the architectural features of the city—think it would be desirable to have the whole extent of the land in Macquarie-street for a range of buildings corresponding in architectural appearance; but if the land where the Infirmary at present stands were granted away, that would stand in the way of carrying out an object of that kind? Well, I have taken a merely professional view of the matter. I don't know of any site equally good at this end of the town for a hospital, and should be sorry to see it lost for that purpose.

513. Then you are in favour of the site being dedicated to the purposes of a hospital, and the land being granted to Trustees for that purpose? Yes, with some conditions.

514. What conditions? That the present building should not be pulled down and destroyed.

515. You could not make that a perpetual condition—you mean so long as the building is in a sound state? Yes, in a sound state. We shall have to lay out money in other buildings, and I should like to see it spent in the right direction.

516. *Mr. Wilson.*] What advantage would be derived from granting the land to Trustees—would the public subscribe more liberally to the hospital, and would the hospital do without Government aid? We have never done without aid. We have had some handsome sums left to us, and we hope that as charitable individuals die, large sums will be left to the Infirmary, and so the fund will accumulate.

517. But these bequests have been made while the land was in the hands of the Government, and would they not be continued—would not people be just as liberal and as willing to give if the thing were left in the hands of the Government? I don't think the grant would make any difference.

518. Do you not think if the grant was now made, there would be a probability of the managers of the Infirmary and the Trustees coming into collision with the Government, and carrying out improvements that the Government might not agree to? I think that the Government should have a large voice in the management—a larger voice than it has now. It is a large contributor.

519. *Chairman.*] Is it not a fact that the Government has no voice in the management of the hospital? I believe not. But is there not now an Inspector of Charities, and has he not a voice in the Committees?—I certainly think the Government should be represented.

520. *Mr. Wilson.*] It has been stated to this Committee that if a hospital were built at the other end of the town, there would be great difficulty in getting medical men to attend there in their honorary positions as they do to this Infirmary—is that so? I do not think that question should be entertained at all. If some doctors would not do it others would. In other places doctors go great distances to attend hospitals.

521. Do you think any future advantage would be gained by building the hospital in the neighbourhood of the University? Decidedly; as a Medical School it would be a great advantage.

Edward S. P. Bedford, Esq., called in and examined:—

522. *Chairman.*] You are one of the medical officers of the Sydney Infirmary? I am one of the honorary Surgeons.

523. How long have you been so? Four years last month.

524. Have you given your attention to the condition and character of the Infirmary? Yes, independently of my ordinary duties as Surgeon to that institution, I have been on several Committees with regard particularly to the buildings.

525. Were you at any time on the Directory? All the honorary medical officers are *ex officio* on the Directory. They have no votes, but can attend at the Board, and are placed on sub-committees occasionally.

526. Do you think the site of the Infirmary an eligible one, having in view the position of the population of the city? I do.

527. In relation to that part of the population situated at the northern end of the city, and over the district known as Woolloomooloo, it is almost central, is it not? Yes, I should say nearly central.

528. Is it an eligible site in regard to those quarters of the city where accidents most frequently occur? Yes; it is not only near to the part in which the occupations in the city which give rise to accidents are carried on, but accidents coming down by railway, and the accidents occurring on board ship, are nearer there than they would be in any other locality.

529. Is the situation thoroughly healthy? Yes, I think so; and considering that the situation is open to the Domain, its position in that respect is very healthy.

530. Is the healthiness of the situation in any serious degree impaired by proceedings in the Domain—by the playing of the band, the firing of soldiery, and things of that sort? The firing of the soldiery is no doubt a great source of annoyance to the patients; but while it would be very desirable to get rid of that, I don't think that alone should determine the question as to whether a hospital should remain there or be placed elsewhere.

531. But it is a drawback? Oh yes, it is a drawback.

532. That could be got rid of by the soldiers firing somewhere else? Yes, at Moore Park, for instance.

533. Do you know the character of the soil on which the building stands—is it clayey or sandy? I don't know.

534. Is the land seriously limited in extent—so limited that its size is a serious defect? The land is no doubt not a large area, but I think for the treatment of cases if they are limited to proper hospital cases—that is, accidents and cases of acute disease—there is quite enough land. Patients under these circumstances are not likely to be able to move about, and will not require a very large surface of ground to walk over. As far as view is concerned, when in the verandahs they overlook a very great space, and it is quite sufficient for the purpose of enjoyment.

535. In your opinion could the different buildings massed together in the rear or front wing be so arranged as to allow the land at the back to be made into a garden? I don't know of any at present. They have taken away all the unsightly water-closets, and the old lunatic cell and messenger's cottage have been taken down. When they put up a new dead-house it may be put up at the side. The only difficulty will be with regard to the kitchen—there would be some difficulty in placing that.

536. What I wish to get at is, whether anything can be done to make the look-out more grateful to the senses of a sick person? Yes, of course, if all that land was put into a garden it would make the place look much more pleasant.

537. Has your attention been directed to the building? Yes, my attention has been directed to that subject.

538. What are your views with regard to it? I think that the south wing is well adapted for the purpose of a hospital as it is at present, having been recently altered.

539. That is a comparatively new part of the building? Yes, it is. The opinions I have formed of the old building are partly from my own observations, and partly from the opinions of architects who have stated

E. S. P. to the Committee and Directors their views. The windows are not high enough, and the roof of the
Bedford, Esq. building is in need of alteration. It is a pavilion hospital, and the ventilation is through from one side to
29 Mar., 1870. the other, so that with well-constructed windows and fireplaces made perfect—provided the building would
be able to stand it—it might be made good as to ventilation; but in the opinion of some architects who
have been consulted on that question it can't be done.

540. But your own architect, Mr. Rowe, has stated here his opinion that the walls may be cut? I did not know that that was his opinion.

541. The Colonial Architect has also stated so to this Committee? I did not know the exact opinion of the Colonial Architect.

542. Did you ever hear of any complaints about rats living in the walls? Yes, there have been complaints of rats living in the walls, and no doubt there are a great many rats about the building. There are many parts defective, such as the condition of the flooring, the condition of the plastering, the condition of the roof; all these would require alteration I believe, to make the building perfect; it wanted baths and water-closets too. In the Committee that sat, there was a calculation made—I can't recollect any figures now—as to the expense likely to be incurred in making the necessary alterations, and it was considered that very little more money than was required to put this building into an efficient condition would be enough to rebuild the building on that site, enable them to get rid of the building in front towards Macquarie-street, which stands in the way of getting further ground, and put up a hospital on a better plan. The offices would be so arranged as to get rid of the offices at the back (some of which have been taken down, though the kitchen yet remains to be taken down). It is right to say that some additions have been made lately in the shape of lavatories and water-closets for some of the wards in the main building, but I don't think they have been made with judgment.

543. Are you a member of the Prince Alfred Memorial Committee? I am.

544. Are you aware that a proposal was made at any time to expend the money subscribed for the Prince Alfred Memorial Hospital upon the site of the Sydney Infirmary? Yes; the original paper or prospectus published prior to the first meeting was for the purpose of collecting money to build a hospital on that site.

545. The money was subscribed on that condition? Yes, on that condition—it was made a condition.

546. Can you state what was done between the Prince Alfred Memorial Committee and the Committee of the Infirmary? The Prince Alfred Memorial Committee offered the money to the Directors of the Sydney Infirmary, on condition that they would build the Memorial Hospital on that site.

547. That was pursuant to a condition on which the money was subscribed? Yes.

548. Pursuant to what? The condition published in the papers, and adopted by resolution at a meeting held just after the attempt made on the Duke's life.

549. What followed? The Directors accepted the proposal of the Prince Alfred Memorial Committee.

550. How does the matter stand now? An application was made by the Directors to the Government for a grant of the land. There never was any grant issued to the Directors, and the Government did not think it right that the grant should be issued.

551. Supposing the Government had granted the land in 1868, speaking from your own knowledge, would the money have been expended, or have been in the course of expenditure in the construction of hospitals now? I should think it would.

552. Do you know what it was proposed to do? There was no arrangement come to as to what was actually to be done.

553. But as far as you have heard matters discussed, you can state what it was proposed to do? To build a central Memorial Hospital on the site of the main building.

554. Leaving the southern wing? Leaving the southern wing and the Nightingale wing, and altering the place so as to make it as perfect a hospital as they could.

555. Would the money subscribed have been sufficient for that do you think? I doubt whether it would have been sufficient; but they calculated upon getting assistance from the Government.

556. Are you in favour of that being done? I was in favour of that being done.

557. Have you seen cause to modify your opinion? I have seen no cause to modify my opinion further than the great difficulty there has been in the matter. The great difficulty has not been the putting the building on the site of the old one, but in making provision for the patients during the erection of the new hospital.

558. Have you formed any opinion upon the expediency of granting the land to Trustees for the purposes of a hospital? My opinion with reference to that was formed quite upon other views of the question. I think the land was promised, and should be granted.

559. Setting aside that element of the previous promise, do you think it would be expedient to grant the land? Yes, I think it would.

560. For what reason? Because I think that old hospital must be retained as a hospital, even if the centre building is not rebuilt.

561. Is it a fact that the Government takes no charge of it in any way whatever, or takes any part in its management, beyond the visits of the Inspector of Charities? Yes.

562. The Government have had no voice in the construction of the new building, have they? I believe not, as far as my knowledge goes. I am not aware whether the plans were submitted by the Board of Directors to the Government or not: they were not prepared by the Colonial Architect.

563. Supposing the land were to be granted, and the Infirmary became a private institution, do you think the public would more generally contribute towards its support? No, I don't think it would have much effect.

564. *Mr. Wilson.*] You have said here that this hospital should be retained, and that you think a grant of the land should be issued, as long as the Government do not interfere, but leave the matter in the hands of the Directors—What advantage would there be in issuing the grant? If it is right for them to hold the land by perpetual lease as it were, I think it would be the same thing if they had such a possession of the property that they could not be disturbed.

565. Don't you think the Government would be more likely to assist the Infirmary, which is a *quasi* Government institution, than one managed by private individuals? No; I think that the Government would not give so liberally towards an institution directly in their own control and management, as to an institution under the management of a Board of Directors, over which the Government have no control at all.

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566. The Government have no control? They have no control, and the Directors are at liberty to spend the money according to their judgment, for the objects of the Charity. There is nothing in my mind which overcomes the defects in the management of institutions by Boards, but the fact that public subscriptions to those institutions would not be given to any large amount unless the subscribers had the management of the Charity that they subscribed to.

567. But there has been no proposition to take the management over from the public. The only proposition is, that the land should be granted in perpetuity to these Directors, and you think that the public would be more likely to support an institution managed by private Directors than one managed by public officers? Yes, certainly.

568. I don't suppose any one would imagine such an institution might be managed by public officers, but by private Directors, the Government having a voice in the directory? And the Directors irresponsible to the Government.

569. The general Directors of course irresponsible, but the Government might have the nomination of some, as they subscribe so largely to the institution? I don't think that would affect the grants the institution might get—it would not limit the grants. I think the other element in the Board of Directors would ensure a more liberal supply of money.

570. Supposing the Directors decided to make extensive alterations, and went to the Government for money, might the Government not turn round and say they should have been consulted before it was done? That depends upon the terms on which the Directors are placed in office.

571. The Directors are elected to manage the institution by the subscribers, and independently of the Government—If they got into any monetary difficulty, and applied to the Government for aid, might not the Government refuse to grant them any money? I think that a Board of Directors are more likely to get money to carry out improvements in an institution of that sort, than if the institution was under the direct control of the Government.

572. It has been said that the number of beds in the Infirmary is 215—Are you aware what was the number of beds it was proposed to have in the hospital when remodelled? I think it was about 250, but I am not sure.

573. It was proposed to have an additional story? Yes, there were to be three stories.

574. Do you think it advisable to have a hospital of three stories? I don't see any objection to that, provided they are all built on the pavilion plan.

575. Don't you think that the time is arriving when we shall require additional hospital accommodation? The time has already arrived. Very many patients are now unable to obtain admission; but whether the time has arrived that it is the duty of the Government to find hospital accommodation for all patients to avail themselves of is another question.

576. Do you take in any venereal patients? Yes, there is a venereal ward upon both the male and the female side.

577. How many beds are there in each? There are 12 on the female side, and 8 on the male side.

578. Is that sufficient to provide for the cases that come in? It is not sufficient to carry out the principles of the Contagious Disease Act.

579. Is it sufficient to carry out the exigencies of the present time? It is. Sometimes there are empty beds, but not often. It would be desirable to have other accommodation.

580. Is it not desirable to separate them and have a lock hospital? They are separated at present.

581. But to have them in a separate building? There is no absolute necessity for that; and you know that all additional establishments become very expensive—the staff is such a great element of expense. If by enlarging the present building the work could be carried out it would be much better.

582. But you can have a detached building without increasing your staff? Yes, I say if we can do that.

583. Then to carry out hospital structures on that plan would require a larger area than you have in Macquarie-street? Yes, certainly.

584. *Mr. Webb.*] You have said that you don't think the subscriptions would be increased if the grant were issued, have you not? Yes.

585. Then what is the object of obtaining the grant? That the Directors might be sure of the possession of the land; and if at any time circumstances rendered a change of site necessary, that they might have the power of disposing of the land.

586. Supposing that increased accommodation being necessary it was decided to increase it, is there sufficient room on this site to put up any more buildings? No, I don't think so, except on the site of the present front building. There is no room there besides the place which is covered with buildings at present.

587. By the plan suggested for the Memorial Hospital, you would, according to your statement, increase the number of beds by 35? Yes.

588. At what cost? Well, the cost would I dare say be about £40,000.*

589. And you acknowledge that the present wing facing Macquarie-street is a strong building, and can be made suitable for all present purposes? Excuse me; my opinion was that it was not a strong building. I was informed by the Chairman of the opinions which the architects had given, but my own impression was that the building was not a sound building, and that the required alterations and repairs would be nearly equal to the cost of a new building.

590. Well, from the information you have received to the effect that it is a strong building, and that it may be made suitable for present purposes, at a cost of a few thousands—do you now think it is desirable to tear that building down, and increase the number of beds by 35, at a cost of £40,000? That is more a question for an architect than for a medical man. Of course it would be absurd to spend more money than is necessary—to spend a large sum when a less sum would be sufficient; but until I heard of this evidence, the opinion I had was quite in the opposite direction. Of course I could not myself form any correct opinion upon such a subject.

591. From your experience of the capabilities of this hospital, if you are informed by a competent architect that the old building can be repaired at a cost of £6,000, do you think it would be desirable in the face of that to tear this building down, and spend £40,000 in increasing the accommodation by only 35 beds? Of course, if you can make a good hospital for £6,000, it is not advisable to spend £40,000 upon the same thing.

592.

* NOTE (on revision):—In this I had calculated as if the Nightingale wing had not been built. It should be £32,000. I should wish this sum to be mentioned instead of £40,000 wherever it occurs in my evidence.

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592. It is said that the repairs can be done for £6,000, and that the ventilation can be increased, the floors repaired, and several other matters. In the face of that, do you think it is judicious or wise to tear that hospital down, and erect in its place another hospital at a cost of £40,000, and only increase the accommodation by 35 beds? Certainly not, if what you state can be done for £6,000.

593. *Chairman.*] With reference to a question put by Mr. Wilson, what advantage would be gained by the Government retaining the site of the Infirmary if the Government never in any way interferes or interests itself in the management of the institution? No advantage would arise that I know of.

594. As a fact, the Government never has interfered in the management, or in any way whatever, has it? No, it has not interfered with the Committee.

595. Are you aware of the manner in which the general hospitals of the neighbouring Colony of Victoria are aided by the Government? I am not aware exactly of the way in which they are aided. I am not aware of the amount of support they receive, but I know it is a large amount.

596. It is a fact, I believe, that in all cases the Government gives £2 for every £1 subscribed by the public? Yes. I was not aware of the amount.

597. The whole of the hospitals throughout the Colony receive aid to the extent of £2 for every £1 subscribed by the public? I was aware that the support given to them was large.

598. If it be a fact that the hospital here is in a more favourable position than this, would it not be just as much a private hospital as those in the neighbouring Colonies? Certainly; in Tasmania they are so, and there the Government pays the whole amount of the cost.*

599. You are aware that the Government here gives a certain sum in aid of the hospital, which is put down as the Government subsidy; and that it also pays for the support of what are called pauper patients, which come from various parts of the Colony, independent of Sydney altogether? Yes, admitted by the order of the Colonial Secretary.

600. So that the assistance derived from the Government is in two distinct forms. The subsidy down for the year 1868 was £3,000, and then there was also a sum for the support of what may be called the Government patients—pauper patients admitted by the order of the Colonial Secretary? Yes, I am aware of these two sums.

601. This balance sheet which I have here only gives the amount paid for the support of the pauper patients for the three quarters of the year, and I find that to be £3,508 19s. 8d. Adding to that the amount put down for the last quarter giving £1,097 3s. 8d., it would make the sum for the year £4,606 3s. 4d. paid by the Government for these Government patients or pauper patients admitted into the Infirmary upon the authority of the Government. Adding to that the £3,000 subsidy, it gives a total derived from the Government of £7,606 3s. 4d. I see that the private income of the Infirmary in 1868 was, from subscriptions, £3,775 2s. 1d., amount received from paying patients £118 0s. 4d., and the amount of interest on the Directors' investments (on sums which the Board had invested) £237 12s., making a total of £4,130 14s. 5d., or more than £1 for every £2 subscribed by the Government, including the amount paid for pauper patients—Do you think that is a handsome sum to be subscribed by the public? I think it is as much as can be obtained under the present system of management. I don't mean to say that the institution is not well managed, but I refer to the class of people who come into that hospital.

602. If it be a fact that the Government of Victoria gives to the hospitals there £2 for every £1 subscribed, then the Sydney Infirmary is in a little better position than those hospitals? Yes sir.

603. I presume you have given a good deal of attention to the character and situation of charitable institutions generally. What is your opinion as to the Government having a hospital in its possession—is it likely to work it well? It would work it more economically.

604. Are you sure of that Dr. Bedford? Yes, I am; but on the other hand, if the Government had the institution there would be no hope of the public supporting it.

605. But is it not a popular opinion that a Government works everything more expensively than private individuals? No, not under their own officers.

606. Did you ever hear of the Government having charge of hospitals? Yes, military hospitals and convict hospitals are under the charge of the Government.

607. They take charge of those from necessity? Yes.

608. Is there any instance in England of a general hospital being under the control of the Government? No; they are managed there by Boards or by Trustees, as they have there large funded property and assets. But the majority of pauper patients in England are in sick wards of poor-houses, and not public hospitals, under the management of Poor Law Officers.

609. *Mr. Webb.*] When you state that the Government manages hospitals cheaper than private parties, you refer particularly to the military hospitals? Yes, to the military.

610. Those places you know have been managed cheaper? Yes. I don't speak of a civil hospital being managed in that way.

611. You don't wish to see the Infirmary managed in that way? No; I was merely answering a question put to me by the Chairman.

612. But they are not managed so well by the Government? No; the provisions are not so good, and they are not managed so well.†

* NOTE (on revision) :—At Hobart Town the hospital is entirely supported by the Government, with some few paying patients, but no private subscriptions. At Launceston there are some subscriptions.

† NOTE (on revision) :—The expenditure is less, and many luxuries are not allowed in military hospitals that are permitted in many others, but they are well managed.

WEDNESDAY, 13 APRIL, 1870.

Present:—

MR. COWPER,

MR. M. C. STEPHEN.

MR. KING,

HENRY PARKES, ESQ., IN THE CHAIR.

Alfred Roberts, Esq., called in and further examined:—

613. *Chairman.*] You have addressed a letter to the Committee, desiring to be re-examined on some point? Yes.

A. Roberts,
Esq.

614. The Committee will be happy to hear anything you have to say? Thinking over the evidence I gave the other day, it occurred to me that I failed to give a definite idea of my views in regard to the mode in which relief could be best given to the present hospitals of Sydney; and I was the more anxious to supply the omission because I remembered a remark made by Mr. Wilson which appeared to rather misinterpret what I said. Feeling as I do that the hospitals require relief, it appeared to me that it could only be given in two forms: one by the erection of a general hospital on Grose Farm, and the other by the erection of a hospital at some distance from Sydney on the line of railway, of a much more economical character, for the accommodation of cases of chronic disease, cases of incurable disease, and convalescing patients.

13 April, 1870.

615. *Mr. Cowper.*] You mean relief from their overcrowded state? Yes. I have been making inquiries as to the amount of the present hospital accommodation which is occupied by chronic and incurable cases, and by convalescing patients; and as far as I can ascertain, I should suppose about half the beds are occupied by them at the present time. I would propose that the Government should devote a piece of ground of 20 acres, where they can most conveniently spare it, on the line of railway—say at Homebush, to show the character of the site,—that they should there put up a cheap pavilion building for 100 cases of chronic disease of females, 150 chronic male cases, 100 convalescent males, and 100 convalescent females; and that there should be also an administrative block. From calculations I have made since I was here last, founded principally upon the cost of the new building at Liverpool, I think this institution could be put up for certainly less than half what would be the cost of a general hospital that would ultimately have to be devoted to acute cases. The Liverpool building only cost £40 per bed, with a cubic space of 800 feet to each patient. Such an institution as that now suggested will in this country be certainly required as a Government institution, and should therefore fairly be built by Government money and supported from Government funds—far better so than any general hospital could—and at the same time it appears to me it would confer exactly the kind of relief which the hospitals here require. The other plan would be the building of a general hospital at Grose Farm; but looking to the future, and feeling that such a hospital would be required as a second central hospital at some no very distant date, I am loath to entertain its erection in the present emergency, for this reason,—that if built merely for convalescent cases, I should feel that it would not be erected on so good a scale as such a hospital requires. It appears to me that such a hospital should be built in anticipation, if I may say so, of the advance of medical science, and be such as would be well suited to its ultimate purpose—worthy of its future as a hospital for treating acute diseases, and as a modern school of medicine. Since giving my former evidence I have made some inquiries about the ground at Grose Farm, and I find that it is a clay soil, that the clay soil extends to some depth, that at present the nearest sewerage is half a mile off; and it further appears that the ground would have to be fenced in, and the administrative portion built before any ward accommodation should be put up. There is only one other point I wish to draw your attention to, and that is, that I think there are two sides to the question of a convalescent hospital. One is the evident and desirable relief it would give to the present hospitals; the other is the effect it is likely to have upon the growing spirit of dependence among the lower orders here. In the present hospital we are all satisfied—at least those are with whom I have talked it over—that many of the patients exhibit a great tendency to remain in as long as they possibly can, where they are supplied with every comfort, and spend a life of ease. While therefore on the one hand a convalescent hospital would meet a great evil, no doubt, on the other, the necessity for turning patients out obliges the authorities of the hospital now to do that which reacts beneficially upon their independence of character.

SYDNEY INFIRMARY.

APPENDIX.

[*To Evidence given by James Barnet, Esq., Colonial Architect, 15 March, 1870.*]

A 1.

The Colonial Architect to The Under Secretary for Public Works.

Department of Public Works,
Colonial Architect's Office,
Sydney, 25 February, 1868.

Sir,

In attention to the instructions conveyed by your minute upon the enclosed correspondence from the Honorary Secretary to the Sydney Infirmary, forwarded to me under B.C., on 15th instant,—

2. I do myself the honor to report that I have, in concert with Mr. Thos. Rowe, Architect of the institution, made a careful examination of the foundations of the old building, and find that they are sufficient and perfectly safe for their present purposes, but quite unfit for building new work upon.

I have, &c.,
JAMES BARNET,
Colonial Architect.

68-106.

A 2.

The Colonial Architect to The Under Secretary for Public Works.

Department of Public Works,
Sydney, 20 March, 1870.

Sir,

In attention to the instructions conveyed in your minute on the enclosed letter, referring to the condition of the main buildings, Sydney Infirmary, referred to under B.C., 27th ultimo,—I do myself the honor to report that, after a careful examination of the building, I find that, although the walls are of original bad construction, they are in a good state of preservation, which may be attributed in a great measure to their being protected by wide verandahs. In my opinion they will remain for many years in good condition, provided these verandahs be retained. The floors, with trifling exceptions, are in good repair. The roofs, which require re-shingling, appear to be sound, although it would be advisable to add a few stays and struts. With ordinary repairs, from time to time then, the building may be expected to remain in a safe and serviceable condition for a considerable period.

I have, &c.,
JAMES BARNET,
Colonial Architect.

68-534.

[*To Evidence given by Alfred Roberts, Esq., 18 March, 1870.*]

B 1.

REPORT of the Sub-committee appointed, on the 5th March, 1867, to report as to the best mode of providing quarters for the Sister Superintendent and Trained Nurses: to consider and report generally whether it is desirable to proceed with the new wing or to erect a hospital in the suburbs: to consider finally what new buildings should be built, or arrangement be made upon the present site, either with or without a new wing: to confer with the Government as to what assistance in land or money they would be disposed to render for any of the above purposes: such Committee to consist of the Honorary Officers and Honorary Medical Staff of the Institution.

Your Committee desire to refer to the Progress Report which they brought up on the 25th June, 1867, recommending that the idea of building a new wing should be abandoned,—a recommendation which was confirmed by the resolutions of the Board, dated 25th June, 1867.

In consequence of this resolution, the duty of the Committee has been directed to the best means of introducing into the present buildings the various improvements which have recently been made in the hospitals built under the immediate directions of Miss Florence Nightingale, and to the proper accommodation necessary for the Matron and Trained Nurses who may be expected to arrive in the Colony towards the close of the present year.

Your Committee held their first meeting as soon as possible after the adoption of their Progress Report, and have lost no opportunity of accelerating a searching investigation into the important subject entrusted to them.

They have made a close examination of the ground and present buildings of the Infirmary. They have also made themselves acquainted with the present working of the establishment, as a whole and in detail; and have obtained from various books, as well as from the valuable letters of Miss Nightingale, an acquaintance with the improvements which the rapid progress of medical and social science have lately developed.

They have further made a calculation of the staff which will in future be required to work the institution efficiently and economically, and have endeavoured to provide such accommodation as will afford its members facility in the discharge of their duties, comfort in their homes, and close supervision by their superiors.

Your Committee have now to recommend that the additions and alterations named in the Appendix A should be made to the present buildings and grounds, and that the accompanying plans embodying the same should be adopted.

These designs have been drawn by Mr. Rowe under the instructions of your Committee, and will be found not only to embrace the whole of the above-mentioned additions and alterations in such form as materially to improve the external appearance of the grounds and present buildings, but also to embody the principles of improved arrangement necessary for the due efficiency of every branch of the institution.

Your Committee sought an interview with the Colonial Secretary, and submitted to him the plans and estimates for the various improvements which they now recommend to be carried out. It will be perceived that in addition to the £8,000 voted for the erection of a new wing, and for the accommodation of the officers and servants belonging to the establishment, a further sum of £6,000 will be required. Your Committee have to acknowledge with thankfulness the courtesy with which their proposals were received by the Colonial Secretary, and the readiness he evinced to bring them under the favourable consideration of his colleagues, with a view to the amount being placed on the Estimates during the present session of Parliament.

By

By the adoption of these plans there will be an additional accommodation for forty-six beds, or more than one-half of what would have been provided by the erection of an entirely new wing, whilst increased cubic space will also be allotted to each bed in the wards of the main building.

The cost of the various improvements recommended by your Committee will be found in Appendix B.

The Committee have much pleasure in expressing their sense of the diligence and ability evinced by the Architect in the preparation and elaboration of the plans now submitted; and finally have to recommend that these suggested alterations and additions should be commenced and carried out with the least possible delay.

E. DEAS THOMSON,
President and Chairman of the Committee.

APPENDIX A.

1. That the present buildings at the north front gate should be increased, and rendered suitable to accommodate the Board of Directors, Superintendent, Clerk, and Resident Medical Officers, &c.
2. That the present buildings at the south front gate should be increased, and rendered suitable to accommodate the staff of District Medical Officers and out-patients, Resident Medical Officers, consulting and examination room, dispensary and drug store, instrument and surgical apparatus room, Dispenser's living rooms, gatekeeper's room, &c.
3. That a detached building should be erected on the north side of the ground, at the back of the main building, for the accommodation of the matron, housekeeper, sisters in training, female domestics and under-nurses, linen-room, library, &c.
4. That the male servants of the establishment should be accommodated in the ground floor of the present wing, where the reserve store should also be placed.
5. That the kitchen, scullery, housekeeper's store, &c., the laundry, ironing-room, &c., and principal bath-room, with engine-house, boiler, &c., should comprise a block of buildings to be placed in the centre of the ground, at the back of the main building.
6. That all the female patients (except the syphilitic cases) should be placed in the northern half of the main building, and all the male patients in the southern half of the main building, and the south wing.
7. That a detached building be erected for the female syphilitic cases, to the eastward of that erected for the accommodation of the matron, sisters, and nurses. The accommodation to consist of two wards to contain twenty patients, with sisters' room, bath, lavatory, &c.
8. That a small ward should be erected for the reception of special male patients, and one for special female patients; each ward to contain two beds.
9. That a larger and more complete operating theatre should be constructed over the special wards, and be fitted with a lift for moving patients.
10. That each set of wards, containing about twenty beds, should be provided with a separate apartment containing one bath, with hot and cold water laid on; one sink-pipe for emptying pans; expectoration cups; and two or three water-closets; one lavatory-shelf, with four basins; and one urinal, &c.
11. That each sister should have charge of a ward or wards containing not more than forty patients, and be accommodated with suitable apartments between the wards placed under her care.
12. That the main building should be divided into eight symmetrical wards, each of which should contain in future not more than eighteen beds.
13. That the dead-house or mortuary be placed between the eastern extremity of the present wing and the Domain wall, and consist of two floors, the ground floor having two apartments, and the upper floor one.
14. One of the former to be fitted as a post-mortem-room, and as a general receptacle for the bodies to be viewed by relatives, friends, or juries.
15. The upper room to be fitted as a museum for the reception of specimens.
16. The building to be provided with a carriage-way on the south side of the present wing.
17. That all the buildings, except the wing situated at the back of the main building, and the large cistern, situated in the ground, be removed.
18. That the whole of the unoccupied ground at the back of the main building be cleared, levelled, and ornamentally laid out, and planted with trees and shrubs.

APPENDIX B.

ESTIMATE of intended alterations and additions to the Infirmary in Macquarie-street:—

	£
Dead-house, post-mortem, &c.	550
Nurses' quarters.....	3,400
Kitchen, offices, theatre, &c.....	2,100
Front of old wing.....	1,650
Superintendent, Doctors' Board-room, north and front	750
Dispensers, south end	800
Porter's lodge and w.-c.....	160
New stair, turret, bath-rooms, &c., to the south wing	650
Machinery	1,000
Extra plumbing, baths, &c.	300
Extra fittings required throughout	250
Incidental expenses	350
Syphilitic ward	1,350
	13,310
	665
	£13,975

B 2.

17th March, 1868.

REPORT of the Committee on the proposed additions and alterations to the buildings of the Infirmary.

THE Committee have to report to the General Board, that they have had several interviews with the Architect (Mr. Rowe), and that under their directions he has prepared the accompanying report and estimates. They have also had under consideration the report of the Colonial Architect (Mr. Barnett), stating that, although the present main buildings may last for a considerable time, they are not sufficiently strong to admit of new work being built upon them.

In consequence of this report, it has become necessary to review the whole subject, as it is now proved to be impossible to carry out the former recommendations of the Committee.

It will be perceived from Mr. Rowe's report that three distinct propositions have been brought under the notice of the Committee:—

1st.—

1st.—Repairs, alterations, and additions to the present buildings, including the erection of a syphilitic ward, kitchens, and other offices, in separate buildings,—the total cost of which (including the new wing for the nursing staff) will amount to £20,746 18s.; and as the sum applicable to the purpose voted and placed on the Estimates is only £16,300, application would have to be made to the Government for a further grant of £4,446 18s.

2nd.—The cost of a new main building, comprising three stories of wards and basement, with separate offices as above, would be £28,652 15s. The deficiency of funds in this case would be £12,352 15s.

3rd.—The cost of a new main building, comprising three stories of wards and basement, bringing all offices, &c., as far as possible under one roof, would be £30,682 15s., and consequently a further sum of £14,382 15s. would have to be applied for.

Your Committee have to refer to Mr. Rowe's report in respect to the relative advantages and disadvantages of these several plans, and also as to the details of the items contained in the foregoing estimates. As it is now apparent that none of the plans can be carried out unless further funds be granted by the Government, your Committee recommend that copies of the several reports and estimates be sent to the Colonial Secretary, with a request that the Government will determine which of the plans will be adopted.

It is proper to point out that in the whole of Mr. Rowe's estimates he has omitted to include his charge for commission. It will be necessary therefore, in estimating the additional funds required, to add 5 per cent. to the gross amount of each estimate.

Your Committee, in conclusion, beg to recommend that as the south wing is a comparatively new building, and quite strong enough therefore to admit of the alterations and improvements previously determined on, the Architect be entrusted to call immediately for fresh tenders for the same—the former tenders being considered too high. The cost, estimated at £900, can be met from the funds now in the hands of the Treasurer.

E. DEAS THOMSON,
President.

T. Rowe, Esq., to The Board of Directors, Sydney Infirmary.

Sydney, 4 March, 1868.

Gentlemen,

I have the honor to forward for your consideration the following report on the present main front buildings of the Sydney Infirmary, together with enclosed copies of estimates and abstract of comparison submitted by me for the consideration of the Colonial Architect.

On the 5th ultimo, by previous appointment, I met the Colonial Architect and Clerk of Works of his department, and we examined the state of the foundations, walls, floors, roofing, &c., of the main front building, which in many places are defective, and necessitate an immediate outlay, at the lowest estimate (including necessary alterations), of £5,823 10s. to make them habitable. (See estimate No. 1.)

It was found on examination that the main walls are sufficiently substantial on the whole to last a number of years, but will require great care in cutting out for openings and other necessary repairs or alterations, but the verandah-wall has given in many places, and is certainly unfit to build upon. The present construction of roof is defective, (having sunk in several places), and throws considerable weight on the columns, which are supported on this (verandah) wall, and those parts immediately under the columns are very defective in construction.

The shingles on the roof are very bad, and the fact of the roof being as weather-proof as it is, is simply owing to the high pitch given.

The entire roof will require to be stripped, strengthened, and reshingled; and taking into consideration the exposed position of the balcony, the defective wall supporting the columns, as well as the danger of leakage from V gutter between the roofs, it would be advisable to take off the present roof and reroof in one span, with separate balcony roof, thereby doing away with the large centre gutter.

A considerable portion of lower floors throughout buildings must be taken up and replaced; and nearly all the plastering of walls must be taken off and replastered; a portion—say 6 to 8 feet high round whole of wards—being cemented with Keene's cement. The sashes generally throughout are defective, and will require to be replaced with new in a short time.

Therefore, merely taking into consideration the question of necessary repairs, it will appear advisable from this statement, to adopt the higher estimate of repairs (No. 2—£7,186 18s.), and it becomes a serious question whether in reality it be not more economical to erect an entirely new building.

The advantages of securing as much open space about the premises by not over-crowding the buildings, of being enabled to arrange the premises on the most approved principles (a basement of offices with two stories of wards) and of securing proper and efficient drainage (a serious difficulty in the plan of proposed alterations and additions),—added to which, is the facility for increased accommodation by the addition of another story of wards at any future period (which cannot be attempted on the present walls),—are all so apparent that they need not be dilated upon.

In the meantime, I would suggest to the Board of Directors the desirability of deciding as to whether the additions to the south wing are at once to be proceeded with, for in such case it will be necessary to call for fresh tenders, as the contractors whose tender was the lowest for proposed alterations and additions to both main front and south wings are not willing to execute that portion of the work at such a price as I consider to be fair and reasonable.

I would further remark, that I delayed sending in my report waiting a communication on the subject from the Colonial Architect, and considering that I had made the question upon which you were desirous of obtaining his opinion sufficiently plain, by the statement and estimates submitted to him for consideration.

In conclusion, I beg to state my opinion that it will be by far the most satisfactory course, if funds will permit, to erect an entirely new building, with all modern appliances, as the best that can be done with the present building will still be an imperfect arrangement.

I have, &c.,
THOMAS ROWE,
Architect.

REPORT on proposal to erect new main buildings, in lieu of the proposed additions and alterations to Sydney Infirmary.

In order to lay before the Board of Directors a clear statement of the probable difference of expenditure between erecting entirely new buildings and the proposed additions and alterations to main front buildings, as at present, including new syphilitic ward, kitchens, and offices, in separate buildings, estimates of the probable costs are given under three separate heads, viz. :—

1st.—Repairs, alterations, and additions to present building, including proposed additional syphilitic ward, kitchens and other offices, in separate buildings.

2nd.—The probable cost of a new main building, comprising two stories of wards and basement, with the necessary offices, &c., as above.

3rd.—The probable cost of a new main building, comprising three stories of wards and basements, bringing all offices, wards, &c., as far as practicable, under one roof.

Reference is made in these calculations to estimates in detail, and reports previously furnished to the Colonial Architect, copies of which are here annexed; and a statement of comparison, showing the advantages of the increased expenditure, is there given.

SYDNEY INFIRMARY.—1ST ESTIMATE.

Proposed alterations and additions to present buildings.

	£	s.	d.
To amount of contract for present nurses' residence	4,850	0	0
To estimate for repairs and improvements to main front buildings, as per detailed estimate (No. 2) attached	7,186	18	0
Estimate for additions to south wing	900	0	0
Do. new dead-house	550	0	0
Do. kitchen, laundry, engine-house	2,100	0	0
Do. Board-room	850	0	0
Do. dispensary	900	0	0
Do. porter's lodge	160	0	0
Do. extra plumbing	300	0	0
Do. sundry fittings	250	0	0
Do. incidental drainage	350	0	0
Do. syphilitic ward	1,350	0	0
Do. machinery	1,000	0	0
	<u>8,710</u>	<u>0</u>	<u>0</u>
Total.....	£20,746	18	0

SYDNEY INFIRMARY.—2ND ESTIMATE.

New main front building, with two stories of wards and basements.

	£	s.	d.
To amount of estimate for new main front building of two stories and basement, as per detailed estimate (No. 3) attached	17,802	15	0
To amount of contract for present nurses' residence	4,850	0	0
Estimate for additions to south wing	900	0	0
Do. new dead-house	550	0	0
Do. laundry and engine-house	1,000	0	0
Do. Board-room	850	0	0
Do. incidental drainage	350	0	0
Do. syphilitic ward	1,350	0	0
Do. machinery	1,000	0	0
	<u>6,000</u>	<u>0</u>	<u>0</u>
Total.....	£28,652	15	0

SYDNEY INFIRMARY.—3RD ESTIMATE.

New main front building, with three stories and basement.

	£	s.	d.
Amount of estimate for new main front building of three stories and basement, as per detailed estimate (No. 4) attached	22,032	15	0
Amount of contract for present nurses' residence	4,850	0	0
Estimate for additions to south wing	900	0	0
Do. new dead-house	550	0	0
Do. laundry and engine-house	1,000	0	0
Do. incidental drainage	350	0	0
Do. machinery	1,000	0	0
	<u>3,800</u>	<u>0</u>	<u>0</u>
Total.....	£30,682	15	0

STATEMENT of comparison referred to.

It will be seen on reference to the 1st and 2nd estimates preceding, that the difference of cost between the proposed and necessary repairs to present buildings, with additional wings and offices, and an entirely new building of two stories and offices, basement, &c., will be about £7,906 sterling.

The advantages of erecting a new building, in comparison with repairing present buildings, may be briefly stated as follows:—

- 1st.—The basement will include a large portion of the out-offices, and thus in part avoid crowding up ground with buildings.
- 2nd.—The whole of the arrangements will be more perfect and convenient.
- 3rd.—The building will be sound and strong in all its parts, thereby preventing a constant outlay for repairs, which is almost unavoidable in old buildings.
- 4th.—The architectural effects will correspond with the new additions, and be appropriate to the purpose for which the buildings are intended to be used.

Referring to preceding estimates, viz., 1st and 3rd, also 2nd and 3rd respectively,—the difference of cost between erecting a new building of three stories and basement and the proposed repairs and alterations to present buildings is found to be £9,936 sterling, and is but a bare increase of £2,032 on the two-story building.

There can be no question but that, in a comparison between the new buildings, the advantages are in favour of the larger building, as by that plan the syphilitic wards will be placed on the second floor; and with either of the other arrangements there is a difficulty in determining where this ward shall be placed, and a further and more serious difficulty in obtaining proper and sufficient drainage.

The further advantages of this three-story building (beyond the two-story building as previously stated), as compared with the "proposed alterations to old buildings," are that it will afford extra accommodation to eighty (80) patients at an increase of cost of £2,030 (the syphilitic ward being on the second floor, avoiding difficulty in drainage, &c., as previously stated). Most of the offices intended to be placed or built detached can be included in the building or basement; thus the whole arrangements will be concentrated in one building comprising all modern improvements, the site will not be crowded with scattered buildings obstructing a proper ventilation, and the general effect in an architectural sense will be worthy of the principal philanthropic institution of the Colony.

THOMAS ROWE,
Architect.

B 3.

[A copy of the following letter was sent to the Presidents and Vice-presidents of the Royal Colleges of Physicians and Surgeons, and the Society of Apothecaries, London.]

Sydney Infirmary,
24 September, 1869.

Gentlemen,

Two months since we had the honor of writing to request that you would recognize the Sydney Hospital (Infirmary) as a school for affording clinical instruction, and we stated it would be our duty to address you again ere long upon the subject of "the establishment of a medical school" in Sydney.

We have now to inform you that, with the desire of securing a high class of medical education to the young men of the Colony, it has been decided by the Senate of the Sydney University and the Board of Directors of this Hospital, to establish, with the sanction of the Council of Education, a Medical School, upon the principle of providing the first two years of education in Sydney and sending the students to England to complete their full term.

We have the honor to enclose a copy of the curriculum of study at present decided upon, and are requested to draw your attention to some of the many advantages which it is thought are embraced in the proposed scheme:—

- 1st.—It is considered more desirable that young men should leave their home with its associations, to reside at the Antipodes for a period of two or three years at the age of twenty years, rather than for the longer term of four or five years at the age of eighteen years.
- 2nd.—That a sufficiently large hospital, having but a limited number of students, offers more available opportunities for acquiring sound professional knowledge during the first two years of the medical curriculum, than a large school, with its attendant excitement, &c.
- 3rd.—That the large schools of an older country, with their greater opportunities and spirit of competition, are better calculated to enable the well-grounded student to complete his course of professional study in a satisfactory manner.
- 4th.—Many gentlemen entering the profession in this Colony will possess the means of visiting the continental schools after attaining their qualification, and will by the course suggested have the opportunity of doing so brought nearer to them.

This hospital offers unusual opportunities for the quiet and effective study of clinical medicine and surgery—its wards will shortly contain more than 200 beds—the cases of disease and accident admitted are received from an area embracing the whole of New South Wales, Queensland, New Zealand, and the Pacific Islands, &c., thus offering to the student's observation a variety of disease not usually met with in one medical school.

The high character of the Sydney University is sufficient guarantee that the lectures given will be of a high class, and the supply of subjects for dissection will be ample.

In conclusion, we have the honor to request that the Council of the Royal College of Surgeons will be pleased to recognize the course of medical training proposed to be given in the Sydney School of Medicine, and accept the certificates of the Professors at the University and honorary medical staff of this hospital.

We send by the same mail a report and a copy of the rules and by-laws of this hospital, with a calendar of the Sydney University.

We have, &c.,
JOHN E. MANNING,
M. H. STEPHEN,
Joint Hon. Secretaries.

PROPOSED Course of Preparatory Medical Education in Sydney.

All students to pass the Matriculation Examination at the Sydney University prior to commencing their medical course of study.

<i>First Session—Winter.</i>	
Six months' lecture on anatomy.....	University.
" " " dissections	"
" " " chemistry	"
Three " of practical chemistry	"
" " " pharmacy	Infirmary.
" " attendance on clinical surgery	"
<i>Second Session—Summer.</i>	
Six months' attendance on clinical surgery	Infirmary.
Three " " " medicine	"
" " lectures on botany	Botanical Gardens.
<i>Third Session—Winter.</i>	
Six months' lectures on anatomy	University.
" " dissections and demonstrations.....	"
Three " attendance on clinical surgery	Infirmary.
" " " " medicine	"
<i>Fourth Session—Summer.</i>	
Six months' attendance on clinical surgery	Infirmary.
Three " " " " medicine	"
" " lectures midwifery	"
Attendance on women in confinement	Benevolent Asylum.
Instruction in vaccination	"

Completion of proposed course of Education in London.

<i>First Session—Winter.</i>	
Six months' lectures on physiology.	
" " " surgery.	
" " " materia medica.	
" " " practice of medicine.	
" " " clinical surgery.	
<i>Second Session—Summer.</i>	
Three months' lectures on forensic medicine.	
" " attendance on clinical surgery.	
" " " " medicine.	
<i>Third Session—Winter.</i>	
Six months' lectures on surgery.	
" " " medicine.	
" " " diseases of women.	
" " " pathological anatomy.	
" " " clinical medicine.	
<i>Fourth Session—Summer.</i>	
Six months' charge of patients.	
General study.	

B 4.

Gentlemen,

We have the honor to transmit to you a copy of the resolution passed this day at a meeting of the General Committee of the Prince Alfred Hospital Fund. We have also to state that, in passing the resolutions therein referred to, the public meeting was fully aware that the proposed scheme cannot be carried out without your consent, and that as the Trustees of a large public fund, the General Committee will be unable to hand it immediately over to your charge; but they trust that your Board will heartily co-operate with them in erecting such a structure upon the site of the present front building of the Sydney Infirmiry as will improve the accommodation and arrangements of your noble institution, and at the same time serve as a memorial that will best accord with the wishes of H.R.H. the Duke of Edinburgh. It is perhaps necessary to add that the General Committee, on behalf of the subscribers, have no intention of seeking any share in the control or management of the new building, other than that it shall to all time be called the "Prince Alfred Hospital," and be devoted to the purposes indicated in the second of the resolutions passed at the general meeting.

(Signed by the Honorary Secretaries.)

To this letter the following reply was received:—

To the Honorary Secretaries,
Prince Alfred Hospital Committee.

Sydney Infirmiry
4 June, 1868.

Gentlemen,

We are directed by the Directors of the Sydney Infirmiry to acknowledge the receipt of your letter of 24th March, which was laid before the Board at its next meeting. Inasmuch however as the subject of your letter of the 24th March was of such importance, involving as it did such radical changes in this institution, the Directors deemed it essential that a special notice should be given to the members of our Board, and that sufficient time should be allowed them for mature consideration of the matter to be submitted to them.

We have now the honor to enclose a copy of the minute passed at the meeting of the Board held on the 2nd June inst. :—

"Motion.

"The Board having taken into consideration the communication from the Committee for raising a memorial to H.R.H. the Duke of Edinburgh, desires to express its willingness cordially to co-operate with them, as proposed, in erecting a new hospital, including a ward for convalescing patients, with all the modern improvements, upon the site of the present main building, provided that a sufficient sum be available for the purpose, and that it be understood that the building can be devoted only to the relief of such cases as come within the present or any future rules of the institution."

Carried unanimously."

In order that the above resolution might be acted upon as speedily as possible, the following motion was at the same meeting passed by our Board :—

"That the following gentlemen be appointed to form a deputation to wait upon the Honorable the Colonial Secretary, for the purpose of obtaining a grant of the land at present occupied by the Sydney Infirmiry, to a Board of Trustees, of which the Hon. the Colonial Secretary shall *ex officio* be a member; the said deputation also to solicit the support of the Government in carrying out the object proposed in the letter from the Committee of the Prince Alfred Hospital Fund."

Dated 24 March, 1868.

Members of deputation :—The Hon. E. Deas Thomson, President; the Rev. John Graham; the Rev. James Milne; Mr. Robt. Coveney; and the Honorary Secretaries; together with Messrs. Walter Lamb, Edward Knox, Alfred Roberts, and J. Grafton Ross.

With reference to the proposed title of the new hospital, our Directors are of the opinion that the title "Prince Alfred Memorial Hospital" would be more in consonance with public feeling.

We remain, &c.,

M. H. STEPHEN,
J. E. MANNING,
Joint Hon. Secretaries.

B 5.

SPECIMENS of the lists upon which all the money subscribed to the Prince Alfred Hospital Fund was collected and entered generally by the subscribers. The object of the fund is clearly defined upon each list. H.R.H. the Duke of Edinburgh sanctioned the use of his name and coat of arms, &c., upon the understanding that the building was to be on the present Infirmiry site.

HOUSE LIST—PRINCE ALFRED HOSPITAL.

For the relief of the sick, the maimed, and the convalescing, from all parts of the Colony.

The following resolutions were passed unanimously at the public meeting of colonists held in Sydney on the 20th March, 1863 :—

"1st. That this meeting regards with the deepest interest the steady progress of His Royal Highness the Duke of Edinburgh towards recovery from the dangerous wound inflicted by an assassin during his sojourn in Sydney, and determines that a substantial and permanent monument shall be erected in commemoration of the heartfelt gratitude of the inhabitants of New South Wales for the preservation of His Royal Highness.

"2nd. That this meeting is of opinion that the form of memorial most appropriate to the object in view, and best calculated to represent the feelings of the community, will be a hospital for the relief of the sick and maimed, possessing all modern appliances necessary for the effective treatment of disease and comfort of the inmates, including a ward for convalescents until suitable accommodation is provided for such.

"3rd. That, in the opinion of this meeting, the proposed edifice should be erected upon the site of the present main front building of the Sydney Infirmiry, and be named the 'Prince Alfred Hospital.'"

The Committee have determined that subscriptions may, if desired, be payable either in cash or by promissory notes, due at below-mentioned dates (extending over two years).

They have also resolved that one of these lists shall be left at every house in the Colony, so that every man woman and child may have an opportunity of giving something, no matter how small the sum, towards the great national Memorial of Prince Alfred.

ALFRED ROBERTS,
J. GRAFTON ROSS,
Hon. Secretaries.

Name and Address.	Cash.	Pro. Note due 1st January, 1869.	Pro. Note due 1st July, 1869.	Pro. Note due 1st January, 1870.	Total.

MANUFACTORY

MANUFACTORY LIST—PRINCE ALFRED HOSPITAL.

For the relief of the sick, the maimed, and the convalescing, from all parts of the Colony.

The following resolutions were passed unanimously, at the public meeting of colonists held in Sydney on the 20th March, 1868:—

- “1st. That this meeting regards with the deepest interest the steady progress of His Royal Highness the Duke of Edinburgh towards recovery from the dangerous wound inflicted by an assassin during his sojourn in Sydney, and determines that a substantial and permanent monument shall be erected in commemoration of the heartfelt gratitude of the inhabitants of New South Wales for the preservation of his Royal Highness.
- “2nd. That this meeting is of opinion that the form of memorial most appropriate to the object in view, and best calculated to represent the feelings of the community, will be a hospital for the relief of the sick and maimed, possessing all modern appliances necessary for the effective treatment of disease and comfort of the inmates, including a ward for convalescents until suitable accommodation is provided for such.
- “3rd. That in the opinion of this meeting, the proposed edifice should be erected upon the site of the present main front building of the Sydney Infirmary, and be named the ‘Prince Alfred Hospital.’”

The Committee have determined that subscriptions may, if desired, be payable either in cash or by promissory notes, due at below-mentioned dates (extending over two years).

They have also resolved that one of these lists shall be left at every house in the Colony, so that every man woman and child may have an opportunity of giving something, no matter how small the sum, towards the great national Memorial of Prince Alfred.

N.B.—This list will be called for by

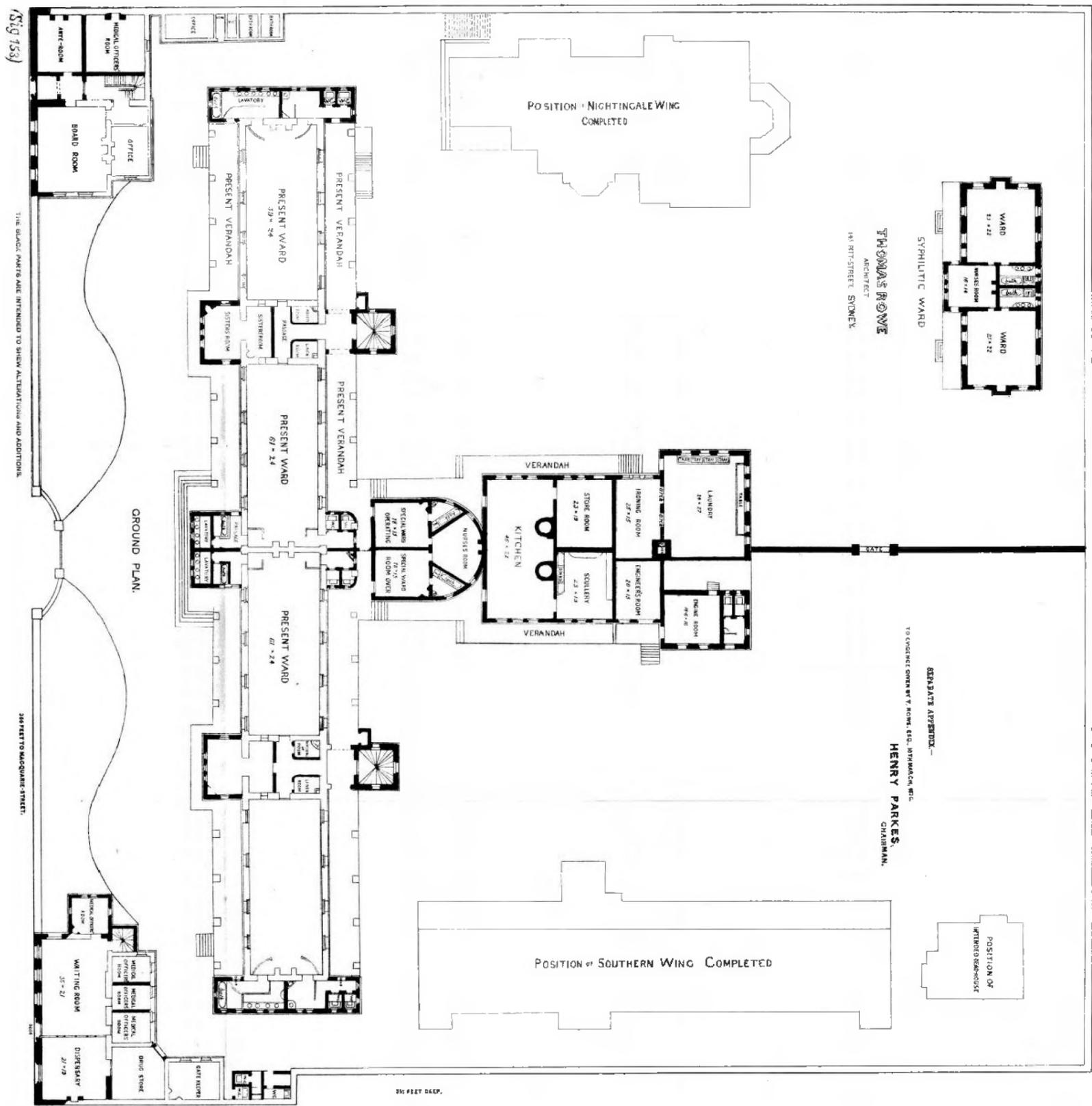
ALFRED ROBERTS,
J. GRAFTON ROSS,
Hon. Secretaries.

Name and Address.	Cash.	Pro. Note due 1st January, 1869.	Pro. Note due 1st July, 1869.	Pro. Note due 1st January, 1870.	Total.

B 6.

RESOLUTIONS passed at a special meeting of the Honorary Medical Staff of the Sydney Infirmary, held in September, 1868.

1. That ample hospital accommodation should be provided in Sydney for the reception of the full average of acute cases of disease and of severe accidents.
2. That patients convalescing from long and severe illness, as well as those suffering chronic disease, can in the majority of instances be treated better and more economically in an institution properly situated out of town.
3. That no portion of Sydney is so well suited for the erection of a general hospital for the treatment of acute disease and severe accidents as that section of it lying between Hyde Park and Government House, on the east side of Macquarie-street.



THOMAS ROWE
ARCHITECT
141 RITT STREET SYDNEY.

HENRY PARKES,
CHAIRMAN.

(Fig 153)

THE BLACK PARTS ARE INTENDED TO SHOW ALTERATIONS AND ADDITIONS.

GROUND PLAN.

248 FEET DEEP.

248 FEET DEEP.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOVERNMENT ASYLUMS.

(REPORT FROM THE BOARD, RELATIVE TO EXPENDITURE DURING 1869.)

Ordered by the Legislative Assembly to be Printed, 25 March, 1870.

THE SECRETARY TO BOARD OF GOVERNMENT ASYLUMS TO THE PRINCIPAL UNDER SECRETARY.

Hyde Park Asylum,
Sydney, 22 March, 1870.

SIR,

I am directed to transmit, for the information of the Honorable the Colonial Secretary, a Return of the annual expenditure of the Government Asylums for the Infirm and Destitute, for the year 1869, and to request that it may, with this Report, be laid before Parliament.

I am desired to call the attention of the Honorable the Colonial Secretary to a few facts connected with the management of the Government Asylums, as brought out in the accompanying Returns.

(1.) The daily average number of inmates in all the Asylums for the six years (1863 to 1868) exhibited a steady increase, as will be seen in the accompanying comparative return; but in the year 1869 ^{Marked A.} the daily average appears to have reached its limit, as the number in that year was only one above the number in 1868. This gratifying fact is not attributable to any unusual mortality, since the number of deaths was actually thirty-eight less in 1869 than it was in 1868, but the Board are inclined to regard it as an evidence that the maximum of pauperism, as regards candidates for admission to the Government Asylums, have been reached.

(2.) The Board are gratified to be able to report that the average expense per head for the past year is considerably under that of former years; the comparative return shows that while the average ^{Marked B.} expenditure for each pauper, for the years 1863 to 1868 inclusive, was £13 18s. 4d., that for 1869 was £12 14s. 1d., or £1 4s. 3d. under the average of the former six years. This result may for the most part be attributed to the favourable contracts which have been made for the supplies of provisions, clothing, &c., and it is viewed as a complete realization of the Board's anticipations when they applied to be allowed to make their own contracts, that they would be enabled to manage the Asylums, not with greater economy only, but with greater satisfaction to all concerned.

(3.) The comparative return includes the expenditure of the Hyde Park, Parramatta, and Liverpool ^{Marked B.} Asylums only; the Asylum at Port Macquarie, which was established in 1866, has always been looked upon as a temporary shift only, and therefore has not been included in the return, which embraces the three years prior to its establishment. With reference to the Port Macquarie establishment, the largely increased cost, not only in the transport of the people, but in their maintenance, added to the difficulty of exercising an efficient supervision over its management, induced the Board, upon the completion of the new wing at Liverpool, to recommend its abandonment, and this was effected, with the approval of the Government, at the expiration of last year, when the women (55 in number) were transferred to the Asylum at Hyde Park, and the men (126 in number) to Liverpool.

(4.) The average daily number in all the Asylums in 1869 was 970, and the total average cost per head, including salaries, rations, clothing, medicines, travelling expenses, &c., was £12 16s. 6½d. per head, ^{Vide Return, marked C.} an expenditure which the Board think will contrast favourably with that of any Institution of a kindred nature in this or any of the adjoining Colonies.

(5.) I am desired further to add that whilst it has always been the object and study of the Board to maintain a strict watch upon the admissions, and to enforce the utmost economy in the working of the Institutions under their charge, they have never refused shelter to any well established case of helpless destitution, nor have the health and comfort of the unfortunate class of persons who have obtained that shelter been otherwise than the object of their constant solicitude.

(6.) There is one other point to which I am desired to draw attention, and that is to the necessity for some enactment similar to that in force in the Colony of Victoria, by which lunatic, idiotic, deaf, dumb, blind, or infirm persons, arriving by ship, who are likely to become a charge upon the public, are prohibited from landing at any port, unless under bond to Her Majesty for the repayment of expenses which shall or may be incurred within the space of five years, for the maintenance or support of such persons. (*Vide* "The Passengers, Harbours, and Navigation Statute of 1865," section 36.)

The necessity for some such law was pointed out in the Board's letters of the 13th July and the 3rd August, 1869, and every day's experience convinces them of the injury which arises to the Colony from the unchecked reception of infirm paupers from Queensland, New Zealand, and elsewhere, to be a tax upon its charity.

I have, &c.,

FREDERIC KING,
Secretary.

A.

COMPARATIVE RETURN of the number of Inmates of the Government Asylums for the Infirm and Destitute, for the Years 1863 to 1869 inclusive.

Date.	Hyde Park.	Parramatta.	Liverpool.	Port Macquarie.	Total.
1863	153	207	264	.....	624
1864	153	208	312	.....	673
1865	161	218	342	.....	721
1866	155	221	402	78	856
1867	152	210	427	142	931
1868	160	214	451	144	969
1869	165	218	472	115	970

The Hyde Park Asylum,
Sydney, 8 March, 1870.

FREDERIC KING,
Secretary.

B.

COMPARATIVE STATEMENT of the Expenditure of the Government Asylums at Sydney, Parramatta, and Liverpool, for the Years 1863, 1864, 1865, 1866, 1867, 1868, and 1869.

Asylums.	Years.	Average daily number of inmates.	Salaries.		Rations, including medical comforts, gratuities, &c.		Clothing.		Contingencies.		Total.	
			Total.	Per head.	Total.	Per head.	Total.	Per head.	Total.	Per head.	Total.	Per head.
Sydney.....	1863	153	£ 624 12 8	£ 4 1 7 ³ / ₄	£ 1,211 1 1	£ 7 18 3 ¹ / ₂	£ 262 19 4	£ 1 14 4 ¹ / ₂	£ 261 16 4	£ 1 14 2 ³ / ₄	£ 2,360 9 5	£ 15 8 4 ¹ / ₂
	1864	153	555 11 0	2 12 7 ¹ / ₂	1,232 3 7	8 1 0 ³ / ₄	160 13 8	1 1 0	292 18 11	1 18 3 ¹ / ₄	2,241 7 2	14 12 11 ¹ / ₂
	1865	161	623 10 0	3 17 5 ¹ / ₂	1,110 7 2	6 17 11	373 4 0	2 6 4 ¹ / ₂	287 2 7	1 15 8	2,394 3 9	14 17 4 ¹ / ₂
	1866	155	608 12 1	3 18 6 ¹ / ₂	1,124 2 0	7 5 0 ¹ / ₂	209 18 10	1 7 1	255 1 3	1 12 10 ³ / ₄	2,197 14 2	14 3 6 ¹ / ₂
	1867	152	635 4 4	4 3 6 ³ / ₄	985 10 9	6 9 8	315 12 9	2 1 6	277 4 7	1 16 5 ¹ / ₂	2,213 12 5	14 11 3
	1868	160	632 9 6	3 19 0 ¹ / ₂	1,091 2 0	6 16 4	278 15 4	1 14 10	329 0 10	2 1 1 ¹ / ₂	2,331 7 8	14 11 5
	1869	165	589 6 0	3 11 5 ¹ / ₂	1,098 2 6	6 13 1 ¹ / ₂	334 9 5	2 0 6	313 19 0	1 18 0 ³ / ₄	2,335 16 11	14 3 1 ¹ / ₂
Parramatta.....	1863	207	£ 618 0 10	£ 2 19 8 ¹ / ₂	£ 1,288 11 5	£ 6 4 6	£ 287 15 2	£ 1 7 9 ¹ / ₂	£ 490 19 11	£ 2 7 5 ¹ / ₂	£ 2,685 7 4	£ 13 4 3 ¹ / ₂
	1864	208	647 12 8	3 2 3	1,528 11 11	7 6 11 ¹ / ₂	378 10 9	1 16 11 ¹ / ₂	376 12 0	1 16 2 ¹ / ₂	2,931 7 4	14 1 1 ¹ / ₂
	1865	218	606 10 8	3 1 1 ¹ / ₂	1,388 16 4	6 7 4 ³ / ₄	600 12 3	2 15 1	441 18 6	2 0 6 ¹ / ₂	3,097 17 9	14 14 2 ¹ / ₂
	1866	221	669 19 6	3 0 7 ¹ / ₂	1,750 6 2	7 18 4 ³ / ₄	391 2 9	1 15 4 ³ / ₄	344 18 5	1 11 2 ¹ / ₂	3,156 6 10	14 5 7 ¹ / ₂
	1867	210	689 16 9	3 5 8 ¹ / ₂	1,321 15 5	6 5 10 ¹ / ₂	670 7 1	3 3 10	371 3 1	1 15 4	3,053 2 4	14 10 9
	1868	214	687 18 7	3 4 3 ¹ / ₂	1,416 14 7	6 12 4 ¹ / ₂	507 6 3	2 7 4 ³ / ₄	300 5 10	1 3 0 ³ / ₄	2,912 5 3	13 12 2
	1869	218	693 13 8	3 3 7 ¹ / ₂	1,411 14 5	6 9 6	573 1 4	2 12 6	255 18 1	1 3 5 ¹ / ₂	2,934 7 6	13 9 1 ¹ / ₂
Liverpool.....	1863	264	£ 715 7 3	£ 2 14 2 ¹ / ₂	£ 1,963 13 4	£ 7 8 9	£ 439 2 2	£ 1 13 3	£ 831 18 9	£ 3 3 0 ¹ / ₂	£ 3,950 1 6	£ 14 19 2 ³ / ₄
	1864	312	810 12 2	2 11 11 ¹ / ₂	2,184 1 6	7 0 0	507 19 4	1 12 7	542 3 7	1 14 9	4,044 16 7	12 19 3 ¹ / ₂
	1865	342	835 1 6	2 8 9 ³ / ₄	2,405 17 1	7 0 8 ¹ / ₂	1,133 14 7	3 6 3 ¹ / ₂	754 6 0	2 4 1	5,128 19 2	14 19 11 ¹ / ₂
	1866	402	852 8 5	2 2 5	2,790 0 0	6 18 9 ¹ / ₂	787 14 6	1 19 2 ¹ / ₂	843 6 0	2 1 11 ¹ / ₂	5,273 8 11	13 2 4 ¹ / ₂
	1867	427	885 11 5	2 1 5 ¹ / ₂	2,640 3 8	6 3 7 ¹ / ₂	1,140 6 6	2 13 4 ³ / ₄	907 13 6	2 2 6	5,573 15 1	13 1 0 ¹ / ₂
	1868	451	939 2 4	2 1 7 ¹ / ₂	3,043 13 9	6 15 2 ¹ / ₂	992 4 9	2 4 0	802 17 4	1 15 7	5,782 18 2	12 16 5 ¹ / ₂
	1869	472	837 5 10	1 17 7	3,053 3 9	6 9 4	943 9 8	2 0 0	707 19 11	1 10 0	5,591 19 2	11 16 11 ¹ / ₂
Totals	1863	624	£ 1,958 0 9	£ 3 2 9	£ 4,463 5 10	£ 7 6 0 ¹ / ₂	£ 988 16 8	£ 1 11 8 ¹ / ₂	£ 1,584 15 0	£ 2 10 9 ¹ / ₂	£ 8,995 18 3	£ 14 8 8 ¹ / ₂
	1864	673	2,013 15 10	2 19 10	4,944 17 0	7 6 11 ¹ / ₂	1,047 3 9	1 11 1 ¹ / ₂	1,211 14 6	1 16 0	9,217 11 1	13 13 10 ¹ / ₂
	1865	721	2,125 2 2	2 18 11 ¹ / ₂	4,905 0 7	6 16 0 ¹ / ₂	2,107 10 10	2 18 5 ¹ / ₂	1,483 7 0	2 1 2	10,621 0 8	14 14 7
	1866	778	2,131 0 0	2 14 9 ¹ / ₂	5,664 8 2	7 5 7 ¹ / ₂	1,388 16 0	1 15 8 ¹ / ₂	1,443 5 8	1 17 8 ³ / ₄	10,627 9 11	13 13 10 ³ / ₄
	1867	789	2,210 12 6	2 16 0 ¹ / ₂	4,947 9 10	6 5 4 ³ / ₄	2,126 6 4	2 13 10 ³ / ₄	1,556 1 2	1 19 5 ¹ / ₂	10,840 9 10	13 14 9
	1868	825	2,259 10 5	2 14 9 ¹ / ₂	5,556 10 4	6 14 8 ¹ / ₂	1,778 6 4	2 3 1 ¹ / ₂	1,432 4 0	1 14 8 ¹ / ₂	11,026 11 1	13 7 8 ¹ / ₂
	1869	855	2,170 5 6	2 10 9	5,563 0 8	6 10 1 ¹ / ₂	1,851 0 5	2 5 7 ¹ / ₂	1,277 17 0	1 9 10 ¹ / ₂	10,862 3 7	12 14 1

Government Asylum,
Sydney, 8 March, 1870.

FREDERIC KING,
Secretary.

3

C.

RETURN of the Expenditure of the Government Asylums for the Infirm and Destitute, for the year 1869.

Asylum.	Average No. of Inmates.	Salaries.		Rations.		Clothing.		Contingencies.		Total.	
		Total.	Per head.	Total.	Per head.	Total.	Per head.	Total.	Per head.	Total.	Per head.
Hyde Park	165	£ s. d. 539 14 4	£ s. d. 3 5 5	£ s. d. 1,098 2 6	£ s. d. 6 13 1 ¹ / ₄	£ s. d. 334 9 5	£ s. d. 2 0 6	£ s. d. 313 19 0	£ s. d. 1 18 0 ³ / ₄	£ s. d. 2,286 5 3	£ s. d. 13 17 1 ¹ / ₄
Parramatta	218	644 2 0	2 19 1	1,411 14 5	6 9 6	573 1 4	2 12 6	255 18 1	1 3 5 ¹ / ₄	2,884 15 10	13 4 6 ³ / ₄
Liverpool	472	837 14 2	1 15 5 ³ / ₄	3,053 3 9	6 9 4 ¹ / ₂	943 9 8	2 0 0	707 19 11	1 10 0	5,542 7 6	11 14 10 ³ / ₄
Port Macquarie	115	549 15 10	4 15 8	761 6 11	6 12 5	92 12 5	0 16 1 ¹ / ₄	324 7 1	2 16 4 ³ / ₄	1,728 2 3	15 0 7
Total	970	2,571 6 4	2 13 0	6,324 7 7	6 10 4	1,943 12 10	2 0 0 ³ / ₄	1,602 4 1	1 13 0 ¹ / ₄	12,441 10 10	12 16 6 ¹ / ₄

Hyde Park Asylum,
Sydney, 8 March, 1870.FREDERIC KING,
Secretary.

DETAILED Statement of the Expenditure of the Government Asylums, for the year 1869.

	Hyde Park.		Parramatta.		Liverpool.		Port Macquarie.		Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries		539 14 4		644 2 0		837 14 2		549 15 10	2,571 6 4
Rations	843 18 7		1,143 7 4		2,632 2 10		686 11 7		
Medical comforts	89 14 4		71 12 6		139 0 3		9 18 7		
Vegetables	99 5 7		90 18 9		96 17 1		23 17 3		
Gratuities	33 5 3		65 10 10		131 17 2		28 9 2		
Milk	31 18 9	1,098 2 6	40 5 0	1,411 14 5	53 6 5	3,053 3 9	12 10 4	761 6 11	6,324 7 7
Clothing		334 9 5		573 1 4		943 9 8		92 12 5	1,943 12 10
Contingencies									
Travelling expenses			11 9 1		113 16 10		193 15 0		
Advertisements	4 2 0				0 12 0				
Fuel	51 3 6		59 5 9		45 10 2		36 7 0		
Medicines	21 0 11		5 2 8		74 10 9		24 8 9		
Water			8 2 5		60 8 1				
Burials	40 5 0		40 17 6		150 14 0		19 17 6		
Medical comforts	10 10 0						1 1 0		
Ironmongery	33 13 11		46 1 4		94 9 1		9 3 6		
Sundries	37 18 0		21 3 7		36 19 9		13 10 7		
Light	22 10 9		11 15 0		17 8 5		7 2 0		
Soap	25 1 2		24 3 8		40 7 10		12 1 7		
Rent	58 15 0		12 10 0		50 0 0		4 0 0		
Straw	8 18 9	313 19 0	15 7 1	255 18 1	23 3 0	707 19 11	3 0 2	324 7 1	1,602 4 1
		2,286 5 3		2,884 15 10		5,542 7 6		1,728 2 3	12,441 10 10

Hyde Park Asylum,
Sydney, 8 March, 1870.FREDERIC KING,
Secretary.

[3d.]

Sydney : Thomas Richards, Government Printer.—1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROMAN CATHOLIC ORPHAN SCHOOL, PARRAMATTA.
 (CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 1 March, 1870.

[Laid on Table in reply to Question No. 3, Votes and Proceedings, No. 18, of Friday, 25 February, 1870.]

No. 1.

MR. JAMES O'SULLIVAN to THE PRINCIPAL UNDER SECRETARY.

Catholic Orphan School,
Parramatta, 24 January, 1870.

SIR,

I most respectfully beg to call the attention of the Honorable the Colonial Secretary to the deaths—sickness—the numerous cases of ophthalmia, &c., so prevalent in this Institution, likewise neglect in the education of the children, and the other abuses so frequent in the management of this school.

1. Within the last twelve months eleven children died in this school, whose deaths I attribute to the want of not been properly attended to. They were all very young, from three months to three years old; there was none to look after them; they were allowed to wander under the cold, rain, and heat; got bad nourishment, unfit for their tender years; the consequence was, they contracted disease, which was most painful even to witness, and the sufferings some of those poor creatures endured, until death terminated their existence, was most appalling. I do not know what the medical certificate of the deaths may be, but I am sure if a proper investigation is made my statement will be found correct.

2. Sickness—Cases of ophthalmia, &c., are so prevalent, that I wish particularly to draw attention to. Those cases are nearly produced in the dormitory; there the ventilation is not good, but to add to it the beds are made up early in the morning, between 7 and 8 o'clock, and so confine the night effluvia, and prevent its escape; also, the boards are washed between the beds daily—the bed-clothes absorbs and retains the damp evaporation, consequently the air in the dormitory, and especially in the winter time, is damp, chilly, and fetid; it's no wonder then, when this air is inhaled night after night, that sickness, sore eyes, &c., follows.

3. The diet also is bad, and there is never a change of diet made—the tea, sugar, milk, and the meat are of the very worse kind. On such diet the children are obliged while out of school to work hard; they cut over a ton of wood into very small pieces, as also to pump over 400 gallons of water; in no other Institution are the children compelled to work so hard and do work of this kind; they are too young, and not able to do it here.

4. I wish also to call attention to the children who are apprenticed. Some of those poor things run away from their masters, and come back here in a miserable condition, complaining of the harsh treatment they receive; others, who serve their time, state that their masters do not pay them the money they ought to receive at the end of their service.

5. The education of the children is also neglected; I know a number of grown-up boys, who attended school every day for the last two or three years, and who can neither read nor write. I wish here also to state that I was appointed assistant teacher, but I am not allowed to teach; I have to attend to the children out of school, and do other things which are not in accordance with that of a teacher's duties.

6. There is also a farm of 59 acres attached to this school; I should think it costs the Government over a £100 a year; as it is managed at present it's of no benefit to the Institution.

I am very well aware in making this report I will incur the displeasure of the Sisters of the Good Shepherd, who are managing this school, and the Vicar-General; that they will do their utmost to injure me I feel positive; I do not consider myself, if I can benefit the poor orphans who can neither use their voice or pen to show their miseries.

I have, &c.,
JAMES O'SULLIVAN.

2

No. 2.

THE PRINCIPAL UNDER SECRETARY TO THE VICAR-GENERAL.

Colonial Secretary's Office,
Sydney, 2 February, 1870.

VERY REVEREND SIR,

I am directed by the Colonial Secretary to refer to you, for your observations on the allegations therein made, the accompanying copy of a letter from Mr. James O'Sullivan, teacher at the Roman Catholic Orphan School, containing statements affecting the welfare of the inmates of that Institution.

I have, &c.,
HENRY HALLORAN.

No. 3.

THE VICAR-GENERAL TO THE COLONIAL SECRETARY.

Vicar-General's Office,
14 February, 1870.

SIR,

I have the honor to acknowledge receipt of your letter of the 2nd instant (70-792), enclosing copy of a letter written by Mr. James O'Sullivan, assistant teacher at the Roman Catholic Orphan School, for the purpose of bringing under the notice of the Government his allegations concerning certain imaginary abuses affecting, as he says, the welfare of the children.

2. The main matter of his assertions belongs to the responsibilities of the Visiting Surgeon, and to details of which a medical man is the fittest judge. The Committee therefore have procured Dr. Pringle's report, which they have now the honor to enclose.

3. Mr. O'Sullivan says that the farm produces nothing; on the contrary, although it has been so lately taken in hand, it already supplies a considerable proportion of the whole quantity of vegetables consumed; besides this saving, the training of some of the boys to agricultural labour was a principal advantage intended by Government in granting the land.

4. Mr. O'Sullivan says that some boys have run away from their masters back to the school, and complained of illusage and nonpayment. It is not to be expected that, amongst boys beginning a life of regular industry, there should be none to run away from their labor, and invent tales of excuse. The Committee have always been ready to inquire into any case of apparent hardship. Of course it may sometimes have been difficult, in the case of runaway apprentices, to obtain their yearly fee, but the Committee have recently ordered their clerk to make a yearly application for this fee, which is paid by the Chairman into the Savings' Bank, so that every possible injustice will be obviated.

5. With reference to Mr. O'Sullivan's assertions, relative to the school instruction and management of the children, it is sufficient to point out that examinations have been made by the Inspector of Public Schools and by the Inspector of Public Charities.

6. The Committee leave in the hands of the Honorable the Colonial Secretary the appreciation of the gross breach of ordinary discipline committed by Mr. O'Sullivan in appealing to the supreme authority without first offering his statements to themselves; and they refer to the insolence of the concluding paragraph of his letter, and to its date, following close upon a serious charge which had been made against his own conduct, as very forcibly suggesting a motive for his attack for other than his professed anxiety for the welfare of the children.

I have, &c.,
S. J. A. SHEEHY,
V. G.

The Visiting Surgeon, Roman Catholic Orphan School, Parramatta, to the Clerk to the Committee of Management.

Parramatta, 7 February, 1870.

Sir,

I have just received, and read with equal disgust and indignation, the tissue of falsehoods penned by Mr. Jas. O'Sullivan, respecting the treatment of the children in the Roman Catholic Orphan School. With regard to the education of the children of course I cannot report, but on every other point I can speak with authority, and most emphatically deny the man O'Sullivan's allegations.

2. The eleven deaths which have occurred during the past year have, with one exception (a case of British cholera), occurred in infants suffering from inherited disease,—one case, Bridget Rudd, was placed in hospital on the day of her admission to the school, and never left her bed. The children received every possible attention, both before admission and while in hospital. The food was excellent, and as a change there was no stint of eggs, butter, milk, arrowroot, wine, brandy, &c., &c., while the attention of the Sisters was beyond all praise. A regular certificate of the cause of death was furnished by me in each case, the most common causes of death being low fever, marasmus, and cancrum oris.

3. It is untrue that there are many bad cases of ophthalmia; there are more chronic cases than I should like to see, but these are nearly all attributable to the defective drainage now being remedied.

4. The general diet of the school is good and abundant, while no child to my knowledge has ever suffered from over work.

5. Mr. O'Sullivan's statement that children, when apprenticed, run away and return to the school, contradicts his previous statement that the children were starved and badly used.

Lastly. It appears strange that Mr. O'Sullivan should have witnessed all this bad treatment for twelve months in silence, nor felt himself compelled to remonstrate until his own conduct in the school was called in question by the Mother Superioress.

I have, &c.,
G. HOGARTH PRINGLE, M.D.,
Visiting Surgeon, R. C. School.

Catholic

The Matron, Roman Catholic Orphan School, Parramatta, to the Chairman of the Committee.

Catholic Orphan School,
Parramatta, 12 February, 1870.

Very Reverend Sir,

In answer to the charges made by Mr. O'Sullivan regarding the farm, I beg to say I have calculated the expenses for the year 1869, and can only make them amount to seventy-one pounds nine shillings and six-pence.

The produce for the same year amounts to eighty-five pounds nine shillings and one penny.

I duly received permission, in the month of April, to have the farm ploughed. In the month of July we received a small supply of vegetables, increasing each month, until December, when we received a full supply—three thousand two hundred pounds—which we shall continue to receive for some months.

From this statement you will see it has more than cleared itself, though only so short a time under cultivation.

Such being the case, we have every reason to hope that the saving this year will be considerable.

I remain, &c.,
M. A. ADAMSON.

Expenses of Farm, 1869 :—

	£	s.	d.
Mens' wages	35	0	0
Rations for man and wife	13	14	6
Forage, one horse	22	15	0
Total	£71	9	6

Produce of Farm, 1869 :—

1,557 quarts milk— $2\frac{1}{2}$ d.	16	4	4
3,568 do. — $2\frac{3}{4}$ d.	40	17	8
9,899 lbs. vegetables— $\frac{1}{8}$ d.	28	7	1
Total	£85	9	1

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROMAN CATHOLIC ORPHAN SCHOOL, PARRAMATTA.

(REPORT OF INSPECTOR OF PUBLIC CHARITIES.)

*Ordered by the Legislative Assembly to be Printed, 16 March, 1870.**[Laid on Table in reply to Question No. 3. See Votes and Proceedings No. 28, of Wednesday, 16 March, 1870.]*

THE INSPECTOR OF PUBLIC CHARITIES TO THE PRINCIPAL UNDER SECRETARY.

Sydney, 8 February, 1870.

SIR,

I have the honor to report, for the information of the Honorable the Colonial Secretary, that I inspected the Roman Catholic Orphan School on the 7th instant.

2. Before proceeding to remark on the state of the institution, I would beg to call attention to the fact that there do not appear to be any printed rules and regulations for the guidance of the officers in the fulfilment of their several duties, and would refer to a letter from my predecessor, dated 11th December, 1868, submitting regulations for approval; they appear to have been lost sight of, and I would now wish to point out the serious inconvenience and irregularity which is caused by the want of such proper rules as are in force in similar institutions.

3. I found the building in a wretched state of repair, the walls and ceilings have not been white-washed, or the woodwork painted, for more than two years, and consequently the aspect of the wards, dormitories, and school-rooms, is most forlorn. The kitchen and bakehouse have the same neglected appearance, the walls being literally black from smoke and dirt. Mrs. Adamson (the Matron) stated to me that repeated application had been made for the white-washing and painting, but without effect. I can only add that the state of the premises is disgraceful.

4. Cleanliness.—The dormitories are infested with bugs, and in that part of the premises called the infirmary they are positively swarming—how the children can sleep at all it is difficult to imagine; the bedding was very indifferent, and the sheets presented a very soiled appearance. The children were clean in their persons, but the hair of several was infested with nits.

5. Health.—The children appeared to be generally in good health, but there were several cases of sore eyes and scald heads.

6. Clothing.—The children have a very untidy look, and the boys do not wear boots or shoes. This is allowed merely because they wish it. Boots are provided by the Government, but the Matron does not enforce their use. Her want of proper action in this matter should be censured, as the appearance of the children is slovenly in the extreme.

7. Store.—The store accommodation is very limited. The month's supply of flour was stacked on the kitchen table, where, it was, of course, at the mercy of the servants of the establishment. Some additional room should be set apart for this requirement.

8. Food.—The bread baked in the establishment appeared good. I did not see the meat, but it was reported to be generally good. Mrs. Adamson had no complaints to make as to the supplies sent in by the contractors.

9. Mrs. Adamson drew my attention to the appointment of the Drill Sergeant, who holds office in some degree independent of the Matron, and, according to her statement to me, Mr. O'Sullivan takes repeated opportunities of showing that he is not wholly under the Matron's orders. His conduct may not, under the circumstances, be open to censure, but I am clearly of opinion that all subordinates in that and all other similar establishments should be placed under the control of the Matron or Superintendent, and be bound to obey all his or her orders.

I have, &c.,
 FREDERIC KING,
 Inspector of Public Charities.

THE PRINCIPAL UNDER SECRETARY TO THE VERY REV. S. J. A. SHEEHY.

Colonial Secretary's Office,
Sydney, 19 February, 1870.

VERY REV. SIR,

8 February, 1870.

In transmitting to you the accompanying copy of a Report from the Inspector of Public Charities, respecting the Roman Catholic Orphan School, I am directed to state that the Colonial Secretary will feel obliged by being favoured with your observations thereon.

I have, &c.,
HENRY HALLORAN.

MEMO.—Dr. Pringle's letter is transmitted, as requested, for the information of the Honorable the Colonial Secretary.

On it I would merely remark that, though Dr. Pringle "demurs to three remarks" in my Report, he acknowledges to the correctness of two assertions,—that the walls of the infirmary are infested with bugs, and that "there are more cases of ophthalmia than he likes to see." With reference to his statement that he cannot find one case of scald-head in the Institution, I can only say that I may have used a wrong term, but that there were cases of sore head in the Institution I still assert.

FREDERIC KING,
Inspector of Public Charities.

DR. PRINGLE TO THE INSPECTOR OF PUBLIC CHARITIES.

Parramatta,
25 February, 1870.

MY DEAR SIR,

The Very Reverend the Vicar-General has shown me your Report on the state of the Roman Catholic Orphan School.

There are three and only three remarks therein that to some extent tell against me, and to these I beg respectfully to demur:—

- 1st. You say "the infirmary is swarming with bugs," and you "wonder how the children can sleep." Now I maintain that you cannot find six bugs in all the beds in the infirmary. By my order, every bed is unscrewed twice a week, scalded with boiling water, and all the joints touched with a strong solution of bi-chloride of mercury in turpentine and spirit. I grant that the walls are infested; but remember, in spite of repeated applications, the infirmary has never been plastered, and only once whitewashed in seven years.
- 2nd. You say you "saw many cases of ophthalmia." There are more than I like to see, but these and the fatal cases of fever and *cancremoris* are mainly due to the disgraceful state of the drainage, and the want of earth-closets. I wrote on this subject to the late Dr. Greenup twelve months before his death, and have since worried both the Committee and the Colonial Secretary's Office on the subject continually. Nevertheless, until the last week, we have been living with a foetid cesspool in the middle of the yards—choked up drains in every direction—no outlet from the closets, until the people of Parramatta have arisen against the nuisance; and now that they are remedying matters, they are actually depositing the night-soil in a pit not three yards from the boys' schoolroom and dormitory, and last night one load was discharged in the middle of the yard.
- 3rdly. You say "there were several cases of scald-head" in the school. I cannot find *one*. One case of ring-worm of the scalp is, after months of patient treatment, cured; and, except a few spots of *impetigo* common to all children in hot weather, I can find certainly nothing contagious.

I trust you will forward this explanation to the Colonial Secretary, and remain,—

My dear Sir,
Yours faithfully,
G. HOGARTH PRINGLE.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROMAN CATHOLIC ORPHAN SCHOOL, PARRAMATTA.

(LETTER FROM ARCHBISHOP POLDING, ON STATE AND CONDUCT OF.)

Ordered by the Legislative Assembly to be Printed, 8 April, 1870.

THE MOST REV. J. B. POLDING, D.D., to THE COLONIAL SECRETARY.

Sydney, April 8, 1870.

MY DEAR MR. COWPER,

When I had the pleasure of an interview with you some few days ago, I said that I would pay a visit to the Orphan School, with a special view to the hard things that have been lately said against it, and would give you my estimate of the state and conduct of the place. Seeing that the Institution was originally established on my own petition and that of the Catholic people of this Colony, at a time when our religious liberty was beginning to be recognized, *in order* that Catholic orphan children might receive the training which we consider necessary, and that, without the shadow of injustice to any other class, the Institution has been carried on to our satisfaction by a Catholic Committee, under the supreme authority of the Colonial Secretary, I do not think that I am making any unreasonable request in asking you, as I do now ask you, to receive my assurance that the condition of the children, in respect of health, of bodily comfort, of mental and religious training, is all that can be fairly expected, and all that can in fact be accomplished by conscientious and disinterested officials. I do not choose to speak in superlatives, or I might say more : I might say that no other Institution can surpass it. I can understand the report of which you spoke to me from the Inspector of Charities. His visit was made at an unfortunate time. The aspect *was* forlorn and untidy. Well it might be. Plastering and whitewashing, and the numberless little repairs that go to make up a general appearance of neatness and order, had not been done, and besides the large open space was covered with the unsightly operations of the repairs and alterations of sewerage. He was quite right so far. Then comes the question who was in fault. I cannot say that any one whom I desire to criticise was. The Committee had been discouraged, had been—I must say it—insulted. Their right to act had been most offensively challenged, the right of men who had been in possession since the Government had first assigned to Catholics the privilege of conducting their own orphanage, under account to the Government—the right of men who had no interest in their charitable work beyond the charity itself, who year after year devoted care, and money too out of their own purses, to the work ; yet even under discouragement they had done what they could—the records of official correspondence will show it. But neither do I blame any Government Department. I have no sympathy with the vulgar abuse that charges at once neglect where there is nothing but a natural, necessary delay. I assume, and believe, that on both sides—on the side of the Committee, and on the side of the Government Departments—all was done that under the novel circumstances could conveniently be done. So far as the Inspector's visit and report are concerned there was a concurrence of unfavourable circumstances, and I for one do not wonder that it hid from him the habitual, permanent character of the management. I do think this would have been understood easily at any other time, but just now the air is thick with prejudice, the usually kind hearts of our fellow-colonists have been chilled towards us, and our momentary difficulties colour and obscure everything else. Meantime the truth is simply this,—that in this Catholic Orphan School the welfare of the children is admirably attended to ; if there is any excess, it is on the side of care and kindness. And with respect to administration, the public money could not be more advantageously and conscientiously expended ; if there is any error, it has been on the side of a too strict and timid economy. I have only to add that my visit has not been hasty nor perfunctory : I have gone over the whole establishment, and seen, I think, almost every child in it. I have no hesitation in saying that a set of children in better health and spirits can nowhere be found. I have suggested some alterations of detail which will I think be an amendment.

I am, &c.,

+ J. B. POLDING, Sydney

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NAUTICAL SCHOOL-SHIP "VERNON."

(LETTER FROM SUPERINTENDENT, RELATIVE TO FUTURE MANAGEMENT OF.)

Ordered by the Legislative Assembly to be Printed, 8 March, 1870.

CAPTAIN MEIN TO THE PRINCIPAL UNDER SECRETARY.

N. S. S. "Vernon,"
3 May, 1869.

SIR,

I do myself the honor to draw your attention to the following suggestion in reference to the future management of the N. S. S. "Vernon," with the view of carrying out in the most effective manner the objects for which she was intended; and by the same means, to provide for the establishment of a Reformatory under the same management, viz. :—

1. To remove the "Vernon" from her present moorings, and moor her in Middle Harbour above the spit abreast the Government Reserve or lands not yet disposed of by sale, and made a receiving ship for all male juvenile delinquents.

The reserve to be enclosed in with a high, close fence; working parties to be told off daily to erect substantial workshops and sheds for trades—such as shipwrights, carpenters, boatbuilders, blacksmiths, shoemakers, tailors, baking, quarrying, &c.; large tanks could be quarried out of the rock to hold a quantity of water, and the rest of the ground laid out as a farm; cows could be kept to produce sufficient milk for the establishment and to make butter for the market.

2. For the efficient training of seamen, to purchase a small vessel, either a schooner or brig, as a tender to the "Vernon," of about 100 tons—a good weatherly craft—which I think could be obtained ready for sea for about £800. This vessel could go to sea when wanted for exercise, or could be made use of in going either to the islands, or a cruise along the coast, or visits to light-houses, or any special Government service, and to be entirely worked by the boys from the receiving ship "Vernon." The boys would thus become really practical sailors.

The shore-working party could be conducted as nearly as possible on the Red Hill Farm system, or Mettray, as would be found from experience the best adapted to the juveniles of this Colony. A Reformatory, Industrial School, and Training Vessel for Seamen, would thus be all under the one superintendence, and be an easy distance from Sydney, where the head of the department could inspect at any moment required; and being under one superintendence and staff, the expense would be much less than by separate establishments. From this dépôt the whole Colony could be supplied with trained artisans, agriculturists, servants, and seamen.

The expense of adopting these suggestions would not be attended with any material increase of the present estimate for this Institution. The boys who are on board the "Vernon" have now acquired such habits of industry that all the manual labour required could be furnished from the decks of this vessel, and it would be only necessary to engage the services of one or two skilled persons to direct their energies in certain special departments.

With reference to that portion of paragraph 1. where it is recommended that the vessel should be "made a receiving ship for all male juvenile delinquents," and which has been objected to on the grounds that it is not advisable that juveniles who had been convicted of offences should be mixed with those who have committed no fault,—I beg to remark that the objection would be obviated by the ground on which I propose to locate the boys being divided by a close fence, of such a nature as would effectively prevent any communication between the two classes; or, if it suited the view of the Government, the ship could be used for the accommodation of one class, and the others could be quartered on shore. But I would observe that it may be worthy of consideration that, after sufficient accommodation had been provided on shore, whether it would not be advisable to exchange the "Vernon"—which, even if she was a new ship, would, from her size, be always a source of great annual expense for repairs, &c.—for a small craft, on board of which the boys could be taught with equal facility the theory of navigation, and would at the same time have the advantage of acquiring the knowledge of practical seamanship.

Since I have made the suggestions which I now take the liberty of specially directing your attention to, I have visited the locality referred to in them, and also other parts of Middle Harbour, and I am more than ever impressed with the advisability of the plan I propose. The Government Reserve in Long Bay, of which I enclose a chart,* is easily isolated, abundantly supplied with a never-failing spring of water, and includes a sufficient quantity of soil well-suited for gardening purposes. There are also suitable places for workshops, dormitories, &c., and is at the same time easily accessible from Sydney, not being at a greater distance than half an hour's drive from Milson's Point.

* See Appendix.

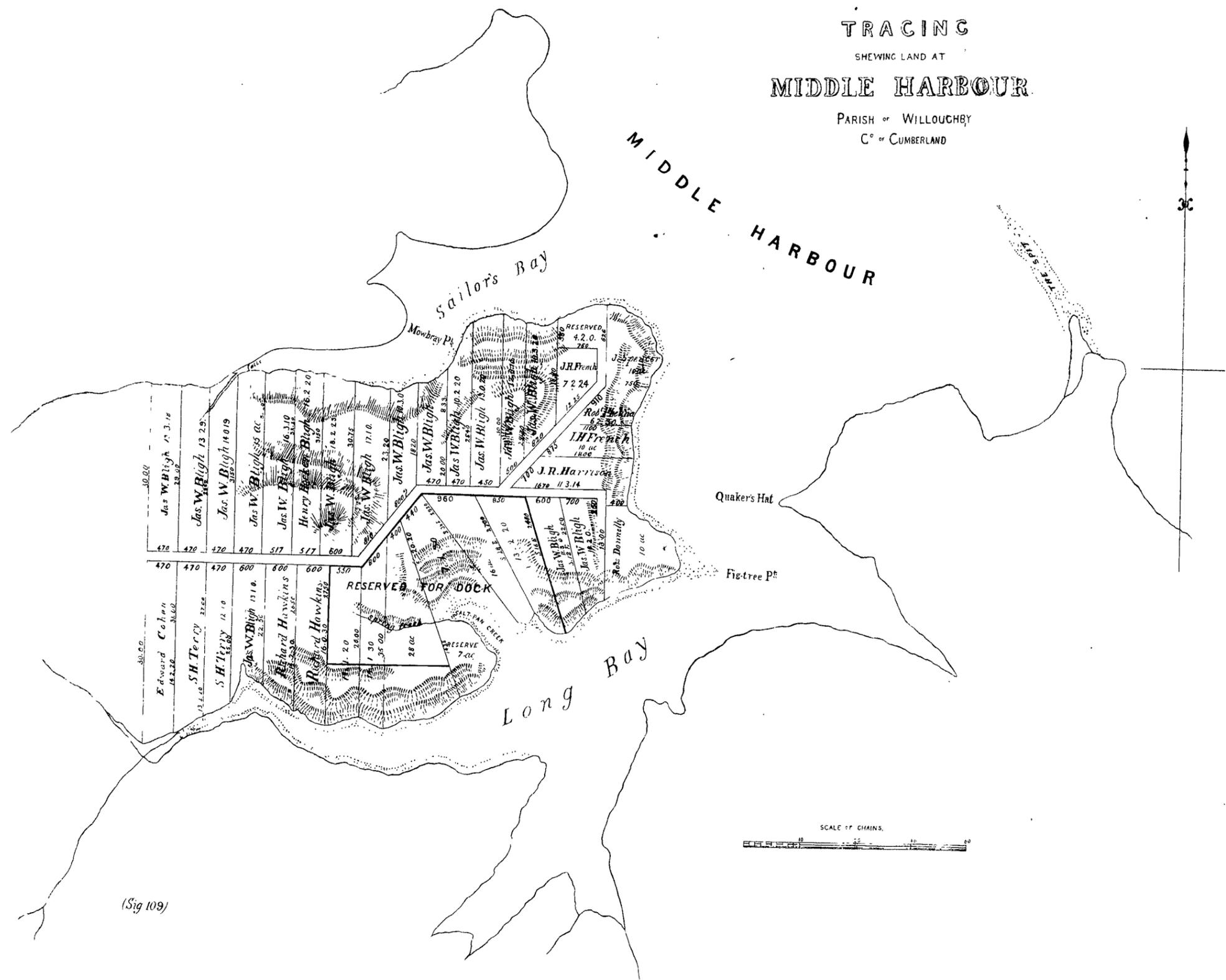
But if the Government have any ulterior views in respect to the Dock Reserve which would be incompatible with its occupation as a Reformatory or Industrial School, I would point out that there is abundance of land in Middle Harbour which has not yet been disposed of, which would be well suitable for the purpose under consideration.

In conclusion, I would urge upon your consideration that, by the adoption of these measures, that not only would the Institution be made to carry out to the fullest extent the object for which it was established, but there would ultimately be a very considerable reduction in the annual expenditure.

I have, &c.,
J. S. V. MEIN.

[Chart.]

TRACING
 SHEWING LAND AT
MIDDLE HARBOUR
 PARISH OF WILLOUGHBY
 CO. OF CUMBERLAND



(Sig 109)

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

HOSPITAL FOR THE INSANE, GLADESVILLE.

(REPORT FOR THE YEAR 1869.)

Ordered by the Legislative Assembly to be Printed, 10 March, 1870.

THE SUPERINTENDENT to THE COLONIAL SECRETARY.

Hospital for the Insane, Gladesville,
25 January, 1870.

SIR,

I have the honor to submit to you a Report on the general condition and progress of the institution under my superintendence for the year 1869.

On December 31st, 1868, the number of patients in hospital was 664, of whom 428 were males and 236 females. Hospital statistics.

During the year, 218 patients have been admitted—143 males and 75 females, of whom 179 were new cases, and 39 had been previously under treatment. The total number under care during the year has been 882, and the average population resident 650—435 males and 215 females. The number discharged during the year was 166, of whom 88 recovered, 26 were relieved, and 52 were not improved. The deaths were 60—53 males and 7 females; and these, with 4 patients escaped, make up a total of 230 discharged, died, or escaped, within the year.

On December 31st, 1869, the total number of patients in hospital was 429 males and 223 females—total 652. These numbers are set forth in a tabular form in Appendix 1 to this Report, Table I.

The number of admissions (218) during the year is a very large one: the reception, diagnosis, classification, and treatment of these cases, added to the constant superintendence of an average number of 650 patients, and the responsibilities of discharge of those who are sane, or sufficiently recovered to return to the care of their friends, has taxed my energies to the utmost; and I would beg to point out, as a strong reason for the erection of additional institutions for the reception and treatment of the insane, the growing necessity for some division of this primary labour. Admissions.

The number of recoveries yields a percentage on the admissions of 40·36; the females showing a percentage of 42·66, and the males of 39·16. Recoveries.

The number of those relieved and so far restored to sanity as to be taken charge of by their friends, shows a total percentage of 11·92, making with the recoveries a total of 52·28 per cent. on the admissions. Patients relieved.

In reference to these in the main satisfactory figures, I desire to express my opinion that, with increased facilities for treatment, with further means for amusement, and with a number within the capabilities of the hospital accommodation, the result would have been much more satisfactory.

The discharges under the heading of Relieved include 14 to the care of their friends, under the Regulations (Appendix 2) issued by the Honorable the Colonial Secretary, and dated July 17th, 1869. 12 of these were discharged under section 1, and 2 under section 2 of these Regulations; and although, owing to the fact that no provision has yet been made on the Estimates for the support, and no distinct regulations for the visitation of the patients discharged under section 2 have been issued, the number is as yet small, the general result has been so far satisfactory, and has fully justified me in making the recommendation which led to the issue of the Regulations referred to.* These Regulations were however only intended as preliminary to an entire revision of the Laws relating to the Insane. Discharges under recent Regulations.

Of the 52 patients discharged "not improved," 28 were transferred to the private institution for the insane at Cook's River, under the superintendence of Mr. Tucker—27 under your directions, to afford some relief to the overcrowded wards of this institution, and 1 at the instance of his friends; the remaining 24 were transferred to the Lunatic Asylum, Parramatta, as vacancies occurred. I regret very much to report that the long anticipated transfer of 200 patients to the new buildings at the Lunatic Asylum, Parramatta, has not yet taken place, owing to the delay in completing the buildings for their reception; the greater number of my efforts for the amelioration of the condition of the inmates of this institution have in consequence been paralyzed. Patients discharged "not improved."

The deaths show a mortality of 9·23 per cent. upon the mean average population, and exhibit a striking difference in the percentage between the two sexes—the deaths among the males being 12·18 per cent., and among the females only 3·25. Deaths.

* "The improved treatment of the chronic insane lies in this direction,—in removing them when possible from the weary imprisonment of asylum surroundings, and in placing them amid the healthier influences of home life. 'Many chronic insane,' writes Dr. Maudesley, 'incurable and harmless, will then be allowed to spend the remaining days of their sorrowful pilgrimage in private families, having the comforts of family life, and the priceless blessing of the utmost freedom that is compatible with their proper care.'" Dr. Lockhart Robertson—*Lancet*, Sept., 1869.

The reasons for this marked difference are chiefly three :—

- 1st. General paralysis, one of the most fatal forms of insanity, is much more common among men than women ; and, so far as the experience of one year in this Colony allows me to judge, is even more common here than in Great Britain.
- 2nd. The hospital, overcrowded in all parts, has been more grossly insufficient for the needs of the inmates on the male than on the female side. The day-rooms are extremely small, and will not contain more than one-third of the patients ; so that the remainder, on cold and wet days, are exposed to all the inclemency of the weather. From the fact that 24 out of the 50 deaths among the male patients occurred during the three winter months—May, June, and July—it may be judged to how great an extent the cold weather acted injuriously upon the patients, and how much the mortality was increased by the want of proper accommodation.
- 3rd. The difference in nursing.—Under the watchful care of the Matron the women are, by the aid of their own sex, nursed most efficiently ; but it seems almost impossible to train men to be equally tender and careful. In the male wards of the institution I have seen instances of careful nursing at the hands of attendants, which have met with my warmest approval, but men are in the majority not naturally nurses, and cannot be trained to be so. The difficulty, which has been equally felt in the asylums of Great Britain, has been met by the appointment of a married middle-aged couple to the charge of the ward in which the infirm and sick patients are specially placed (see Appendix 3), but this arrangement is not possible at present in this institution.

The causes of death will be found set forth in Appendix 1, Table IV.

In three cases the death was sudden, and I deemed it necessary to report the circumstances to the Coroner, who held an inquiry in each case.

INQUESTS held during the Year.

Name.	Sex.	Age.	Date of Admission.	Date of Death.	Verdict.	Remarks.
Vance, William...	M.	51	26 Aug., 1867..	11 Mar., 1869..	Died from disease of the heart.	Found dead by the Dispenser at 6 a.m. <i>Post mortem</i> examination.
Behr Fredk.....	M.	42	14 Feb., 1868..	8 Sept., 1869..	Died from suffocation, owing to the impaction of a piece of meat over the windpipe. Accidental death.	A case of advanced general paralysis. The patient seized and forced into his mouth several large pieces of meat, and one became so firmly impacted over the opening of the larynx that it was found impossible to remove it. <i>Post mortem</i> examination.
Prosser Joseph...	M.	40	12 Aug., 1869..	26 Sept., 1869..	Died from epilepsy	Found dead in bed at 6 a.m. when the day attendant went to call him. <i>Post mortem</i> examination.

Inquests. In the case of Frederick Behr, I was not able altogether to acquit the attendants of blame, but the case was in reality one of those accidents which are very likely to occur in a large institution of this character even under the most careful management; and I cannot too strongly record my thankfulness and my satisfaction that this was the only case of accidental death occurring during the year, and that no case of suicide has happened within the walls.

Accidents. The only other accidents of importance which have occurred to the patients during the year are a dislocation of the ankle caused by a fall from a ladder when the patient was employed in cleaning a window—a fracture of the leg caused by stepping on a loose rock,—and a fracture of the arm, which happened during a struggle between three of the nurses and a very violent female patient, and for which I did not consider the nurses in any degree to blame.

The clothes of one of the nurses took fire in the kitchen, and she was badly burnt. The promptness of one of the male patients, who threw a bucket of water over her, saved her from more severe injury.

General health of patients. The general health of the inmates has been on the whole good; the ill effects likely to arise from the overcrowding in close and often offensive dormitories during the night, being to some extent counteracted by the open air life during the day which the climate of this country allows. Still nine cases of death from pulmonary consumption, in all of which the disease apparently originated within the hospital, have occurred during the year; and notwithstanding the liberal supply of vegetables in the diet, and a more or less constant supply of fruit and green vegetables from the garden, it has been frequently necessary to give wine and beer, and to prescribe lemons and salads medicinally, on account of a low form of scurvy, characterized by tenderness of the gums, purpurous blotches on the arms and legs, and eruptions of boils and carbuncles, which has at no time of the year been quite absent from the hospital, and which I believe to be due to the breathing of vitiated atmosphere by persons of low vitality.

Case of scarlet fever. During the last three months of the year scarlet fever was very prevalent in the neighbourhood, and some cases occurred in the families of the attendants living *outside* the hospital.

On the 20th of September, a patient sleeping in one of the crowded corridors was attacked with the disease in a well marked form. Fearing the alarming consequences which might follow the spread of so highly infectious a disease in such an overcrowded institution, I immediately took steps for the isolation of the patient, removing him to an old cottage in the garden which is in a ruinous state, but habitable in the fine weather of summer, and placing him under the charge of two extra attendants, who during the entire time of their attendance on the case had no duties in the hospital.

All bedding which had been used was burnt, and the strictest measures were adopted for disinfecting the room which had been occupied, and all clothes, &c., worn by the patient during the continuance of the malady. The measures adopted met with your full approval, and I am now happy to report to you that the patient has completely recovered, and has been since December 26th, 1869, in the wards; and that no fresh case of the disease has up to this time occurred. My anxiety at the first occurrence of this malady is only equalled by my thankfulness that it did not spread, as the results in the present state of the institution must have been most deplorable.

Four patients escaped from the institution and were not retaken within fourteen days,—the time within which by the 31st section of the 31st Victoria No. 19, the Superintendent of an asylum is allowed to retake a patient or to detain him on his original warrant after his recapture. In one of these cases the patient was returned to the hospital under a new warrant about a month after discharge; the other three have not since been heard of. Escapes.

I have taken every possible precaution consistent with what I consider the proper government of the hospital to ensure the safe keeping of the patients, and have invariably punished severely such negligence on the part of the attendants as has resulted in escape; but I cannot forget in the first place that I am the Superintendent of a hospital, and not of a gaol; and in the second, that it is my duty to utilize as far as possible the labour of the patients for the benefit of the Government, and that I am therefore bound to allow them such an amount of liberty as will conduce to their recovery on the one hand and to their employment in profitable labour on the other. I am fully aware however, that under such a system as I am endeavouring to carry out there is more danger of escape than on the gaol system, which is as easy to work as it is cruel in its results; and I would beg to point out that so far as danger is concerned, there is in the majority of instances little or none to be apprehended either to the patient himself or to the public at large. Escapes occur almost invariably from the working parties, who are composed chiefly of men who possess a certain amount of self-control—who can be trusted with tools, allowed a greater degree of liberty, and who are very often quite harmless and far on their way to recovery. In two of the instances which have occurred during the year, I was on the point of recommending the patients for their discharge when they escaped, having, I suppose, grown tired of the restraints of the hospital. In neither case have I heard anything further of them, and in neither did I expect to hear, as the exertion consequent on escape and the subsequent efforts for safety and work are likely to stimulate healthfully, and to cause complete recovery in those already far advanced thitherward. It remains to be noted that during the past year alterations to the closets and various repairs carried on whilst the patients were in the yards, with the constant ingress and egress of workmen ignorant of the necessity for watchfulness, called for additional care on the part of the attendants and nurses, and afforded frequent and unusual opportunities for escape, and that it is only the experience gained during the past year under the further liberty allowed to the patients that has proved the complete uselessness of the large wall round the grounds for purposes of safety.

On taking charge of this institution I forwarded to you a Report on its general condition, and offered a series of suggestions for its improvement; and I purpose now noting briefly such additions and alterations in the structure of the buildings as have been completed under your sanction; but first, I wish to reiterate my opinion that the hospital is fitted to contain from 300 to 350 patients only, and that with any in excess of the latter number the day and dining rooms and dormitories will be overcrowded. In Appendix No. 3 to my Report above mentioned there is a statement by the Colonial Architect in reply to a communication from the Under Secretary for Public Works, showing the accommodation at this institution as sufficient for 557 patients. It appears that this calculation has been made on an allowance of 500 cubic feet for each patient in the associated dormitories (a space which I consider decidedly insufficient); and even taking the allowance at this figure, I am prepared to show that the statement is most unfair as showing the accommodation which exists:—

Report dated
Oct., 1858.

Accommodation
in institution.

1. The calculation is made solely on the sleeping accommodation, the necessity for any day or dining accommodation is ignored, and the mistaken idea is encouraged that for hospital accommodation nothing is necessary beyond dormitory space.
2. Three day-rooms on the male side and two on the female are reckoned as dormitories, and thus accommodation for 87 patients is obtained.
3. The total number of single rooms is reckoned at 112, and no mention is made of the fact that four of these were destroyed in making the earth-closets, and that twenty others are either occupied by the attendants and nurses or fitted as store-rooms, so that accommodation is thus afforded for 88 patients only.
4. The temporary dormitories, on which I shall speak elsewhere, and which have been of the greatest service, were erected after the date of my Report, hurriedly, and to meet a pressing need. They are of wood, and therefore a very unsafe residence for the insane; have no closets or other conveniences, no attached day or dining rooms, but are reckoned in the general total, as affording accommodation for 161 patients.

The Board of Visitors, in their letter published as Appendix No. 2 to my Report, fully bear out my statement with regard to the accommodation, expressly stating that the building is adapted for 350 or 300 patients. I am the more desirous to insist on the accuracy of this calculation, because of its bearing on the absolute necessity for the speedy erection of additional accommodation. After the anticipated removal of 200 patients to Parramatta, I shall be left with 460 patients—35 men and 75 women more than there is proper accommodation for; and at the ordinary rate of increase the total number will have risen to upwards of 500 by the close of the year. Besides these, it is well to remember that there are now 25 patients at the private institution at Cook's River supported by the Colony, at the rate of 25s. per week, owing to absolute want of space in the public establishments for the insane.

The most crying want in this institution at present is that of single rooms for those patients who are so violent, noisy, or dirty, or so ill, that they cannot be placed in associated rooms; and this want will not be in the least diminished after the transfer of the 200 patients to Parramatta, since the new buildings contain only large associated dormitories, fit for the more quiet class of patients. Want of single
rooms.

For some years past there has been a gradual accumulation of violent and noisy patients in this institution, owing to the fact that only the most quiet could be transferred to Parramatta; and now every single room has its occupant, and many who should for their own safety and the comfort and welfare of all about them be placed in single rooms, sleep in the associated dormitories. Scarcely a night passes but the night attendants and nurses are obliged to remove some patient violent, noisy, sick, or dying, from the large dormitories to a single room, and displace some other patient who may be quiet and manageable for the time, or who may resent the interference, and cause turmoil and disorder and a sleepless night to some 30 other patients in the room to which he is transferred. I have only too often to remark cuts and bruises at my morning rounds which are the result of quarrels among violent patients necessarily placed in association at night, and I am not unfrequently called upon to decide which among the present occupants of a single room shall be removed to make room for some one perhaps only a trifle more violent or troublesome, or to say which out of two sick patients is most able to bear any excitement, or is least likely to die during the night.

night. How much noise and disorder in the dormitories at night are likely to interfere with the recovery of the patients, and how a sleepless night is likely to be followed by irritability, if not noise and violence during the day, I need not point out to you, but I must insist that the only remedy for this daily growing evil is the erection of further accommodation.

Alterations and improvements.

The most important alterations during the year have been the erection of temporary dormitories of wood and corrugated iron for 150 patients, the erection of sheds and earth-closets in the recreation grounds of both the male and female side, the enclosure of these grounds by substantial fences, and the substitution of earth-closets in all the yards on the male side, and in two on the female side, for the old and very offensive cesspit privies.

Temporary dormitories.

The temporary dormitories were completed early in January, and have ever since been occupied by from 150 to 170 patients, thus affording the greatest relief to the wards, but still not altogether obviating the necessity for placing beds on the floor in some of the dining-rooms. The cubic space in these dormitories averages about 500 cubic feet; the ventilation is on the whole very satisfactory; and the rooms are, owing to their well-pitched roofs and their wooden lining, much cooler than their iron covering would lead any one to suppose. Still it must be always borne in mind that they are a mere temporary provision, that they are unfitted with closets or other conveniences, and lightly built, afford great harbour to bugs, and that as dormitories for insane persons they are by no means safe.

Sheds in recreation grounds.

The sheds in the recreation grounds are both slightly in appearance and useful as affording shelter both from sun and rain, and the fences enable the attendants to mingle with and watch the patients much more closely than when they were employed simply in keeping them within bounds.

Earth-closets.

The establishment of earth-closets instead of the filthy privies which before existed has been the greatest possible improvement; but I cannot report them as altogether a success, since at times, owing to their constant use, to the difficulty of obtaining a full supply of sufficiently dry earth, and to the fact that the earth is applied by hand instead of by a mechanical arrangement, they are somewhat offensive. Earth-closets with mechanical arrangements for applying the earth had before the recent alterations been tried in one of the closets used by the patients, and in those used by the officers of the institution, and had signally failed. In fitting the new closets in the wards, as no new mechanical appliance could be procured without considerable trouble and delay, it was deemed advisable to apply the earth by hand at the back of the closets, wherever such an arrangement was practicable, and from the front where the arrangement of the buildings did not allow of any other approach. Experience has proved what I fully anticipated—that such an arrangement is only a partial success,—that with a paid servant to apply the earth and every possible care to ensure frequent application, the closets are often by no means free from smell, because every excretion is not immediately covered. The deodorizing power of dry earth, which has been the subject of such extravagant laudation, is well known to all who have had practical experience on the subject to have been grossly exaggerated if it is not absolutely non-existent. Its mechanical action in preventing offensive exhalations has been well known since the days of Moses, whose direction to the Israelites for every man to go abroad without the camp to dig with a paddle and turn back and cover that which came from him is, after some centuries of neglect, with curiously little modification, one of the most approved sanitary regulations of our day. To ensure the full action of dry earth in preventing offensive exhalation, it is absolutely necessary that every excretion should be immediately covered, and this is only possible either by each individual applying it by means of a scoop, on rising from the seat, or by the use of some mechanical contrivance. In all large public institutions (with the single exception of those for the insane), in schools, barracks, and in private houses, the use of mechanical contrivances may be dispensed with; they are unnecessary to any one in possession of his intellect and a scoop; but with all except a very small number of the insane, some simple yet strong piece of mechanism working with the seat and throwing a shower of earth after every use of the closet, is absolutely essential. No regulation, no drill, no watchfulness, will serve in an institution for the insane without some mechanical means; and without this, almost absolute freedom from smell—the success which attends the dry-earth system only under the best arrangements and the most favourable conditions—cannot be attained.*

Shed for dry earth, straw-store, &c.

In addition to the alterations and improvements above mentioned, a shed has been erected for storing dry earth, a straw-store and room for filling and mattressing beds has been built. The old wooden baths in the male division have been replaced by new ones of cement. Store rooms have been fitted in six of the wards; two rooms have been panelled with wood, so arranged that each panel can be removed to ensure cleanliness; the walls of two other rooms have been cemented, and all four (intended for the use of patients in a state of excitement) have been fitted with movable louvres, so that they can be darkened at pleasure. The whole of the Superintendent's and officers' quarters and the central offices have been painted and papered; an office and a store room have been fitted for the chief attendant; the attendant's rooms have been made more comfortable; the dead-house has been properly fitted for *p. m.* examinations; numerous minor alterations, calculated to add to the comfort of the patients have been made in every part of the hospital, and throughout the year a very large amount of repairs have been in more or less constant progress. I am now happy to report to you that the building is on the whole in excellent repair; but the wear and tear incident to such an institution, occurring in old buildings, and assisted by the ravages of white ants, will render minor repairs more or less constantly necessary. These should be in the main done by the patients under a carpenter attached to the institution, and I trust that the liberality of Parliament will soon place a skilled artisan on the permanent staff.

Suggestions made in Report of 1868, not yet adopted.

Kitchen.

Whilst acknowledging the liberality with which my numerous requisitions have been met, it is with deep regret I have to report to you that the main suggestions contained in my Report to you dated 22nd October, 1868, have not been adopted, and that my letters written during this year, and urging the necessity for a new laundry, a new store, such alterations as will transform the present store into a kitchen, and the present kitchen into a chapel, reading and amusement room, the erection of a gardener's cottage, &c., remain still unanswered. The arrangements for cooking are almost as bad as described in my first Report; the abominable details I need not again trouble you with. Such minor improvements as were possible have been made, but I have felt that to recommend any large outlay in the present kitchen would be foolish in the extreme, and that no mere patching could

* A Committee appointed by the War Office have recently decided against the adoption of earth-closets for the Army, on account of the difficulties attending their arrangement and their only partial success. See Army Medical Report, 1868.

could be in any way satisfactory. The laundry is, as I have before reported to you, utterly inadequate to the wants of the institution, in its arrangement, its size, and its fittings, indeed in every essential particular. It is impossible to prepare in it a due supply of clean clothes for the patients, and an *economy of cleanliness* has therefore to be practised throughout the institution. As there is no drying room, the kitchen is in wet weather used for the purpose, and reeks all night with damp clothing. The want of a large room for use as a chapel on Sunday, and as a reading and amusement room, has been keenly felt. Protestant and Catholic worship has been conducted every Sunday in one of the dining and day rooms, but it is always overcrowded, and its preparation for service involves considerable trouble. It is besides the only room available as a day-room for the aged and weakly patients, and these have to remain in the verandah, or in the dormitories, during service. Whenever concerts or other entertainments have been held in the hospital during the past year, one of the large dormitories has been cleared for the purpose, but the trouble occasioned and the difficulty of finding a place for the patients to sleep has rendered it impossible to repeat the experiment more than three or four times. These are some of our most urgent necessities. I will not weary you with a recital of all our minor miseries, because these depend in the main on overcrowding, and because, as Superintendent of the institution, I feel ashamed of its deficiencies, and shrink now from exposing them as unsparingly as I did in my Report on taking charge.

I have endeavoured in every way to encourage the patients in useful occupation, and a large amount of work has been accomplished. A tank holding 30,000 gallons has been excavated, mainly out of the solid rock, and will afford a good supply of water to the garden, where it is much needed. The garden has been enlarged by the addition of about one acre and a half of bush land; about two acres of ground have been cleared, quarried, and trenched, and are now planted with 450 vines. A new wharf has been erected, roads have been made to the bath-house, vineyard, and wharf, a tool-house and garden-frame have been built, several of the yards have been newly turfed, and the gardens, yards, and general grounds have been greatly improved. The patients working as carpenters have not been idle; a considerable amount of fencing has been done, new pigeon and rabbit houses have been made, the aviary has been completed, fences have been made for the trees in the yards, and a very large amount of minor repairs have been executed; the blacksmiths have been constantly employed in necessary repairs and other labour. On the female side the whole of the washing for 700 people has been done under most disadvantageous circumstances, without the aid of a single machine of any kind except a mangle.

The following returns for two days, taken from the Ward Reports, will afford a fair average of the number of patients employed daily throughout the year:—

August 31, 1869—Employed.				December 31, 1869—Employed.			
Males.		Females.		Males.		Females.	
In garden and grounds...	42	In laundry and wash-house.....	18	In garden and grounds...	41	Laundry and wash-house.....	15
Wood-yard.....	19	Domestic offices.....	2	Wood-yard.....	22	Domestic offices.....	3
Kitchen and store.....	11	Needlework and knitting.....	33	Kitchen and store.....	10	Needlework and knitting.....	25
Domestic offices.....	6	Assisting in wards.....	24	Domestic offices.....	8	Assisting in wards.....	20
Assisting in wards.....	29			Assisting in wards.....	26		
Carpenters.....	4			Carpenters.....	5		
Tailors.....	5			Tailors.....	5		
Blacksmiths.....	2			Blacksmiths.....	2		
Laundry.....	1			Laundry.....	1		
Earth-closets.....	3			Earth-closets.....	4		
Carter.....	1			Carter.....	1		
	123		77		125		63

Compared with the number engaged in useful occupation in British institutions, this number is small. From whatever cause it may arise,—the enervating nature of the climate, the fact that work has not hitherto sufficiently been encouraged, or the want of sufficient variety of employment,—I have found in a very large number of patients who physically and mentally are quite capable, an insuperable repugnance to anything in the shape of work. One cause of the unwillingness to employ themselves I am quite sure is the high market value of labour in this Colony. In the English asylums, where a patient is well clothed, well fed, and well housed, he is receiving, and he knows he is receiving, almost, if not quite, the value of his services, and is therefore contented; but here, beyond the necessaries of life, labour is worth a high money payment. Its value is well known to the patients, and they work grudgingly or not at all. I have much pleasure in recording that in no instance during the year has any injury been inflicted by one patient on another with the tools or implements with which they have been engaged, and the few accidents that have occurred have been of the most trifling character. In excavating the tank of which mention has been made above, there was almost daily blasting, and a very large amount of heavy and more or less dangerous labour, but happily no accident occurred.

Early in the year kerosene lamps were fixed in all the day-rooms, in all the dormitories of the male and in some of those of the female divisions. The lamps in the dormitories are now always lighted at bedtime and kept burning during the night. This has been attended with the best results, the patients have seemed thoroughly to appreciate the comfort of the light, and have been much more quiet, whilst the fights and disturbances and the abominable practices which before were almost of nightly occurrence have been much less frequent. In the female division it was found necessary to remove two of the lamps, as danger from fire was apprehended through the mischievous propensities of some patients for whom single rooms could not be found, but on the male side no accident has happened, and I am not aware that interference with the lights has ever been attempted even by the most troublesome class of patients. Owing to the overcrowding it has been found impossible to use the lamps in the day-rooms except to a very small extent, and the large majority of the patients still go to bed at dark both in winter and summer. I regret to report that no apparatus for extinguishing fire has yet been supplied, although a requisition was forwarded early in the year.

Believing as I do that out-door amusements are calculated to produce the best effect on the minds of the patients, assisting most materially those who are convalescing on the progress towards recovery, and creating

Cricket, &c. creating a feeling of interest and contentment in those of whom little hope of recovery can be entertained, I have been glad to see the unflagging interest which both patients and attendants have taken in cricket and other games. There is not on the hospital estate any field sufficiently level for cricketing purposes, but Mrs. Isler has generously placed a paddock adjoining the hospital at my disposal for the amusement of the patients, and here on most fine days the patients play at cricket and other games. On several occasions parties of gentlemen from Sydney and elsewhere have kindly played set matches with the patients, and invariably expressed themselves as both surprised and pleased with their orderly behaviour. A match with the Protestant orphan boys at the hospital was a source of great enjoyment to all, and I subsequently allowed a number of the patients under proper attendance to visit Parramatta and play a return match at the Orphan School. In the winter football is played occasionally, a good skittle alley has been recently made, and quoits are a favourite game with a certain number. A boat supplied to the institution by your orders in February last has been of the greatest service. Almost daily throughout the summer a number of patients have been on the river fishing or pulling, and several visits have been made in it to Sydney and Parramatta. Small parties of patients have gone to concerts, &c., given in the neighbourhood; upwards of twenty visited the Flying Squadron on different days, and I have frequently sent out walking parties in the neighbourhood, and occasionally sent three or four to Sydney to see the Gardens, Museum, Markets, &c. With the women out-door games found but little favour; occasionally rounders serve to amuse them, but a walk outside is generally more appreciated by them. There are in both male and female wards bagatelle boards, cards, dominoes, draughts, chess, &c. I have only been able to carry out associated amusements in the evening to a very limited extent, owing to the want of a large room. On three occasions I have cleared one of the large dormitories for concerts. Twice, ladies and gentlemen engaged in the profession of music or distinguished as amateurs have with a kindness which I cannot too thankfully acknowledge given their time and services, and afforded a great treat to the patients; and on the third occasion, a party of amateurs living in the neighbourhood performed a like kindly service. Through the kindness of the Rev. Christian Corlette, of Ashfield, and of Mr. Flavelle, of Sydney, two magic-lantern exhibitions have taken place, and a reading from the work of Charles Dickens was thoroughly appreciated.

Boat. On October 15th, the anniversary of the day on which I took charge of the institution as Superintendent, I invited 130 of the patients, several of the officers, and as many of the attendants as could be spared from their duties, with their wives and families, to a picnic at Clontarf. The entire party numbered nearly 200. The "Pelican" steamer was engaged for the occasion, and Mr. Compagnoni supplied the necessary refreshments. The evident enjoyment of the patients and their excellent behaviour more than rewarded me for any trouble I had taken, and the complete success of the entertainment was more than a compensation for the anxiety I could not help feeling as the leader of such an exodus. The interest which the patients have always taken in reading and looking at pictures induced me, after obtaining your sanction, to advertise for contributions of illustrated and other papers, pictures, pet animals, &c. My appeal was most liberally responded to, and I have never since been without a supply of illustrated papers. The following donations, with several anonymous ones, were received during the year:—3 emus, Acclimatisation Society, *per* Mr. C. Moore; 9 parrots, Mr. Jas. E. Boydell; 3 rabbits, Mr. J. E. Manning; 2 pet sheep, 1 opossum, Mr. J. A. Mann; 1 pet lamb, Mr. W. Smith; 1 magpie, Mr. C. Hazeland; 3 Guinea-fowls, Mr. Edye Manning; 2 Guinea-pigs, Mr. Baxter, Burwood; plants, shrubs, &c., the Hon. E. Deas Thomson, C.B., Sir Wm. Manning, Mr. Thomas Mort, Mrs. Buchanan, Messrs. Guilfoyle & Sons; a load of fruit, Mrs. Darvall; magazines, illustrated and other papers (a large collection), St. Leonards School of Arts, *per* Mr. C. H. Woolcott, Committee of Reading Club of 50th Regiment, *per* Lieutenant Barker; 3 donations, Messrs. J. Fairfax & Sons; Illustrated London News, complete, from 1852 to 1868, Mr. H. H. Kater; books, &c., the Rev. Mr. Bayly, Hunter's Hill; Scott's Works, illustrated, and other papers, Mrs. Allen, Parramatta; illustrated and other papers, Lady Manning, Mrs. Edye Manning, Mrs. Andrew Lenehan, His Honor Mr. Justice Hargrave, Mr. Edwd. S. Hill, the Hon. J. Docker, Mr. Stewart Murray, Mr. William Goodman, Mr. J. Curtis, Mr. Ernest O. Smith (a monthly donation), H. A. B., Messrs. Broadhurst & Greenhill, Mr. Dodds, Mr. Bernard M'Laughlin, Mr. J. M'Douall, Mr. Jas. Laidley.

Concerts and associated entertainments. On August 12th I addressed the following letter to the proprietors of the various country newspapers:—

Picnic to Clontarf.

Newspapers, &c.

Donations during the year.

Country newspapers.

Hospital for the Insane, Gladesville,
(Late Tarban Lunatic Asylum),
12 August, 1869.

Sir,

The funds placed at my disposal by the Government for keeping up the small library attached to this institution, and for the amusement of patients, do not enable me to become on their behalf a subscriber to your journal,—therefore, I am induced to ask if you will supply to this institution free of cost a copy of each issue. I need not plead at your hands the case of the unfortunate beings committed to my care, beyond stating that in many cases local news is of great interest, and its receipt tends to lighten the burden of confinement. Trusting that you may be either able to grant my request or refer it to some one of your subscribers who will forward addressed to me his own copy of your paper, after perusal,—

I am, Sir,

Faithfully yours,

With three exceptions only my request was complied with by the proprietors of the entire provincial Press, and in several cases I was warmly thanked by them for the step I had taken. The following papers have ever since been forwarded to the institution with the greatest regularity, and my best thanks are due to the proprietors for their liberality. If they could on some occasion accompany me in my visit to the wards—could see the almost greedy delight with which the newspapers are received—the marked appreciation of the little attention when their own especial local journal is picked out for any of them—and could know how many hours the perusal of these newspapers has made less weary,—they would feel that they were amply rewarded for their kindness:—*Burrangong Argus; Bathurst Times; Bathurst Free Press; Cumberland Times; Cumberland Mercury; Clarence and Richmond Examiner; Dubbo Dispatch; Deniliquin Chronicle; Goulburn Herald and Chronicle; Grafton Observer; Illawarra Mercury; Kiama Independent; Kiama Pilot; Lachlan Reporter; Moruya Telegraph; Mudgee Liberal; Maitland Mercury; Monaro Mercury; Newcastle Pilot; Newcastle Chronicle; Queanbeyan Age; Southern Argus (Goulburn); Wagga Wagga Advertiser; Wagga Wagga Express; Western Examiner (Orange); Yass Courier.*

Religious services.

The Protestant and Roman Catholic Chaplains have each conducted services on every Sunday, and on other special occasions. These services, held in one of the dining-rooms in the male division, have been invariably attended by attentive congregations; the instances of disturbance being few and unimportant, and the general effect has been unquestionably beneficial. In many patients the religious sentiment does

not

not appear to be either exalted, perverted, or depressed, but still retains its natural condition. To these the services are as applicable as ever. Many among the most wayward, and least subject to self-control at ordinary times, are still so far under the influence of their devotional feelings, or so far affected by their former habits of attending religious gatherings, or perhaps both, that they sit quietly through the service; and it is a most noticeable fact that on Sundays the whole of the patients are, as a rule, calmer and quieter than on any other day. The number of patients attending the services has averaged 120 every Sunday, and in every instance the attendance has been purely voluntary. I believe that with a little encouragement or persuasion the number of attentive and well-behaved worshippers might be doubled, but with the present number the room is often overcrowded and hot. The Chaplains have noticed the marked improvement in the behaviour of the patients since the service has been conducted with more care and decorum, and held in the large dining-room instead of the board-room, in which only about twenty could assemble.

No report on an institution of this character would be satisfactory without a distinct statement of the practice pursued in regard to the restraint and seclusion of the patients; and I enter into this subject the more readily because I differ from many of those charged with the care or supervision of the insane, and believe that in the adoption of absolute "non-restraint,"—in the reaction from the abominations and cruelties which, under the name of restraint, were the almost universal practice in asylums thirty years since,—a step too far has been taken, and a mode of treatment, most useful in a certain number of cases and under proper care unattended with any evil results, has been lost to the alienist physician.

During the year I have employed mechanical restraint in the form of the camisole or long-sleeved jacket, in three cases, and I have every reason to be satisfied with the result.

The first case was one in which I found it necessary to operate for a cancer of the lip. The patient, an irritable and sometimes violent man, was quiet at the time of the operation and for one or two subsequent days, but afterwards became exceedingly troublesome, tore off the dressings, would brook no control or direction, and walked about with an irritable and bleeding sore which he constantly rubbed. The jacket was used for three days, and the sore improved and ultimately healed without any bad result.

In the second case the patient was subject to long continued attacks of extreme destructiveness, during which he broke all windows near him, tore his boots and the stoutest canvas clothing to shreds and walked about in absolute nudity. For days together this man was confined to his room, and for months he spent almost as much time in seclusion as in association with the other patients, whilst every kind of moral and medical treatment was tried without effect. Believing this to be a fit case for restraint, I had him placed in a jacket, and promised to liberate him whenever he would promise to try and restrain his destructive propensities. After two days he promised—was dressed in his ordinary clothes, and remained quiet for some time. At each succeeding attack of destructive furor he was again placed in the jacket, and was released whenever he would give a promise to refrain from tearing his clothes or breaking windows. He seemed to be much more contented, and always looked happier in association with the other patients, and enjoying the full liberty of the recreation ground, than he formerly was in his room, and he evidently recognized the fact that the jacket helped him to do what he was unable to accomplish without it—restrain his destructive propensities. On one occasion, at the bathing-house, when I was standing on the bank looking on, he dressed himself in the jacket after bathing and selected me to fasten it, coming past one or two of the attendants for the purpose. Whilst fastening it I asked if he would promise not to break or tear, and he refused. The attacks of destructive furor gradually became less prolonged and less frequent; and although he is still an untidy and sometimes violent patient, there has been no necessity for placing him in restraint for some months.

In the third case the jacket was used on two occasions only—once for one hour, and once for three hours. On both occasions a very destructive patient, who was completely deaf to persuasion or coaxing, promised to leave off tearing his clothes and kept his promise once for a month, and once for a much longer period, and he has ever since been much more tidy in his dress and in all respects more manageable.

In these three cases, which are the only ones in which any form of restraint has been used, recourse was not had to it until all ordinary methods of treatment, medical or moral, had failed, and in all the success was unqualified. The jacket is kept under the care of the chief attendant, and is used only under my immediate orders.

Seclusion—the separation of a patient from the rest of the inmates by placing him in a room by himself—is of somewhat frequent occurrence, the chief reasons being violence, and extreme noise or excitement. During the month of December, which may be taken as affording a fair proportion for the year, the daily average number of instances of seclusion was 4, and nearly three-fourths of these occurred in the female division. The period varied from one hour to twelve—the instances in which it was prolonged beyond four hours being extremely few. Seclusion is practised purely as treatment; for the safety or well-being of the patient himself, or for the comfort and quietude of those with whom he is associated. The attendants and nurses are permitted to place the patients in seclusion, but are directed to report the fact immediately,—in the male division, to one of the medical officers, and in the female division to the Matron, who informs the Medical Officer at the visit next following.

The changes among the attendants and nurses have been much too frequent during the year, as long training is necessary for efficient service. The changes have been mainly due to resignations; and among the nurses these have been very numerous, and I have had the greatest difficulty in obtaining suitable persons to fill the vacancies, notwithstanding the fair wages offered. The bad accommodation, the ill-ventilated and crowded sleeping-rooms provided for them, the absence of comfortable rooms for meals, and for the evening, and the inaccessible situation of the hospital, which is a barrier to any social enjoyment, have, I believe, been the main cause of the difficulty. The changes among the attendants have been fewer than among the nurses. I have however had quite as great difficulty in filling the vacancies with suitable persons, owing mainly to the fact that the remuneration offered is not sufficient to enlist in the service of the Government the class of persons required. The service is an important and peculiar one, and for its proper fulfilment there must be added to a fair degree of education, the most perfect sobriety, honesty of purpose, tact, temper, and forbearance. To the attendants and nurses is entrusted in no small measure the happiness of the patients, and the main execution of the plans for their restoration to health. They must be able and ready to subdue their own feelings and temper, to bear the brunt of unreasonable abuse, to humour caprice in all its forms, and frequently to perform acts of kindness to the ungrateful. The failings and the follies of humanity deprived of the veil which prudence or reason supplies,

Restraint and seclusion.

Changes in the staff.

Difficulty in obtaining suitable attendants.

supplies, and urged to assume their most aggravated forms by imaginary misfortunes and injuries, or by delusions of various kinds, can only be met, subdued, and soothed, by firmness and sound judgment, combined with tact and forbearance. The perfect attendant is the perfect Christian—the saint deserving canonization. Good attendants and nurses then are of great value, and their duties are of the most trying character. It is essential therefore that their remuneration should be ample, and that their situations should be made as comfortable as is consistent with a regular and conscientious discharge of duty. I hope to submit to you during the present year some proposals for increasing the comforts, and thereby adding to the efficiency of the staff under my orders.

“Statement of particulars” not forwarded with patients.

On December 11th, 1868, I addressed to you a letter requesting that directions might be given to all Governors of Gaols, the officers of the Police, and others through whom the insane are sent to this institution, to fill in and transmit with each patient “the statement of particulars,” and that the medical certificates might be forwarded in every case. On February 15th, 1869, I deemed it necessary again to call your attention to the frequency with which patients were still forwarded without any particulars, to point out the importance of the subject in its medical and in its purely statistical bearings. I am glad to be able to report to you that the number of cases in which the “statement of particulars” is not forwarded has lately been much less, but cases do still frequently occur, and in some individual instances in which I have made direct complaint, I have met with the answer that the same methods of obtaining information were open to me as to the police.

I would beg to submit that it is no part of my duty to institute inquiries of this kind, that the sources of information are often closed to me from the fact that I cannot find out where the patient was living at the onset of his malady, and that in many cases the patient, able at an earlier period to furnish trustworthy information, is so far sunk into fatuity, or so much under the influence of delusions on his admission to the hospital, as to render it impossible to gather any information from him. Even a detailed account of the circumstances under which the patient fell into the hands of the police would be of value, especially if accompanied by a note showing the then existing mental symptoms; but under present arrangements the patient's name in the Governor's warrant is sometimes the single fact with which I am furnished. I am left to my own guesses as to whether intellect has slowly waned in the course of fever, or has suddenly taken flight through sunstroke; whether it has been wrecked on the quicksands of intemperance, or has foundered in the troubled waters of business speculation. I must leave others to judge of the value of treatment undertaken under such circumstances. The only effectual remedy I can point out is such an alteration of the law relating to the insane as shall necessitate the sending of a “statement of particulars” and the medical certificate with every patient presented for admission.

Patients sometimes enticed to hospital.

I desire to call your attention to one other point connected with the transmission of patients to the hospital. In several instances in the course of the year the patients have been enticed here by false pretences. I do not question the purity of intention of those who have thus acted, but I am bound to denounce the practice, because it is fraught with the greatest danger to the mind of the patient, because it sows in him a suspicion and distrust of all about him, and because the officers of the institution, on whom the exposure of the deception devolves, are very often the objects of this suspicion. It being decided to place a person in a hospital, let him be frankly informed of that decision. By proper management in doing this he will generally consent to the change, or at least he will not oppose it. If he does not consent and does oppose, better by far that he should be brought manacled or strongly guarded than that he should be lured by promises bound to be broken, and by anticipations which are doomed to disappointment. We should have a perfect *inferno* under this roof if we attempted to pursue that systematic course of deception which is but too frequently practised on patients before their admission.

Necessity for further accommodation.

I cannot conclude this Report without again urging the adoption of some further measures for the accommodation of the insane, and I desire to state my decided opinion that no mere additions to this institution or to the Parramatta Asylum will meet the requirements of this Colony.

Any new buildings must be fitted to receive the violent, dangerous, clamorous, and a multitude of others for whom such buildings as those now nearly completed at Parramatta are utterly unsuited. They must be constructed with all the means of security for life—safety against fire and other casualties, and arrangement for proper classification, and they cannot be properly completed in less than eighteen months or two years. Before the expiration of that time this institution, containing now 300 patients more than it will properly accommodate, and having within its walls an accumulation of the worst classes, will be crammed almost to suffocation; many who under better arrangement would have recovered and be no longer a burden on the Colony will have become incurably insane; and should some pestilence make its appearance, it will decimate the inmates, and force that public economy which procrastinates its measures of relief to settle the account with compound interest.

Whatever evils may befall, the fault is not mine. I have so frequently urged the necessity of increased means of accommodation that I almost dread to renew my recommendations on this head, lest my pertinacity might be regarded as indicative of mental infirmity.

I have the honor to be,

Sir,

Your most obedient Servant,

FC. NORTON MANNING.

APPENDIX 1.

THE Medico-Psychological Association recommended in 1865 a series of forms for statistical tables; and this effort to promote a uniform system of asylum statistics was thus noticed by the English Commissioners in Lunacy, in their Nineteenth Report to the Lord Chancellor, 31st March, 1866:—

“The importance of adopting in all asylums a uniform system of statistical tables and registers has long been felt by us, and we are glad to find that the subject has recently been again under the consideration of the Medico-Psychological Association, at whose last meeting a Committee, to whom it had been referred, submitted forms of tables, which were adopted and recommended for general use. These tables, confined to medical statistics, are simple in form, and only include the main and most important facts required to constitute a basis for more elaborate and detailed information.

“The Superintendents of most County Asylums publish in their annual reports tables more or less elaborate, and containing a large amount of valuable information. While, however, the facts recorded may be identical in many, if not most, of the reports, the form in which they are recorded varies so greatly that it becomes impossible to tabulate them for the purpose of showing general results.

“In any future legislation it would no doubt be desirable, as suggested in the report alluded to, so to revise the present ‘Registry of Admissions’ as to include some of the more important particulars required, in order to obtain correct statistics of insanity. But in the meantime we trust that, with the view of facilitating statistical comparison, the visitors and superintendents of all institutions for the insane will not object to adopt the forms of tables recommended.

“Table I gives the numbers of admissions, readmissions, discharges, and deaths, with the average numbers resident during the year; the sexes being distinguished under each head.

“Table II gives the same results for the entire period the asylum has been in operation.

“Table III furnishes a history of the yearly results of treatment since the opening of the asylum.

“The table also embraces a column for the mean population or average numbers resident in each year. In other columns are shown for each year the proportion of recoveries calculated on the admissions, and the mean annual mortality, or the proportion of deaths, calculated on the average numbers resident. It is of the first importance that these two principal results under asylum treatment, when given, should be calculated on a uniform plan, and according to the methods here pointed out.

“Table IV gives a history of each year’s admissions; how many, for example, of the patients admitted, say in 1855, have been discharged as cured, how many have died, and how many remain in the asylum in 1865.

“The value of this table in regard to the vexed question of the increase of insanity is evident. The table is adopted from the Somerset Asylum Reports.

“Table V shows the causes of deaths, classified under appropriate heads. This form is adopted from the Reports of the Commissioners in Lunacy for Scotland, with some addition and modification. It appears sufficiently detailed for statistical purposes.

“Table VI gives the length of residence in the asylum of those discharged recovered, and of those who died during the year.

“Uniformity in recording the ages of patients on admission, the duration of the existing attack, and the form of the mental disorder under which they labour, is also very desirable; and it is to be hoped that the medical officers of asylums may see the great importance of coming to some agreement on these points. How far the table of the causes of death may require modification or extension will be a matter for subsequent consideration.”

I have endeavoured as far as possible to adopt the forms of tables thus noticed, so as to bring them from this institution into uniformity with those from similar institutions in Great Britain, and thus facilitate comparison. Owing to the form in which the records of this institution have been kept, and the number of years over which they extend, I have been quite unable to make these returns retrospective, without an amount of labour which would have been out of all proportion to the value of the result. I have therefore commenced the statistics with the year 1869, and have necessarily omitted Table II, which is arranged so as to place on record the statistics for more than one year.

Those tables are confessedly less elaborate than is desirable; and so soon as the medical officers of British asylums shall have agreed upon a modification or extension of them, I shall cheerfully furnish the additional information so far as I am able to do so; but meantime, with the difficulties which I have experienced in obtaining anything approaching to trustworthy information concerning the patients on their admission, I feel that in preparing or attempting to prepare the elaborate tables which form such a large part of the reports of English asylums, I should be affording figures often unbased on facts—“a coinage for fools to hoard or to circulate.”

TABLE I.—Showing the Admissions, Readmissions, Discharges, and Deaths, during the year 1869.

	Male.	Female.	Total.
In the hospital on December 31st, 1868	428	236	664
	Male.	Female.	Total.
Admitted for the 1st time during the year	120	59	179
Readmitted during the year	23	16	39
	143	75	218
Total under care during the year	571	311	882
Discharged or removed,—			
Recovered	56	32	88
Relieved	17	9	26
Not improved	12	40	52
Died	53	7	60
* Escaped, and not recaptured within fourteen days	4	...	4
Total discharged, died, and escaped during the year	142	88	230
Remaining in hospital on December 31st, 1869	429	223	652
Average numbers resident during the year	435	215	650

* In Tables III and IV the Escapes are calculated under the head of “Relieved” or “Not improved” as the case may be.

TABLE II.—

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TABLE III.—Showing the Admissions, Discharges, and Deaths, with the Mean Annual Mortality, and proportion of Recoveries per cent., for the year 1869.

Years.	Admitted.			Discharged.									Died.			Remaining on 31 Dec., 1869.			Average numbers resident.			Percentage of Recoveries on admission.			Percentage of Deaths on average numbers resident.		
				Recovered.			Relieved.			Not improved.																	
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Mean.	Male.	Female.	Mean.			
1869.....	143	75	218	56	32	88	20	9	29	13	40	53	53	7	60	429	223	652	435	215	650	39.16	42.66	40.36	12.18	3.25	9.23

TABLE IV.—Showing history of annual Admissions since 31st December, 1868, the Discharges, Deaths, and Numbers remaining on 31st December, 1869.

Year.	Admitted.					Of each Year discharged and died, 1869.												Total discharged and died of each Year's admission.												Remaining of each Year's Admissions, 31 Dec., 1869.				
	New cases.		Relapsed cases.			Recovered.			Relieved.			Not improved.			Died.			Recovered.			Relieved.			Not improved.			Died.							
	Male.	Female.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.					
1869 ...	120	59	23	16	218	26	11	37	10	2	12	2	5	7	12	1	13	93	56	149

SUMMARY OF ADMISSIONS, 1869.

	Males.	Females.	Total.
Percentage of cases recovered	18.	14.7	17.
" relieved	7.6	2.8	5.5
" not improved	1.4	6.6	3.2
" died	8.	1.3	6.
" remaining	65.	74.6	68.3
	100	100	100

TABLE V.—Showing the Causes of Death during the year 1869.

Causes of Death.*	Male.	Female.	Total.	Ages at Death.
CEREBRAL OR SPINAL DISEASE.				
Apoplexy and Paralysis	6	1	7	33, 35, 40, 46, 47, 59, 62.
Epilepsy and Convulsions	4	.....	4	28, 30, 35, 40.
General Paralysis	11	.....	11	36, 38, 39, 40, 42, 43, 45, 47, 51, 53, 58.
Maniacal and Melancholic Exhaustion or Decay.....	6	1	7	39, 47, 48, 50, 50, 52, 55.
Inflammation and other Diseases of the Brain— Softening, Tumors, &c.	8	1	9	27, 32, 36, 40, 40, 47, 51, 60, 65.
THORACIC DISEASE.				
Inflammation of the Lungs, Pleura, and Bronchi	2	1	3	23, 45, 63.
Pulmonary Consumption.....	7	2	9	27, 28, 31, 32, 38, 40, 44, 46, 47.
Disease of the Heart, &c.....	3	.....	3	45, 51, 64.
ABDOMINAL DISEASE.				
Inflammation of the Stomach, Intestines, and Perito- neum	3	.....	3	44, 48, 53.
Dysentery and Diarrhœa.....	1	.....	1	35.
General Debility and Old Age	1	1	2	51, 91.
Suicide and Accidents	1	.....	1	42.
	53	7	60	Average age at death, 44½ years.

* Ascertained by *post mortem* examination in thirty cases.

TABLE VI.

TABLE VI.—Showing the length of residence in those discharged, recovered, and in those who have died during the year 1869.

Length of Residence.	Recovered.			Died.		
	M.	F.	Total.	M.	F.	Total.
Under 1 month	6	2	8	2	1	3
1 to 3 months	15	11	26	7	.....	7
3 to 6 "	10	5	15	5	.....	5
6 to 9 "	7	3	10	6	.....	6
9 to 12 "	2	6	8	5	.....	5
1 to 2 years	6	4	10	6	4	10
2 to 3 "	6	1	7	7	1	8
3 to 5 "	3	.....	3	7	.....	7
5 to 7 "	1	.....	1	2	1	3
7 to 10 " .....	.....	.....	.....	3	.....	3
10 to 12 " .....	.....	.....	.....	2	.....	2
12 to 15 " .....	.....	.....	.....	1	.....	1
	56	32	88	53	7	60

APPENDIX 2.

Colonial Secretary's Office,
Sydney, 17 July, 1869.

His Excellency the Governor, with the advice of the Executive Council, directs the publication, for general information, of the following Regulations for facilitating the discharge of certain classes of patients from the Lunatic Asylums.

JOHN ROBERTSON.

REGULATIONS for facilitating the discharge of certain classes of patients from the Lunatic Asylums of New South Wales.

1. Any lunatic patient, other than a criminal, considered by the Superintendent and Board of Visitors to be a suitable patient, may be discharged on the Governor's Warrant, to a relation or friend stating his or her ability and willingness to take charge of any such patient, and on their providing "sufficient recognizances" to the satisfaction of the Superintendent and Board of Visitors of the institution.

2. Patients may be discharged on the Governor's warrant, to the care of relations or friends who may be willing to take charge of them, but are unable to do so from want of sufficient means; and, as an inducement to such relations or friends to take patients out, they will in such case be allowed a sum towards the support of the patient (to be agreed upon with the Superintendent and the Board of Visitors) not exceeding (without special authority) 10s. (ten shillings) per week, on their providing "sufficient recognizances" to the satisfaction of the Superintendent and the Board of Visitors.

3. A bond in each case must be given; the amount of such bond to be fixed by the Superintendent and Board of Visitors, at such sum as they may deem sufficient; the cost of executing the said bond to be defrayed by the Government.

4. In each case a certificate must be furnished to the Government once in every three months by the medical officer of the district, testifying to the existence, the continued insanity, and the proper treatment of the patient, for which a fee will be allowed.

APPENDIX 3.

FEMALE NURSING IN ASYLUMS.

Extract from Report of West Riding Asylum for 1868.

"How to provide suitable and trustworthy attendants is certainly the great problem of the day in the management of our lunatic asylums, and anything which may assist even in its partial solution is deserving of consideration. Such an auxiliary seems to be found in the appointment of female nurses to male wards,—an arrangement that tends to inspire the male attendants with gentleness and self-command, and confers great benefits on the patients. One such appointment has taken place here during last year. A female nurse, the wife of an attendant, was placed, in April, in one of the largest male wards, containing seventy epileptic and suicidal patients. Her presence in the midst of these lunatics, many of whom are of impulsive or depraved character, has been productive of the most excellent and pleasing effects, which have transcended even the sanguine expectations that led to her appointment. The ward has become quieter and more orderly under her influence, and a marked change for the better has taken place in the personal neatness and general deportment of the patients. A singular power of self-control seems to have been awakened in them, so that they are enabled to suppress those outbursts of violence, that abusive language, and those offensive habits, to which they used formerly to give way. Their whole nature seems to have been softened, and their tone of feeling ameliorated, by the simple expedient of introducing a kind-hearted female amongst them.

"It is in the male sick wards, however, that female nurses will be found most useful. There they may prove invaluable; for it is open to doubt whether the high mortality which prevails amongst male lunatics, which is about one-third greater than that which obtains amongst females similarly afflicted, may not be in some slight degree due to defective nursing, to the absence of those sick-room comforts and attentions which women alone are capable of offering. No one can visit an asylum without being struck by the difference which exists between the male and female infirmaries. They may be alike in structure, furniture, and arrangement, and yet they are widely different. An air of wholesome cleanliness and hopeful solicitude pervades the one, which has no parallel in the dismal precision or dreary apathy of the other. And no one but the initiated can know how much hangs upon the most trivial details of nursing, how much art may be expended in the mere smoothing of a pillow, and how often the issues of life and death are decided by the watchfulness or neglect of those who minister at the bed-side. It is not too much to say that life is often prolonged, nay, saved, by a little intelligent care, and that it is often cut short by the want of that care at a critical moment. By far the greatest number of deaths takes place not, as might have been expected, at those hours when vital power is lowest, but at those when vigilance is most relaxed—when nursing is at its minimum. Seeing that this is so, that good nursing is of paramount importance, and that good nursing is not to be obtained from blunt unsympathizing men, however well disposed they may be, it follows as an inevitable corollary that female nurses should be added to our sick wards whenever it is practicable to do so. With the approval of your committee, this arrangement will be carried out here as soon as a fitting opportunity presents itself."

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

HOSPITAL FOR THE INSANE, GLADESVILLE.

(REPORT OF DR. CAMPBELL, LATE SUPERINTENDENT.)

Ordered by the Legislative Assembly to be Printed, 8 March, 1870.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 4th March, 1870, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“ A Copy of the Report of Dr. Campbell on the state of the Lunatic
“ Asylum at Tarban Creek, at the time of his retiring from the superin-
“ tendence thereof.”

(*Mr. Wilson.*)

HOSPITAL FOR THE INSANE, GLADESVILLE.

DR. CAMPBELL TO THE COLONIAL SECRETARY.

SIR,

Whatever value others may place on the success of my early labours in eradicating the abuses and inhumanities formerly practised in this Asylum, it will always be a source of the purest enjoyment to me to reflect that this success, though elaborated at the sacrifice of peace, health, and fortune, has proved, through my own personal energies alone, tantamount to the conversion of a hell into a heaven for that isolated portion of the human brotherhood whom it has pleased God to bereave of all that is transcendent in man, and all that makes his life worth the tenure. The circumstances of this revolution are still fresh in the memory of many; and if they are not known generally at this distant date it should be no subject of wonder: they belong as it were to a bygone generation. Toned down by time, and thrown back upon the verge of oblivion by the swelling tide of rapid and numerous social changes which has been flowing on since the epoch of the gold discovery, they have been so overlaid by the newer strata which the successive immigrations superposed on them that they only crop out here and there, and now and then, in the recollection of the stationary inhabitants of the Colony who were cognizant of them at the time, and who have no object in ignoring them, and no interest in derogating from their worth and truthfulness.

I make this observation advisedly. Much has been said in praise of my successful efforts in the cause of humanity, and the happy effects of them on the general condition of that ill-starred community, to whose essential well-being the most valuable part of my life has been unselfishly devoted; on the other hand, detraction also for a time cast its Upas shadows on the stream and darkened its surface, but poisonous as they were they left no stain on the purity of the water.

Yet notwithstanding my escape from the blighting influences of envy, craft, and falsehood, I feel myself now, at the close of my connection with the Government, led irresistibly, both by sentiments of self-respect and the consciousness of having fulfilled my manifold duties like a man of honor, to furnish you with a very short report of that department of my management which has been most blamed, during the twenty years of my service, consisting almost entirely of what may be termed the *hard material concerns* of this Institution. You and the public generally are already well acquainted with the moral government of it, through former Reports; but there is still something requisite to be known which has not yet been ventilated in that way. I am convinced therefore that a statement of the kind I propose, partial though it may appear, will prove, better than any other evidence that can be cited, whether I have been in truth and reality that incompetent, dishonest, ruthless, perfunctory trustee of a great and important charge, which my limners have painted me. In presenting this Report, my only object is the vindication of my character as an officer and a man. The testimony which I shall adduce is the irrefutable records of the Asylum, and they may be consulted there and in the various Government offices, by any one doubtful of the accuracy of my statements.

When I entered on the duties of my office on the 1st January, 1848, I soon discovered that the disclosures made in 1846 were not exaggerated; both the male and the female inmates were openly undergoing an unmerciful degree of severe and rough breaking in, if I may so speak—not, I firmly believe, from any savageness of disposition, or motives of cruelty on the part of those in charge of them—it was the hereditary system of inhuman expediency transmitted from one generation of unreflecting men to another, for God knows how many thousand years.

So, with prudence and resolution for my guide, I began to introduce gradually a change in that revolting mode of managing the lunatics, which to that time was a very dark and disgusting blemish on the character of the Colony; and before the expiration of six months, I had the satisfaction of having set the corporeal part of every insane man and woman in this Asylum as free as a zephyr on the mountain top, I trust, for ever. Of course the disenthralment of their minds was the paramount object to be achieved, and though the lesser necessarily took precedence of the greater at the beginning, they ran on parallel lines ever after.

In the life of the Superintendent of this Asylum, apart from his professional engagements "there is no peace." It is a species of perpetual strategy, conducted in skirmishes, in which he is obliged, single-handed, to act continually on the defensive, against a heterogeneous host of antagonists, each assailing in his own peculiar mode; and this Report, besides its other uses, might be made to furnish an instructive example of it by the citation of several instances in their proper places. My official correspondence, detailing sometimes the results and sometimes the very essence of this forced plan of coping with the many-headed monster, would, I am sure, make at least half a dozen bulky octavo volumes, relating to wars and rumours of wars; but I have neither time nor inclination for such amusement.

I must deal chiefly in extracts, which I hope will demonstrate satisfactorily that I have never on a single occasion, or through unmanly fears of the frowns of office, neglected any practicable form of duty, however severe or dangerous, which I conceived to be conducive to the well-being of my patients; but also to display the supernumerary labours entailed on an officer fully occupied in the higher functions of his situation by the blamable apathy, if nothing worse, of those whose especial business it was to facilitate and promote all his useful suggestions.

On the 3rd day of January, precisely three days after I took charge, I applied to the Government, through the Colonial Architect, for the erection of an additional washing-house, and the enclosure, by a high paling fence, of a portion of the adjoining ground for a drying green. A piece of land, consisting of about four acres near the river, had been designed for a garden; the fencing was nearly complete, and the trees had been felled, but nothing else had been done; the stumps were all there, and the eradication of these being clearly a kind of work far too severe for lunatics—one of the main characteristics of whose disease being vitiation of the constitution and low vitality—I applied, on the 6th day of the same month, to the Colonial Secretary, requesting the grant of a sum of money for the purpose of having the ground stumped and cleared and prepared for use.

The money was granted, and an orchard was formed by planting ninety-five fruit-trees of the best sort in the Colony, presented at my solicitation to the Asylum by the late James Macarthur, Esq., of Camden, while plenty of room for a kitchen garden remained.

In

In a letter to the Governor General, dated the 3rd February, 1848, I find myself reporting to His Excellency "that the completion of a temporary slab building, including a small dormitory on the male side, begun last year, has enabled me to make a trifling advance in the classification of the patients, and to give the administration of the Asylum a small but permanent tendency toward true sanatory principles," &c. But in order to proceed in carrying out these principles to the utmost extent admissible at the present stage, "I propose," the letter continues, "for the consideration, and I hope for the approval of His Excellency the Governor, that the dead wall forming the front of the convalescent square or airing court looking upon the river, be rendered subservient to the general scheme of mental cure, by operating on the mind through the senses of the patients. And this object can be achieved to a considerable extent by opening four moderate sized windows in each wall, and a small gateway with an iron gate in the middle for the egress and ingress of the patients when the pleasure ground (already verbally discussed) shall have been enclosed." The letter concludes in words to the effect that, by this simple and elegant improvement in the wall, one of the most charming scenes in the Colony would be exposed to view for the mental recreation of the patients, and while it promoted the cure it would cheer and abstract the mind from its erroneous impressions.

I now approach an important subject, and I wish it to be borne steadily in mind. In order more effectually to assist and advance the internal moral reform, early in the month of February, 1848, in preparing the Estimates for the year 1849, I proposed "£2,000 for the purpose of enlarging the Asylum so as to enable it to accommodate 200 inmates; for erecting a bath-room within the pleasure grounds close by the river; for enclosing with a paling fence a small bight of the bay for the bathing and ablution of the patients; for the erection of two infirmary wards with bath-rooms and the necessary apparatus; for six padded rooms, viz., three to each department; for the construction of an additional water-closet, and for improving the others; and lastly, for enclosing the paddock in front of the Asylum for pleasure grounds with a high paling fence, and the erection of sun-shades for the protection and convenience of the patients.

On the 7th of March following, among several other demands I made on the Government for improvements, was a sum of money to defray the expense of flooring four rooms which had been left incomplete, and for making four fire-places in them; also, for removing to better suited situations certain privies, as well as to make some additional ones; and lastly, for making a verandah at the rear of the main building. £150 had been requested of the Governor General for the same purposes, on the 9th of the foregoing February.

"Exhaustion of the vital endowments is so prominent a feature, and so constant a concomitant of insanity, as to form one of the pathognomonic symptoms of that disease. In numberless instances, also, it first operates even as a cause and then remains as a companion; in all cases of insanity, indeed, it is a powerful supporter of the disorder when it is once established. Hence arises the imperious necessity of regular and sufficient supplies of nutritious and stimulating food to the insane. There is no condition of life, not even the growing period of youth, and the active and laborious stage of manhood, in which a good and plentiful diet is so essential as in the prostration of the vital powers when accompanying or occasioned by madness." Thus I wrote to the Colonial Secretary on the 22nd of July, 1848, on discovery that for a long time past the item "vegetables" in the dietary had been taken advantage of by the contractor from its vague and expansive meaning; and nothing but cabbage, and that of a very inferior kind, was ever or rarely supplied for the vegetable portion of the dinner of the inmates. I therefore recommended potatoes specifically and by name, to be allowed twice a week, so as to prevent any mistake in future on the part of the contractor, who had it in his power to force upon the patients whatever kind of vegetables he found it most expedient to supply. Cabbage alone, with seven ounces of meat, makes but a meagre dinner for a lunatic.

The slab airing courts afforded no means of shelter for the patients in foul weather, or protection from the fierce rays of the sun in summer. I therefore applied to the Government on the 16th of October, 1848, to allow a verandah to be made to serve in some measure for both purposes; instead of which, after some delay, I am happy to report that a substantial and capacious sun-shade was erected in each of these airing courts.

Reverting to pleasure grounds in front of the building for the amusement and recreation of the patients, I had been meditating on a plan which would combine all the advantages of the former with the addition of a farm attached, for exercise, if not for profit. I had found that the soil in front was poor, stony, and rocky, and could only be turned into a simple playground, without other advantages; and on the 2nd December, 1848, I wrote the following letter on the subject to the late Mr. Patrick Hill, Colonial Surgeon, and "Visitor" to this Asylum:—

"I enclose an advertisement which, if carried into effect, will at once and for ever doom this Asylum to the state of a prison. The land advertised for sale belongs to Mr. Stubbs, and consists of about thirty acres; it is contiguous to the Asylum, and is the only spot that could be turned into pleasure grounds for the use of the patients. It is admirably adapted for this purpose; it is mostly cleared, and only wants fencing to render it a pleasure ground ample enough for both sexes, with a reserve for a small farm. A small stream of water runs through it most of the year, except when the season is very dry.

"I have learned that the whole of the thirty acres could be obtained for about £250. And here I may suggest that this outlay might be met by the sale of the useless portion of the Asylum Reserve in the form of allotments, &c." "I need not urge the great necessity that exists for pleasure grounds to an establishment where all the conveniences are on too small a scale for a rapidly-increasing population and a system of immigration which has hitherto furnished nearly one lunatic for every ship that arrived since its commencement."

For the sake of uniformity, I must state here by anticipation that, in a letter to Secretary Parker of the 11th August, 1857, reference is made to the above land in these words:—"And there is abundance of fine arable land contiguous to it, suited for every purpose—enlargement grounds for recreation and dairy farming, which I consider an essential appendage to a Lunatic Asylum."

When I was preparing the Estimates for 1849, on reconsidering the number of inmates in the Asylum on the 11th February of the previous year, and taking into account the great strides which insanity had been making in the five preceding years, and the results which might fairly be expected to arise from the rapid increase of the population, with other specific causes to be noticed in due time, I deemed it necessary to propose the sum of £2,000 towards the extension of the Asylum. My particular reason for pressing this expense on the Government was of so delicate a nature that, though I did not disclose it then, I hoped notwithstanding that the proposal would be favourably considered by the Governor General and the Legislature, on general principles of necessity. I regretted afterwards I had not fully explained my objects at the same time, for nothing came of my application.

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My motive was founded simply on this fact:—It had been the custom for several years, through want of room, to place two men to sleep in the same single sleeping apartment—and this is a practice which no circumstance or necessity can ever justify. Wherefore I repeated the application for extension of the Asylum on the Estimates for the year 1850, in the list of buildings and alterations in “buildings applied for but not sanctioned”; but more particularly in my letter of explanation accompanying the Estimates. In this letter, dated 20th January, 1849, I gave my ultimate reasons for urging the Government to this outlay, by stating that—

“Maniacs, during the whole period of their mental perturbation, are horribly depraved in their animal appetites, so lost to feelings of decency and rectitude of thought, that if they are to be estimated by their actions, they will be found to approximate the brute more than the man. Hence the circumstance of placing two lunatics to sleep in the same apartment is equivalent to furnishing them consciously with the opportunity of committing certain practices which are abhorrent to nature, and repugnant to every sentiment of religion and morality. That such is a fact is beyond a doubt, yet under the circumstances there is no means of preventing these deplorable excesses.”

Among the unsanctioned buildings, &c., &c., you will find repeated, with additions, the list proposed last year, namely, four “padded rooms”; “alterations, &c.,” to the water-closets; “eight windows in the front walls of the two convalescent wards”; “the enclosure,” by a strong fence, of a small bight of the cove near the garden, “for the patients to bathe in, with a shed for a dressing-room”; “additional guttering to supply the tank”; “the deepening and fencing the fresh-water-hole of Tarban Creek”; “the erection of forty single sleeping apartments”; the conversion of the long useless gallery, that runs the whole length of the Asylum, into “six ample sleeping or mess rooms.”

As to “the water-hole,” this subject was a matter of great concern to me from the first, being the only source of supply for the Asylum, with the exception of one underground tank. On this account, besides calling attention to it in the Estimates for 1849, I afterwards bespoke the Governor General’s careful consideration to the urgent necessity of providing a permanent supply, in my first Annual Report, dated 1st February of the same year, when I suggested that an abundant and permanent supply of water for all time might be secured if a small underground tank was excavated in the centre of each of the four airing courts, and the verandahs furnished with guttering all round, and down pipes to convey the water into them.

On the 21st of January, 1850, in framing the Estimates for the year 1851, most of the forementioned requisitions being in arrear, I again appealed to the Government, repeating my applications, with additions, reminding them that the works applied for in 1849 were positively indispensable. But notwithstanding all my endeavours, you will see in the Estimates for 1850 most of the same wants reproduced, in the column headed “buildings and alterations in buildings, &c.” “not sanctioned,” namely, “the four padded rooms,” the formation of “eight windows in the front wall,” and the £300 to carry on and “complete the high paling fence all round the cleared ground of the Asylum,” with sun-shades, as first proposed in 1848, and which I had further recommended to the consideration of the Governor General in my “first Report,” in these words:—“One of the most beautiful and exhilarating prospects in the Colony is that opposite to the Asylum, where every step along the front forms a different point of view, which gives a rare charm and variety to the scene. How delightful, refreshing, and restorative it would prove to many of the convalescent patients, to whom, in the meantime, all this natural beauty—this heavenly gift—is rendered a perfect blank by the dead wall which forms the front of the airing courts. The Superintendent had the honor, early last year, to propose the exposing of this singularly captivating prospect for the benefit of the patients, by opening four windows in this wall for each of the two front wards. There can be no doubt of the effect this new source of enjoyment would have upon minds to which pleasure is almost a stranger.”

On the 17th of June, 1850, I applied for “an hospital wardsman or night warden to minister to the wants of the sick patients during the night”; no such attendant ever having been attached to the Asylum before. The circumstance of an aged man in ill health having been found dead on the floor in the morning showed the great necessity of night wardens; and I stated that it was quite impossible for the ordinary attendants, wearied and harassed with their day work, to perform this duty to a greater extent than they do of their own will, namely—“to make frequent visits in the night when this extra duty is found necessary.” A provisional permission was accordingly granted me to engage a night wardsman.

On the 8th of September, 1851, in forwarding the Estimates for 1852, the erection of a dead-house, authority for the permanent employment of the night warden already taken on, as well as for the engagement of a female night warden, were applied for, in addition to these former unsanctioned requisitions—namely, the erection of a small infirmary, with baths, boiler, &c., for each sex, as proposed on the Estimates for 1849; the repairing of the airing courts; the formation of four under-ground water tanks, with pumps, troughs, &c., &c., in the centre of these respective yards, and the guttering and piping of the verandahs to convey the rain water into the tanks.

In another letter of the same date, I called the attention of the Government to “the sum of £5, which I have proposed on the Estimates for the year 1852, under the designation of ‘The Cured Pauper Lunatics’ Fund,’ wherefrom to furnish the friendless pauper patients discharged from this Hospital with a trifling sum to pay their passage hence to Sydney, and to procure a night’s lodging and a meal.

“Nine out of every ten patients who are admitted here are entirely destitute of pecuniary resources or friends to aid them, and consequently, on leaving the Asylum, they would be dependent upon the precarious offerings of chance for their first bed and first meal, at a time when they are less competent than at any period of their lives to grapple with moral or physical difficulties, were it not that the office-bearers of this Institution have hitherto supplied their first wants. But while in the absence of an established fund for this purpose, humanity dictates to them a continuance of the same course of kindness, His Excellency the Governor General will perceive that this peculiar liability must be seriously felt by persons whose only income is their salaries.”

On the 31st December, 1851, I applied for an additional attendant for the male refractory ward—only two having been hitherto allowed. The circumstances of the Asylum had become altogether different from what they had been at any former period. The management was now beset with difficulties which never before existed, arising from the following among other causes:—The insane population is daily increasing, and vigilance now takes the place of coercion; yet the number of attendants remains the same, wherefore I state that “the refractory wards, which are the proper receptacles of fresh and troublesome incomers, are not provided with a sufficient number of attendants, and the evils of this insufficiency of them are aggravated by the constant change of hands going on since the discovery of gold in the Colony; the places of those who leave being supplied by successors of inferior qualifications, whom sheer necessity obliges

obliges me to engage. They are often of narrow capacity and dull comprehension ; and of course wanting in the two main essentials in the government of Lunatic Asylums—that calm intrepidity which operates on insane people by its mere manifestation, and that acquired vigilance which is equally indispensable for maintaining order and rendering quarrels and escape difficult. There is no provision for the absence of an attendant from duty through sickness, accident, or other causes, and when this occurs with regard to the refractory wards, the turbulence and danger are inconceivable when managed by a single attendant without sufficient experience to inspire him with confidence, or coolness and judgment to ensure presence of mind. Hence attempts at escape, which are generally carried out with admirable cunning, are of very frequent occurrence, for no man so quickly apprehends the difficulties and perplexities of a ‘green hand’ as a lunatic. These and numberless other impediments have forced me to appeal to the Governor General thus earnestly, to give me additional assistance, &c., &c.”

Three weeks elapsed without any notice having been taken of this application, and I again addressed the Government on the 28th January on the same business, stating that “I find it quite impossible for a complement of only four men, however experienced, to perform the arduous and dangerous duties of the two refractory wards, any longer, since two-thirds of all the cases in the Asylum are the very worst and the least manageable forms of insanity.”

Still no notice was taken of these earnest appeals for help ; and, on the 20th February, 1852, I remarked that, in addition to the foregoing, “an extra hand for the two refractory wards is positively indispensable. I can assure you that, during the last six months, both myself and the steward (for the steward and myself constituted all the officers of the establishment at the time), have frequently been obliged, from want of hands, to take our station in the respective wards as keepers, in order to relieve the man on duty, to his meals. There is hardly a week indeed, that some one of the attendants is not off duty for a day or two, disabled by sickness or from blows or kicks inflicted by the patients.”

On the 20th February, 1852, I had to repeat in the Estimates for 1853 the old cry of “padded rooms”; the “eight windows” in the front dead wall of the convalescent wards of the Asylum ; the “dead-house”; the building of an “infirmary for each sex”; “repairing of the yards”; the “guttering and piping” of the same ; and the excavation of a “water-tank” in the centre of each of the airing courts, with all the necessary appliances, as pumps, &c., for the purposes of general cleanliness, &c.

The following memorandum, with part of my lengthy answer, dated 28th June, 1853, is a subject conducing essentially to the completeness of this Report ; it is only the periodical trial of conclusions with the Auditor General, but the testimony it bears is very important, which is the reason why I have inserted it here. I am bound by every obligation of justice, as an earnest supporter of the rights of my patients, to bring into Court at least one impartial witness of each species of the many and diverse actions in which I have been obliged to engage in their defence for so long a period.

The Auditor General states his case in this manner :—“Having examined the contractor’s accounts for supplies to the Lunatic Asylum, Tarban Creek, in May, I find the following questions for consideration :—

“The average daily number of patients in the month was 135, all of whom were supplied with full daily rations, no deduction having been made for the reduced scale of diet directed to be issued in cases of sickness, and on inquiry I find that no deduction is ever made for portions of rations not drawn, when half-diet, low, and fever diet, are necessarily substituted for full rations.

“One patient, James ———, died on the 10th of May. On the day of his death he was supplied with full rations, consisting of—

1 lb. of meat,	}	Made into a pie for dinner.
$\frac{1}{2}$ oz. of suet,		
6 ozs. of flour,		
And a proportion of pepper and salt.		
1 lb. of bread,	}	For breakfast and supper.
$\frac{1}{4}$ oz. of tea,		
$1\frac{1}{2}$ oz. of sugar,		
1 gill of milk.		

“A charge is made in the account for 89,580 lbs. of firewood in the month, amounting to £24 5s. 1d. The issue of this large quantity is not regulated by authorized scale, as in the case of the Asylum at Parramatta, Gaols, and other establishments, but is made at the discretion of the Superintendent.

“The allowance of fuel fixed by the schedule is 25 tons of coals per annum for cooking ; and as the regulations admit of the substitution of wood for coal in the proportion of 3 lbs. of the former to 1 lb. of the latter, the monthly quantity of wood would be 13,998 lbs. only. This might perhaps be altogether insufficient, but without special authority the expense of a larger supply should not in my opinion be allowed.

“Further, salary is paid to a carter for the establishment, and forage is charged for a horse. Firewood is abundant in the neighbourhood (Lane Cove District), which might be collected and conveyed to the Asylum at a trifling expense. 28th June, 1853.” Thus far the Auditor General.

Memo.—“With reference to the queries from the Office of the Auditor General on the account of H—H—, for supplies furnished to this establishment for the month of May, 1853, the Superintendent offers the following explanation :—

“1. In consequence of the distance from the contractor’s residence (9 miles), the provisions are of necessity ordered the day previous to that on which they are actually required, the order being always on the actual number of patients ; and it is scarcely requisite to state that a lunatic may be in a condition to consume his full ration one day and be in hospital or dead the next, for this is indeed the habit of insanity. A patient may also be quite well in the morning after his rations are in the hands of the cook, and be taken ill or refuse his food from whim or delusion so as to leave either the whole or part of it. Besides, in this curative Asylum, and perhaps in every other where the number is limited to supposed curable cases only, it is never found necessary and certainly very seldom expedient to put them on half rations.

“2. Fatal somatic [bodily] diseases are mostly so masked by the nature of the psychical [mental] disorder, that they frequently cannot be detected by any manifestations on the part of the lunatic, and he continues to take eagerly to the last whatever is offered to him. Milder attacks very rarely indeed prevent patients from eating their full allowance and more if they could obtain it.

“3. This doctrine may appear strange to persons unacquainted with the nature of mental diseases, and justly so ; for being immeasurably dissimilar to every other human distemper, the treatment and general management of them must remain for ever an enigma to the inexperienced. “4.

"4. But a fact, clear and intelligible to all, may be added in elucidation. Madness in all its forms and dispositions is essentially a disease of debility, a depression amounting in many cases to exhaustion of the vital powers. This state of body requires an unvarying sufficiency not only of the most nutritious but of the most analeptic food. But the Superintendent being obliged to stint the inmates, no matter what the capacity of their stomachs be, to the limit of commissariat gauge, the unreasonable mode of rationing that limits the appetite of a hungry lunatic to about 7 ounces of usable butcher's meat in the day, the best is done that can be done to meet the inconvenience. If by any chance a patient refuses a meal when it is offered to him, it is not to be supposed that the steward is to account for the whole or a portion of a cooked ration which could not be kept till the next day. Instead, therefore, of losing any windfall of this kind, it is distributed as far as it will go to those who have better appetites in some wards; or in others, to such inmates as assist in the work of the establishment. And it may be confidently asserted that for every ounce of a ration thus placed at interest a pound's worth of public work is the result. All this, and even the minutest details respecting the regulation of the dietary, are well known to the Government; they were fully explained to the Board of Inquiry into the management of this Institution in 1850. Governments and Boards of management of similar establishments, without perhaps entering into the latent reasons of every circumstance or foreseeing every casualty, have by good fortune acted wisely in giving some latitude to the discretion, judgment, and honesty of Superintendents of Madhouses.

"5. There is another point that ought to be considered here. During the present and last five months forty-nine patients have been admitted into this Asylum, not one of whom of course was provided for here the day they were admitted; and coming early, as they generally do, they have to be fed—but how is the question. No man with a heart in his bosom could keep an unreasoning brother in humanity without food for four and twenty hours, while others were feeding him. The Superintendent is perfectly aware that those who come from Gaols and Government establishments are rationed for that day at the place they start from, but they never bring their allowance here; at least, only two instances in which provisions (a piece of bread) were sent with them have occurred in the last five years and a half. It must be recollected also that numbers come immediately from their own homes, to which of course Government regulations do not extend. These also have to be fed. If a balance between morsels of unused food, and even the very few whole rations not used by the individuals for whom they were drawn and cooked, and the numbers to be casually supplied were struck, there would be a heavy amount due to the mercy of the officers and attendants of this Asylum, &c., &c."

The eight windows in the front of the Asylum at last? Now the 6th of February, 1854, after an annual application for them during six years, a move is made towards opening the beautiful prospect in front of the Asylum for the benefit of the patients. But according to the plan, I plainly perceive that all my objects and intentions in my original recommendation will be frustrated. I wrote accordingly to the Colonial Architect, requesting to be informed "whether the hideous caricature of windows now preparing by the contractor for the work be really his design." Independent of its incompatibility, I could not suppose that a man of his standing in his profession could originate or sanction such a disfigurement of the building, and such an outrage on the commonest principles of taste. I had explained to him some months previously, when considering the matter on the spot, that the present design if carried into effect, would be to render the two convalescent airing grounds entirely useless when the weather was boisterous and rainy from any point from north-east to south-west; for that is the side of the airing court to which the patients retire for shelter and exercise in such states of the weather.

I reminded him that my own original suggestion was "that while the Asylum is kept secure, it is to be made as little like a prison as possible; whereas the present design is clearly not to make the place more secure, for it is not wanting in that respect, but to give it all the gloomy and disheartening characters and worst features of a prison; and to make the airing courts in a great measure useless during the prevalence of those winds,—not to speak of the architectural disfigurement of the building from without." I therefore expressed my determination to appeal to the Governor General to forbid the sacrilege. All that was wanted was simple windows like any other windows—not the barred openings of a dungeon as designed.

No movement or likelihood of any effort being made up to 17th March, 1854, to increase the accommodation of the Asylum in order to adapt it for the reception of the insane population daily flowing in, I proposed "the erection of one hundred single sleeping apartments for the present number of patients, as well as for such cases as might be admitted during the present and following years." I also drew attention to the state of the dam of "the water-hole," the mainstay of the Asylum as to water, which as soon as it is patched up is washed away by the first succeeding heavy rains. For the last twelve months the influx and efflux have been in exact equilibrio.

29th March, 1854.—Since the discovery of gold, I have been obliged in sheer despair to engage as attendants whatever forms of human garbage presented themselves. The one or two really valuable and experienced men and women who resisted the temptations of the golden calf had petitioned for an increase of pay in 1851, but no notice was taken of it by the Government. On the 27th of February last, three years afterwards, the same class of attendants again petitioned the Government on the subject, and the petition being referred to me for my report thereon, I stated, on the 29th of March, 1854, "that it embodied facts which could not be controverted; and that if the first memorandum to the same effect, transmitted to the Governor General had been acted upon by the Government in ever so small a degree, the Institution would not have been so often placed in extreme difficulties for want of hands; that if the successful management of social establishments in general arises from the steadiness, ability, earnestness, and experience of the persons engaged in them, the postulate becomes an axiom in the administration of Lunatic Hospitals. This establishment has not had the advantage of a fit and experienced staff for the last three years. When a vacancy occurred—and vacancies occurred every month—I was obliged to hire whatever kind of man or woman, old or young, strong or weak, sober or intemperate, could be induced to try the situation for a month. Here necessity had a law, and it was supreme.

April 21st, 1855, on my return from a six months' leave of absence, I found that two padded rooms had at last been erected, and a commencement made of the other two; also ten new single sleeping apartments begun and somewhat advanced. Furthermore, the two bath-rooms reported finished last year, have in reality only just now been rendered fit for use; but nothing had been done towards gravelling, paving or flagging the airing courts, which in wet weather are perfect sloughs. The dam of the "water-hole" lies in the state of ruin adverted to the last and previous years.

On the 15th April, 1856, "the water-hole" continued in the same ruinous state mentioned in former years! I again therefore called the attention of the Government to the dilapidated condition of the dam, and the filling up of the hole with silt.

The want of sufficient accommodation is an endless theme, and will continue to be so as long as the Government relies solely on this lilliputian affair and the Factory at Parramatta. So I continued to harp upon the erection of a hundred single sleeping apartments to meet immediate and future demands for room; and on the 9th of August, 1856, I reported to the Government, as an incident corroborating the steady increase of insanity, and one otherwise worthy of remark, that during the months of June and July no less than thirty-six cases of insanity were admitted, which makes the ratio '6 per day.

Again, on the 15th May, 1857, I reminded the Government of the one hundred additional single sleeping apartments on former Estimates to supply immediate demands, and also that no movement had yet been made towards gravelling or paving the airing courts, which "in wet weather are perfect sloughs"; moreover, that "the water-hole" at Tarban Creek, our main dependence, remains *in statu quo prius*. "In conclusion," I restated in general "that notwithstanding my frequent representations of the urgent want of room and accommodation in this establishment, nothing has been accomplished beyond a few inconsiderable repairs or stop-gaps."

I had occasion, on the 25th March, 1858, to report to the Colonial Secretary that the experimental padded room in the course of erection in the female department of this Asylum was a complete failure in respect to the objects of its construction. I had objected some time ago to the contractor as to its principle," but it was not then in a sufficiently forward state to justify me in giving a fair and honest opinion on its ultimate applicability, before this day, when I had it in my power to examine and consider well one of its sides just placed in position. I therefore do not hesitate to affirm that it is as unlike a padded room and as unfit for the ends in view as a stone wall. Besides, in constructing it I am deprived of an apartment at a time when, instead of being in a position to suffer any diminution of the present number of single sleeping rooms on the female side, I require at least twenty additional ones.

I reported, on the 14th April, 1858, to the Colonial Secretary, the completion of one padded room, better adapted than the first; stating that "it will be useful in certain forms of suicidal mania." At the same time I pleaded the necessity of sanctioning the formation of a second "while the workmen are on the spot"; and also reminded him that there was a "small roofless and useless yard in the female department which is capable of containing five additional beds if it were rendered usable by being roofed and floored." "This work has been promised to be executed for the last five years, but always deferred." The roofing of four small courts was recommended to be done on the 21st of January, 1850: this is one of them.

After all my requisitions to the Government for several years past, made in the most clear and emphatic way possible, on the Estimates for each ensuing year, I receive only the annual circular letter from the Colonial Secretary, dated 14th August, 1858, asking whether the erection of "any new buildings, or any other alterations or repairs to the buildings under my charge will be required in the year 1859." It gives me however another opportunity of asking for 150 new separate sleeping apartments, &c., &c., 100 having been applied for on the 15th of May, 1857, in answer to the printed circular of that date.

In compliance with a request of the Honorable John Robertson to give him my written views on certain matters to which his attention was called when he visited the Asylum on the 3rd of October, 1858—after discussing other important matters—I conclude by reminding him of "the pernicious influence on the health of the inmates caused by the ill adapted design and construction of the privies, as pointed out to you on your visit to the Asylum yesterday; also, the wretched state of the yards or airing grounds of the several wards, in weather like the present, &c."

In my letter of the 14th June, 1859, accompanying the Estimates for 1860, referring to the item "buildings," I state that, "besides the new buildings already designed, and in some degree of progress in the male department of the Asylum, which, when completed, will double the room and afford the means of establishing a more congenial and salutary system of classifying the patients, two additional wards are urgently called for on the female side, both for the purpose of increasing the accommodation, and of reducing to order the present chaos by some shape of classification, &c." Also, that "a new washing-house and laundry are equally necessary, as well as a few skillings, in the form of small cottages built against the outside wall of the laundry and the wood-yards, for the patients who work out of doors."

As time went on, and the inmates increased and crowded the small space into which they were forced to compress themselves, the disgusting condition of the privies intensified in proportion. This state of things has been frequently submitted to the Government; but with all its disgusting accompaniments it is nothing in the main to another shocking evil of a different nature, which, in the present form and construction of the latrines cannot be prevented by all the vigilance brought to bear upon it. On this account, when I discovered in the new buildings in progress that no alteration in the design of them was contemplated of a character either sufficient to mitigate the nuisance or prevent the continuance of it, on the 30th August, 1859, I appealed earnestly to the Colonial Secretary on the subject, stating that the arrangement of the privies as laid down and approved, if carried out, will not only render the maintenance of morality impossible, but will give every encouragement and facility to the commission of one of the most revolting practices of which humanity can be guilty, and to which men deprived of the guidance of reason and the controlling power of the will, and left entirely to the directions of the animal instincts, are especially prone.

"I have taken uncommon care to point out the great error in the construction of those in use, to every Colonial Architect of my time, and to enforce my observations by the painful disclosure of what should be to them and to every lover of decency an invincible argument, &c." "In the lately finished portion my plan was to some extent adopted, so far indeed as to prevent the evil; and it is therefore very discouraging to find that my good intentions have been frustrated in respect to the new wards, for no valid reason that I can conceive, or that can be advanced by those concerned with the building."

On the 16th September, 1859, I had occasion to call the attention of the Colonial Secretary to a most unaccountable and injudicious deviation from the useful model afforded by even the old part of the Asylum. I reported "that I had just discovered that the airing-courts of the three new wards now in course of erection are designed to have the advantage of verandahs only on two sides of the square, while on the remaining two the patients will be open to all the evil consequences of exposure to the rain and the sun." "This very serious defect will be severely felt in a country at one time tropical as to heat and rain, and at another, hyberborean as to cold." I am very happy to add that my representation had the effect of getting the yards sheltered all round.

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The disgusting subject of the privies continues in immortal freshness ; the impediments thrown in the way of moral improvement in this affair by ignorance and self-conceit could hardly be credited by men of common sense and generous feeling. The nature of this opposition is adverted to in my letters to the Colonial Secretary. On the 26th of September, 1859, referring him to my letter of 30th August last, respecting these water-closets, I bespoke his best consideration "of my motives and objects, if, as a Christian man and a moralist, I appeal to you a second time against the final arrangement of these recesses as explained to me this day by Mr. Cole, whereby all the objectionable conditions of the old form of water-closet are restored, affording as it were especial encouragement to irresponsible men to indulge in the most revolting practices." In another letter of 27th September, 1859, to the same gentleman, I close the dispute as far as I was concerned thus—"Having urged my objections perhaps beyond all prudence, and thereby at all events performed a great moral as well as public duty, discretion warns me that I have proceeded in the matter as far as my responsibilities require. I was not aware till to-day that I have been acting in antagonism to the opinions of the Board of Medical Visitors."

"Having learnt," on the 7th of October, 1859, "that in the scheme of the Estimates for 1860, just laid before Parliament, there is no sum proposed to carry out the objects and the very necessary additions I have urged therein upon the consideration of the Government," in order to rectify the omission, if possible, I forwarded a copy of part of my letter of 14th January last, accompanying the Estimates of this Asylum for the year 1860, in which I proposed the erection of two additional wards on the female side, where a hundred and three people "are crowded into two wards," each not adapted for the habitation of more than fifteen persons according to the original plan of the building, which was designed to hold only sixty convict lunatics in all.

The dam at Tarban Creek being again in trouble, I reported to the Colonial Secretary, on the 30th April, 1860, "that the breastwork of earth forming nearly half of the dam across the freshwater hole of Tarban Creek has been washed away by the floods occasioned by the late rain ; and that the efflux of water appears at present to be greater than the influx, so that in no long time, if the weather continue dry, the reservoir will be empty."

In the same letter, I recommended the guttering and piping of all the old part of the building, and the "placing of capacious ships' tanks under the roof to receive the rain."

In the supplemental circular from the Colonial Secretary's Office, dated 20th June, 1860, I am requested to state "whether the erection of any new buildings, or repairs to the buildings, if any, will be required in the year 1861," and in answer I repeated, on the 13th July, 1860, a former recommendation "that two additional wards, similar in most respects to those now nearly completed in the male division of the Asylum, are urgently required for the accommodation and classification of the female inmates in that department of the establishment." Moreover, that "after the termination of the present contract for building on the male side, there will still remain a pressing want of money to complete the work. Two sides of three of the wards—that is nearly one-half of each airing court—will remain destitute of pavement under the verandahs ; and one-fourth will remain without any verandah at all. Then there is the guttering to be considered, which if I am rightly informed is not included in the contract. At all events, the whole of the original buildings require to be thoroughly fitted with gutters (under the eaves), and iron tanks to catch some of the enormous waste of water which is allowed to flow away from the extensive roofing for want of means to save it, &c."

In answer to another circular, dated May 21st, 1861, asking the same questions as above with respect to the Estimates for 1862, I am, alas ! under the necessity of reiterating almost the same wants, recommendations, and remarks. "Sleeping-room is the pressing want. I have been necessitated to convert for the time the long mess-rooms of the two refractory wards into dormitories, and they are already full of beds, so that the inmates are thus entirely deprived of a place wherein to take their meals." Then comes a list of dilapidations requiring repair, and lastly, the padded rooms are become both useless and "dangerous, on account of the materials of which the framework is constructed."

In the following letter to the Colonial Secretary of 9th September, 1861, will be seen a specimen of the emergent troubles and sources of anxiety incidental to the office of a Superintendent. "The female department of this Asylum comprises a hundred and twenty-two inmates, distributed into two small wards, both of which are consequently overcrowded during the day, and every available nook and space are crammed with beds for sleeping accommodation through the night. The slab skilling, begun to be erected in 1847 and finished in 1848, at the south-west end of the building, contains at night nineteen individuals ; and these, as in the other rooms, are so closely packed that nothing but sheer necessity could justify such unhealthy and unsafe aggregations of insane human beings.

"But packed as it is, this extremely useful skilling stands right in the way of the workmen busied in laying the foundation of the new wing, and it must come down to enable them to proceed with the work. The immediate demolition of it is therefore decided upon, no doubt necessarily, by authority of the Colonial Architect. Now the whole matter resolves itself into the question—where are those nineteen helpless individuals to sleep during the next six months the time calculated to elapse before they can be supplied with quarters in the forthcoming new wing ?"

My difficulties with the Auditor General are interminable. The Auditor General is an honorable man, and I am not at issue with him because every inch of firewood which is burned, every tea-spoonful of oil which is consumed, or every bite of food which is swallowed by an inmate, must be strictly accounted for. Such accuracy is indispensable in the Government Service, and perhaps may be closely observed everywhere, but I am constrained to state that it is scarcely possible and never practicable in a Lunatic Asylum, for reasons perfectly satisfactory to those who understand the physical conditions of madness. There ought to be a reasonable margin allowed for strange incidents ; consequently, I am resolute in keeping my patients warm and comfortable in cold weather, whether it be in winter or summer, and well fed in all seasons. On the other hand, the Auditor General is equally determined to check what he calls my extravagance, and like Hotspur, splits up each fraction of comfort, and light, and nourishment, into the "ninth part of a straw." Thus the dispute was maintained, till, on the 4th September, 1861, he reported me to the Colonial Secretary for my prodigality, supporting his arguments with offensive language, and such illogical reasoning that his postulates came to a *casus questionis*. The following is the close of a long reply, dated the 17th, to his Report, in which he invidiously and unnecessarily compares the economy of the Parramatta Asylum with my lavishness :—

"From

"From the commencement of my management till this hour, it has been my earnest endeavour to keep the expenses within the prescribed bounds; but I acknowledge freely that while I have paid the strictest regard to economy even in trifles, I have not forgotten, as the constituted guardian of a considerable population of unreasoning and helpless men and women, for whom I have to think and feel and provide, that there is a far higher claim to my regard than economy in trifles. I have not forgotten what is due to the comfort and well-being of my peculiar charge, even at the risk of committing a petty excess. It does not appear from the conditions of the office of Superintendent of a Lunatic Asylum, that he is bound to vie with the kindred institutions in any meaner rivalries than in the increasing degrees of happiness he can infuse into the stricken hearts entrusted to his kindly and healing sympathies. And how can he bring into active and useful energy, the full and quickening powers of an enlarged and humane philosophy, if his common sense and manly feelings are to be frozen up and confined within the cold commissariat limits of a few pounds of firewood or an ounce of lamp oil?"

In my letter of 1st April, 1862, in answer to the usual annual circular, dated 14th March, regarding the Estimates for the following year, I reported to the Colonial Secretary the prospect of a speedy completion of the new dormitories on the female side, reminding him at the same time that they would only relieve the plethora already existing in the establishment, and that the same might be predicated of the male department; "so that, at the very utmost, and with the most rigid economy in respect to sleeping-room, the Asylum, when all the buildings for which funds have been voted are completed, will scarcely accommodate 400 patients; yet there is no question," I said, "that room could be made for fifty more by adding another ward to the female quarter, in the vacant angle at the south-west front, in a line with the hospital ward on the male side, for the erection of which, I believe, it is in contemplation to call for tenders shortly. It now only remains to bring under your notice a want as important as any that has been or is in the course of being supplied. Every period of windy or wet weather proves more and more painfully the necessity of having the airing courts paved or flagged," &c., &c. It is very disheartening to have occasion to repeat the necessity of this indispensable work so often, without the smallest notice being taken of one's earnest appeals to have it effected. I was over sanguine in my calculation as to the capacity of the Asylum when completed. 350 patients should never be exceeded.

It was necessary to apply to the Colonial Secretary, on the 17th September, 1862, for a small additional sum of money to complete some defects or wants in the hospital-ward in progress of erection, because "in the present state of the Asylum, for every two wards there is only one bath-room, the inhabitants of one using it in the forenoon, and those of the other in the afternoon of bathing days; and this is just as much work as can be done there in that space of time."

"As the new ward after completion, however, will contain, in round numbers, 100 inmates, which is fully as many as any two of the ordinary wards, and these mostly infirm, helpless, and paralyzed people, to whose cleanliness a much larger and more frequent attention will be required than in other departments, I find it necessary to convert the old dormitory called the infirmary into a bath-room for the especial use of these invalids. This is a necessity which cannot be resisted, for, if not altogether impracticable, it would at least be cruel, and often hazardous, to drag infirm patients through a neighbouring yard to a distant bath, perhaps a dozen times a day. It will now be easily understood that it is this conversion which will cause the trifling extra expense in the filling up of three or four baths, cold and warm, in widening a small lumber closet into a furnace-room, and in moving forward to great advantage the wall of the adjoining water-closet, which is tumbling down, and would require rebuilding under all circumstances."

Accordingly this work was immediately sanctioned, and soon accomplished; that is, a bath-room was formed, but except the bare floor and walls, the inmates had not a single bath or vessel to bathe in till the year 1866, when it was fitted with all the proper apparatus. It had remained a sort of lumber-room. "There are no funds," was the constant answer to troublesome questions.

After that work was finished, I wrote to the Principal Under Secretary, on the 2nd November, 1862, in these words:—

"With reference to those alterations and repairs in this establishment which require special attention, I am given to understand by the Clerk of Works that it is necessary for me to apply to the Chief Secretary for authority to empower the Colonial Architect to act, before any work of that description can be undertaken; and as there are certain minor requisites which I believed had been included in the present contract, chiefly or in some degree connected with the system of guttering and collecting the rain-water from the roofs, now in progress, and which, although they are one and all absolutely necessary to be done for the comfort and convenience, the cleanliness and health of the people, are not yet sanctioned,—I have the honor now to state them *seriatim*, and to request that the Chief Secretary will have the goodness to authorize the execution of them immediately, seeing that the expense of the work would be materially increased if the contractor should once move his plant and appliances off the ground, &c.

"1st. The removal of the small and insufficient leaden cisterns for the two original shower-baths, and the substitution for them of three of the capacious iron tanks now on the ground, with the necessary connecting pipes, some of them fitted with drinking taps, into suitable positions in the respective yards.

"2nd. The opening of a door into the unused back lumber room of ward No. 3, to form a scullery, which will involve the laying on of water from the pipe in the adjoining passage, a table, a gully in the floor, and a drain-pipe to carry off the foul water.

"3rd. The removal of the stone arch of the back and main entrance of the Asylum, under the store-room; the formation of a door instead of the arch; and a lifting tackle, to raise the bales and heavy goods to the first floor of the store, &c.

"4th. The alteration of the water-closet in the female convalescent ward; and the furnishing and adapting for use of the new bath-room, already applied for."

"Water is the best of all blessings," said the prince of ancient lyric poets: it is the last blessing considered or provided for in New South Wales, and seldom considered at all with respect to the Tarban Lunatic Asylum. With this conviction on my mind, and a drought impending, without a week's supply in the fountain at the creek, I wrote, on the 27th November, 1862, to this effect, to the Colonial Secretary:—

"The reasonable expectation of rain from day to day having withheld me as long as consistent with prudence, from making you officially acquainted with the state of the water at Tarban Creek, I have the honor to report that the quantity remaining in the dam will not, in my estimation, last longer than eight or ten days. I know that I should not have had to make this statement for the next three months, even should the drought continue, but water has been necessarily used in the building of the walls of the new ward, as well as by the crowd of workmen and horses employed, to an extent that would not have been previously supposed.

"In submitting this report therefore to the Chief Secretary, I request that you will have the goodness to represent to him the necessity of at once causing the five iron tanks, asked for some time ago by requisition to the Colonial Architect, for a different use, to be sent up without delay, in order to be placed at the wharf in readiness to receive water from the boats, should it be necessary at the last moment to have recourse to Sydney for supplies. With reference to these tanks, I may explain that they are due to the Asylum, and are intended to be placed under the roof in various parts of the building to receive the rain."

With reference to the memorable strictures made upon the conduct of this Asylum by two or three Members of the Legislative Assembly, I wrote, on the 1st December, 1862, to the Principal Under Secretary,

tary, that "though I am conscious of their purely fanciful character and entire injustice as applicable by implication to me personally, yet they have to my knowledge already made a most painful impression on many persons connected by consanguinity or friendship with the inmates of this establishment, which no logic of mine shall ever be able to mitigate or remove. I do myself the honor earnestly to request that the Chief Secretary will be so kind as to appoint, at his earliest convenience, a Commission of Inquiry, in order that the public, and especially those most interested, may be disabused of the monstrous sophisms and misrepresentations which can only be intended to inflame the passions of the people, and impel them to acts of dangerous ferocity against men whose every act, thought, and word, are the offsprings of human love and beneficence." But the Government refused my application on the score that it was unnecessary. There was, however, a particular imputation on my character, which one of the Members had chosen to dwell on with insulting emphasis to excite emotion in the House, which it behoved me on the grounds of personal honor to resent with indignation. In writing, therefore, to the Colonial Secretary, on the 6th December, 1862, I said,—“With regard to the moot point which was lately severely discussed in the Legislative Assembly as another instance of the ‘despotism of Superintendents,’ namely, ‘the arbitrary withholding of the letters of patients addressed to their friends,’ &c., as far as I am concerned, I can conscientiously declare that this is a simple myth. From the first hour of my appointment to this situation, it was a regulation of the moral discipline to be carried out in the Asylum, that the patients should be encouraged to write, and be furnished with writing materials in order to communicate with their friends at reasonable intervals of time; and I cannot accuse myself of ever having infringed this good rule, because, in addition to the justice of the thing, and to the gratification of their instinctive longings to maintain the natural relations of affection with their friends and acquaintance, I have frequently been enabled by this means to discover many of the occult, wayward processes of thought which would otherwise have escaped my keenest scrutiny,” &c. “I have always endeavoured even to induce those patients who can write to answer the letters of their friends addressed to myself.” “I have only to add that I exercise not ‘the despotism’ so frantically denounced in the Legislative Assembly, but the cautious, discretionary judgment of experience as to the wisdom of forwarding such balderdash as composes the two accompanying letters of a patient now in the Asylum. Whenever this discretionary power is taken from the office of Superintendent, farewell to all management, all order, all moral and mental discipline, and all public tranquillity. When the wild delusions of a maniac are to be weighed against reason, character, honor, and all the Christian charities, let him be a slave to legislative infatuation who has a stomach for it—the hungriest bone-grubber of the profession would recoil from the office on such incendiary terms.”

I had always believed that when new works in Government departments are first planned and prepared for execution, that the specifications include something more than the bare walls, doors, and windows. I have always been under the impression that furniture suited to the purposes of the building was included. If not, it ought to be. It is really painful to remind Colonial Architects of indispensable works left undone which ought to have been done. I admit that “want of funds” may frequently be the cause of any apparent neglect; besides, there is the *vis inertiae* of the Board of Works to be overcome before anything can be undertaken, whether it be important or trifling, and that is no easy task. At any rate, this is often the plea set forth for delays. Wherever the fault may lie in the present case, hope deferred forced me at last to write to the Government, on the 5th of December, 1862, that “it is now full six months since the new wing of the female department of this establishment was finished and first occupied by the patients, and yet there is neither a table for them to take their meals at nor a form to sit upon in the dining-room.”

It is distressing enough for me to be obliged to witness every day these poor women squatted like savages, and eating their food on the floor; but one can hardly contemplate with equanimity the consequences of one or many strangers of a censorious temper of mind visiting the Asylum during meal-time under such circumstances. It is the same with the two dining-rooms of the male side, which were opened nearly two years ago. There are neither tables nor forms.

Circumstances obliged me, on the 5th February, 1863, to call the attention of the Chief Secretary “to the dilapidated and insecure state into which the doors and other particulars of the male refractory ward have fallen in the short space of two years since this wing was finished. I find that patching up the original defects of the timber and of the workmanship is attended with no permanent or satisfactory results; but on the contrary, only furnishes ingenious lunatics with instruments of mischief or of danger to life, according to the disposition of the individual who has them in his power, as the specimens herewith sent will demonstrate.

“Every part of the woodwork of this contract requires, to say the least of it, to be thoroughly renewed, otherwise I have but one consequence to expect, and that is the sacrifice of some innocent life. My fears are well grounded.”

Having made frequent ineffectual applications for more warders to carry on the work of the establishment with efficiency on account of the great increase of lunatics, and reiterated, especially on the 25th of April, 1864, I was asked in reply how I managed without them, namely the sixteen additional attendants; to which not unreasonable question I replied (calling in the wisdom of the adage to help me out of the dilemma, “that it is the last feather which breaks the camel’s back”) that my wants have been frequently expressed both officially and privately, but I had forbore for the last year and a half to press them as urgently as I otherwise should have done, because I was led to believe [on certain reliable assurances] that the establishment would be relieved of the surplus by drafting off a considerable number of incurables, and I waited to see the extent of the actual relief promised, in order that I might more accurately estimate the extra assistance required” [for the long-promised relief had never come; so that lest the camel’s back should break in earnest, I made the present request] “for sixteen additional hands, the due proportion to the number of patients.” Mr. Secretary thought seven sufficient.

In my letter of the 3rd of August, 1864, accompanying the Estimates for 1865, I mentioned in clause 2 “a scheme or list of all the main alterations, repairs and work requiring to be executed, which I had placed in the hands of the Colonial Architect at the end of the year 1862, but which I presume that officer had been prevented from undertaking from the want of funds, or from the conglaciation of the board of Works: namely, seats to be fixed along the walls below the verandahs of the various airing courts, for the repose and convenience of the patients during the day; a covered scullery at the end of the kitchen, including repairs and some alteration connected with the archway close by; apparatus for bathing

bathing in the new bath-room of the infirmary ward—this room has been a *nomini's umbra*, an empty useless space, since the ward was finished in 1862—the placing in position over the bath-rooms of two of the wards the six iron tanks purchased for the purpose of receiving the rain from the roofs, &c., and of supplying these two rooms with water from other sources when necessary, these tanks having been left lying on the ground awaiting this consummation since the end of the year 1862; and the restoration of the ceiling which has fallen down from time to time in several of the rooms of the main building.

“3rd. In addition to the above category, I now propose that the privies of the Asylum be one and all fundamentally altered, that is, new-modelled and reconstructed on some better principle than the one on which they were originally designed: and while I submit this project, I earnestly press the consideration of it on the Government, in order that the establishment may, if possible, be relieved from an intolerable nuisance alike subversive of comfort and noxious to health. The exhalations constantly reeking in greater or less degree from these confined and stagnant fecal accumulations pervade every part of the building, and are always offensively perceptible to the smell. In some states of the weather indeed, it is hardly an exaggeration of them to say, that they are so dense and voluminous as to be almost perceptible to the touch. This is a very chronic grievance, it has often been complained of, frequently under professional treatment, but never even mitigated, because no rational and radical means have hitherto been administered.

“4th. The fresh-water-hole at Tarban Creek demands attention to its condition; and I feel compelled to entreat that immediate steps be taken to widen its area, on the grounds of necessity, and to prevent it from being filled up by the washings from the road, &c.

“5th. An accident which has just befallen the senior attendant of the male refractory ward affords me the opportunity of calling the attention of the authorities to the prime cause of this and many similar casualties of daily occurrence, chiefly to the same portion of the establishment. A mischievous patient so injured his attendant this morning by striking him violently on the head with a large stone that he has been obliged to take to his bed; and only last week a stone or brickbat weighing four pounds was taken from a lunatic of a malicious disposition, who had concealed it about him for the purpose, as he candidly confessed, of knocking out my brains. The source of these dangerous incidents is the nature of the soil of which the airing courts, more particularly those of the new part of the Asylum, is formed; consisting of a mixture of stones of all sizes, and a light sandy loam which the rains regularly wash off, leaving the ground more like a macadamized road than anything else to which it can be compared,” &c. “I have frequently in bygone years called the attention of the Government to the state of the old yards [airing courts], and applied to have them flagged or paved, and I objected strongly to the inconsiderate and dangerous quality of the soil [material] employed in forming them; but I was uniformly soothed by the promise that all the big stones should be so deeply buried that no mischief need be feared. Time has disclosed both the fallacy of the argument and the buried stones, of which the above is a proof.”

I found it necessary, on the 9th August, 1864, to subjoin to the “list of requirements specified on the 3rd curt., an addition in respect to the laundry, which had been omitted in the copying from my notes: namely, a drying shed with a heating apparatus for the purpose of drying effectually the clothes of the patients during wet weather. This is a want which needs no advocacy to enforce the necessity of having it supplied. No words can describe the difficulty and almost the impossibility in some seasons of getting the enormous weekly amount of washed clothing dried thoroughly, in time for use, on the bathing days; and I frequently fear that, in spite of all the efforts of the laundresses, with their limited means, an unavoidable degree of dampness may attach to the clothes, quite contrary to the intent of all our sanitary ordinances.”

Referring to the cemetery of this establishment, I wrote to the Chief Secretary, on 13th May, 1865, that “I have, times out of number, taken upon me the responsibility of attempting to keep the fence enclosing it in repair; but it has uniformly happened that as soon as it was just put in order it has been partially and sometimes to a great extent destroyed by bush fires kindled and left burning on property to the south of the reserve. At length, about a year ago, on a very stormy day, a fire swept over the reserve from that quarter, which in its fury could only be likened to a hurricane of flame, and consumed in the space of a few seconds the entire fence, leaving only a few charred memorials of its destructive energy.

After this catastrophe I was obliged necessarily to desist from the sheer impossibility of doing any good by the aid of timber, resolving in due time to recommend to the Government to have the burial-ground surrounded by a rubble stone wall about three or four feet high, which would be both a complete defence against fire and a permanent means of enabling me to keep the place in decent condition. A public road passing alongside of it is now formed, and the fencing which formerly shut out the public from the reserve is taken away, so that the cemetery is completely exposed. The time therefore is now arrived to make the above recommendation, which I was deterred from doing sooner, for very obvious reasons which will readily occur to you.”

The want of room still obliged me to sue for further additions; I therefore applied the second time, 10th August, 1865, for a number of skillings to be built against the outer side of the two dead walls of the No. 2 wards, male and female departments; the one set against the wall bounding the wood-yard, and the other leaning to the party wall of the laundry green. “These small erections are designed for the accommodation of the attendants and a few of the confidential working patients who cut up the firewood for the establishment. The sleeping room of the male attendants holds only eight beds, nearly touching each other, and the accommodation of the female attendants is not much better. It will be readily understood therefore how indispensable these are for the convenience, comfort, and health of this useful body of men and women. In suggesting these additions to the Colonial Architect a year ago, he acknowledged the great necessity of them, and I believe prepared plans and specifications of them. This however is only the second time I have had the opportunity of recommending the erection of them in the regular way.”

In my letter of 13th May, 1865, I drew attention to the propriety of enclosing the cemetery of the establishment with a new fence or dry wall; and in respect to “alterations” I observed that there are four ranges of single sleeping apartments in the old and central part of the Asylum, namely, one range in each ward; the only entrances to which are through the four respective mess-rooms. The windows of these apartments and ranges are all secured by iron bars, so that when the patients are locked in for the night there is no access to them except through the mess-rooms. Now it is an undoubted fact, suggestive of horrible reflections, that if one of these mess-rooms should happen to be on fire, the only possible way of obtaining entrance to the corridors, and to the doors of the patients locked up within, would be through the

the burning mess-rooms! I need not picture the results; and on this account I propose that a door be made through the wall into the open yard at the bottom of each of these ranges or corridors, in order that on any emergency of this kind there may be free ingress and egress—at least at one end of them—for the purpose of rescuing the inmates. Taking into consideration the danger and difficulty of the case as supposed and probable, I took care to have doors made into the yards at both ends of the other similar ranges in those buildings which have been erected since I took charge of the Asylum.

For the sake of easy access in cleaning, as well as facility in the transference of refractory patients from one room to another, it is necessary that a door be also made from the sleeping-room of the attendants into the adjacent westernmost dormitory of the female department. The necessity of this ready communication was not seen or felt till after experience pointed out the want. In my letter to the Colonial Secretary of 3rd August, 1864, I proposed the “fundamental reconstruction of the water-closets.” “I am still of the opinion expressed therein, and believe that nothing but a thorough reform of them in all their conditions will be of any avail. As to repairs:—The floors of several of the corridors, passages and rooms, and a great portion of the flagging of the yards under the verandahs, are in urgent need of repair, and the ceiling of the dry goods store is in a sad state of dilapidation, requiring to be restored. All the padded rooms also require renovation, being entirely unfit for use in their original adaptation.”

In forwarding, on the 10th August, 1865, the Estimates of this establishment for the year 1866, and referring to the proposed increase to the officers' salaries, I begged “that it might be borne in mind, in adapting salaries to the quantity of work and the value of the services of the officers, that this establishment holds out to them no form of onward incitement, such as the hope of promotion, to encourage a rational ambition, and no reward either for talent or merit. In whatever condition they are placed at first, there they remain stationary perhaps for life, if not neglected, at least unrequited, though their work may increase tenfold. Seeing, therefore, that there is no scope for promotion, they are, as it appears to me, surely entitled to a moderate increase of salary—if neither on account of the length of service nor personal desert, at all events by reason of a steady annual increase of labour.” This would only accord with the spirit of the Civil Service of other countries.

Having occasion to call at the Colonial Secretary's Office about this date, I took the opportunity of submitting to Mr. Cowper a few suggestions for him to ponder before they were made into formal requisitions; because they are all very important elements of the “hard material concerns” of this Asylum, several of them being positive wants, and all of them demanding speedier action than the ordinary rate of the *paulo post futurum*:—

“Enlargement of the dam.

“A tennis-court (or ball-alley). Promised three years ago by Sir Charles Fitz Roy.

“Crib-rooms. Windows would be an advantage in them, though much light is not desirable in the sleeping apartments of Lunatic Hospitals.

“Mess-rooms in the old building might be enlarged. But if the number of patients is to be kept down to 350, the present arrangements will suffice; if not, the space of the nearest cell could be added to each by taking away the party walls.

“Smell from latrines. This difficulty I fear can never be got rid of.

“Decidedly incurable patients, namely, the aged, the imbecile, the idiot, the maimed and blind, the paralytic and the epileptic, should on no account be sent to a curative establishment.

“The four old wards and several of the new have no receptacles for clothing, night utensils, brooms, mops, &c., &c.

“A cooking apparatus, latest improved, for 350—if the surplus population is to be removed—or for 500 at least, if retained. There ought also to be a means of warming the tables in winter, on which the food has to stand cooling for hours during the preparation. [This was suggested to Mr. Cowper on his visit to the Asylum last year.]

“Lavatories. A range of lavatories might be formed outside the walls, like skillings, where necessary, with small windows looking into the back yards, and a door of entrance made in the wall inside.”

These selections from twenty years' correspondence with some of the departments are confined purposely and for the most part to one subject; and are only brought together to furnish evidence which no one will doubt that I have not been either an idle or negligent manager of the important trust reposed in me. Incompetent I may have been; for I am only human, and plead guilty to many imperfections; but I must observe in justice to myself that notwithstanding all my faults and short-comings—notwithstanding all the obstacles and contravening incidents continually starting up, and they are legion, notwithstanding all the blemishes and defects of this Asylum in respect to its original plan, size, framework, conveniences, suitability, and the want of all the suppletory conceits you can think of, which are considered necessary constituents of a Lunatic Asylum, I have not only been able to conduct the moral and mental affairs of it to the entire satisfaction of every Government down to the present, but, as stated on a former occasion, have brought the general management—all other things being equal—to a degree of perfection not surpassed in any country in Christendom. The free and happy condition of the patients; the total absence of all personal restraint; the small ratio of deaths; the high average of *bonâ fide* cures; the exemption from common diseases; and, what forms the highest encomium that could be pronounced on the conduct of it—the extreme rarity of suicide; only two cases having occurred in twenty years! If you add to these favourable results of a hard and laborious life, the incredible amount of good that has been achieved without a conceivable atom of evil resulting from it, not to mention the order, the cleanliness, and the general arrangements, both within and without the Asylum, you will have indubitable proof that on my part nothing has been left undone, which untiring energy of body and soul could accomplish, in fulfilling the diversified duties of my situation.

Yet I have been bitterly reproached for not performing impossibilities, and maligned in the same category of slanders, with no common degree of rancour and spite, for achieving conscientiously all the possibilities in my sphere of action. I have been taunted with the absence of mental luxuries, ornamentations, and pleasure-giving accessories of endless shape and name, as if I were in any way answerable for what was not in my power; while, as the foregoing pages clearly demonstrate as far as they go, I have had to overcome unexampled difficulties and torturing delays, which would have disheartened many a man far less sensitive and anxious than I am in obtaining things necessary to the health, the comfort, the safety, and in many instances the very subsistence of the inmates. Indeed, up the end of 1866, I have been so incessantly engaged in striving for the needful and the useful, and that with such tardy and scanty success,

that

that the ornamental, and to some extent, the recreative, were unavoidably postponed till the coming of a happier era and more propitious auspices. It will no doubt seem incredible, but it can be shown, that not less than a fifth of the inmates of this Asylum went barefooted for a great part of the winter of 1866, for want of boots, which no requisition could wring from the Treasury Stores till it pleased the economists of that department to send them. This is one example of what I have been stating: I could furnish with ease a hundred more of a similar nature.

As to the paroxysmal clamours of sensation-dealers raised for the vilest of purposes, I repeat here, that a time will arrive—indeed, the recoil has already commenced—when the new-fangled and premature exuberances which form a caricature on all rational management of pauper lunatics, will give way to sound common sense, and better notions of the fitness of things. Moral innovations mostly tend to excess at first, and the more so when they are leavened with a little sham. But—

Naturam expellas furcâ, tamen usque recurret.

I need hardly repeat to you here what I said on a similar occasion before, that “I am as sincere and earnest an advocate of every conceivable mode and extent of amusement, moral, physical, and mental, that can be brought into practice, and has its foundation in reason and utility, as any man living; and I have not only acted up to these sentiments to the utmost verge of my limited means, but advocated them twenty-two years ago to a degree which was called “Utopian”; and I was laughed at in pity for my “thick-coming fancies.”

Nor is it from any apathy of mine, I repeat, that this Asylum cannot vie with similar institutions of older countries in the various devices of landscape ornamentation, tasteful embellishment, and other well-adapted plans for bodily and intellectual exercise and amusement; the true and ultimate end of which, after all, is seldom understood by those who are most loud and zealous in advocating them.

I have not deemed it necessary to continue my citations later than the year 1866, because, in the latter half of the preceding year a sudden and wondrous change appeared to come over the drowsy spirit of the ministerial dream. All at once I was staggered at finding that any recommendations I made were attended to with a very unusual alacrity; and since the beginning of last year the rule has been only to ask and have as soon as the authority was obtained. Thus, at length, a drop of honey fell into my cup of gall. Important propositions which I had made in the first year of my superintendence began, in the hands of the contractor, to put themselves into form and substance in the last year of my service; and no sound—not even the famous “howling”—has been heard in the Asylum for almost the round year but the cheerful din of a hundred sturdy workmen striving with all their energy and skill to make up for nineteen years of lost time.

You have seen, in a former page, that in the beginning of February, 1848, I recommended the Government to surround the beautiful grounds in front of the Asylum with a high paling fence, to erect sun-shades for the shelter of the patients from the weather, to enclose a bight of the bay for the purpose of bathing with safety, and to build a shed for them to dress and undress in. I need not inform you that, with the important exception of the sun-shades, all these necessary works have been going forward since the end of last year, and several finished; but one of them in particular, I grieve to say, in a different form from that proposed. I speak of this in no critical or censorious spirit; I simply state my opinion, and give the reason why I differ from the authorities.

A palisade enclosure would not in itself tend to excite in the mind of the lunatic any idea of imprisonment, or inspire any painful or depressing emotions. In its worst aspects it is only a fence; and a fence of any description is, so to speak, too familiar and domestic an object ever to be associated by him with the thought of constraint. It is the stone wall which to his sensitive and jealous mind represents captivity in all its hopeless intensity, and often fills his soul with the bitterness of despair. Several years after my suggestion was submitted to the Governor General, it happened that the Town Council of Glasgow erected a new Lunatic Asylum at Gartnavel, in the most modern style of architectural perfection and usefulness. It is a princely edifice, second to none in Europe in beauty, capacity, convenience, and completeness. Thus far only do I mention it, in order to show by the pattern of a first-rate Asylum in the centre of the highest civilization, that, for the two essential purposes of the recreation and the safety of the patients, it was considered sufficient to environ the pleasure-grounds of this palatial structure with a simple palisade fence 8 or 9 feet high; a mode of enclosure which renders them as secure as if they were surrounded by a rampart; and thus my early views are supported by a great example. A palisade is in no way offensive to the sight, it obstructs no view, and it never irritates the feelings of the inmate by presenting to his eye the perpetual memento of “durance vile.”

There cannot be a doubt that the continual obtrusion of high stone walls on them in this very limited area will exert unpleasant influences on the temper and disposition of some of the patients. Knowing well indeed that such will be the result, I regret deeply that my original proposition was not carried into effect. For twenty years I have been making strenuous efforts to banish every suggestive memorial of prison from the Asylum; and though I have been successful to a considerable extent, there can still be seen by the discerning eye the legible impress of gaol on many parts of the building; yet, forgetful alike of the encroaching infirmities of age, and many nameless insuperable obstacles, I went on hoping almost against hope that I might ultimately be able to sweep away or at least modify most of those hateful relics of a less enlightened age. But my further efforts are repressed by the one, and my hopes blighted by the other. During my residence here I have had removed perhaps as many as a hundred ponderous iron bars from the windows, and in so far obliterated the prison-like character of the wards. Some still remain; but whilst the inmates are obliged to sleep in the corridors, through the overcrowded state of the Asylum, it has not been thought advisable to displace them.

The lunatic is now walled in as well as jammed in, and some sad special results will probably ensue. As long as those afflicted with a certain form of unreason, remain sojourners here with all the supposed advantages of out-door liberty at their command, wherever in their quaquaversal movements they turn their eyes, they will rest of necessity upon unequivocal indications of imprisonment; and then will be transmuted in their bewildered brain a fleeting idea into a settled conviction that they are detained as criminals; and next, their active imagination will close all argument by pointing to their sentence stereotyped on every stone in the wall. Thus will the miseries of that class be aggravated, and their small appreciable modicum of happiness embittered.

I do not think it is out of place here to restate what I wrote to the Government many years ago. New Asylums must be had, and the suggestion may still be useful. “In the older designs of European Asylums

Asylums every consideration was sacrificed to security. In the general anxiety to be secure, the comfort and the recovery of the patients were scarcely taken into account; and it is neither unjust nor unreasonable to infer from such a premise, that the edifice was not made for the patients but the patients for the edifice. In strength and massiveness of structure, combined with their internal coercive adaptations, they not only were prisons, but, in their gloomy seclusion and the sombre and repulsive aspect of their exterior, appeared what they were as unequivocally as if their character were engraved on their door-posts.

In the construction of Madhouses it should ever be borne in mind that numberless lunatics sent to Asylums have their perceptions and feelings as acute and perfect as those who are sane; that even the intellectual faculties of some, as in moral mania, are entirely unclouded; that the primary intention of their admission is restoration; and that every circumstance bearing upon or likely to influence their future processes of thought, down to the external appearance of the building, should have an air of simplicity, cheerfulness, and familiarity, conducing to evoke hopeful anticipations, rather than ideas of endless confinement, with the characters of prison emblazoned on every door and window.

Security is confessedly one of the principal ends to be attained in the construction of Hospitals for the Insane; but no useful or elevating principle should be sacrificed for it, and the means of achieving it should be skilfully concealed. A hospital of this kind may be secure, and yet be so arranged as to comprehend all the elements of cheerfulness, freedom and domesticity, without the appearance of studied security. This is a consideration of the highest importance. If we would be successful we must possess the means of success. In the treatment of insanity we can only influence the mind through the senses, therefore they should be consulted in all matters that have a direct or indirect bearing upon the cure, the comfort, and the happiness of the inmates. The temper of a lunatic is as liable to be chafed and irritated by the appearance of imprisonment obtruded upon him wherever his eyes wander, as by the consciousness of security suggested to his mind by the conviction of imprisonment itself. This is the incontrovertible reason why a Hospital for the Insane, while it is rendered perfectly safe, should also be so planned and constructed as to produce, both to the eye and the conceptions of the mind, all the cheering and tranquillizing effects of a country residence in the midst of rich landscapes, with varied aspects of surrounding nature."

But it is an ill wind which blows nobody good. These walls have given many months' employment to grumbling workmen, and the place is brought to the fittest possible state of preparation to enter upon its final and legitimate destiny. A suitable Reformatory is very much wanted for youthful offenders; the exigencies of the time are pressing for it, and here is one ready made. There is no use in striving against the irresistible spirit of progress and the imperious necessities of the Colony: new Lunatic Asylums are wanted, and must be had. This is not one. From the first it was only a modified gaol for sixty convict lunatics, suitable enough in its way, no doubt; but all the wealth of Attalus will never convert or arrange it into a structure in harmony with modern taste, or commensurate with the accumulating requirements of a more sensational, exacting, and utilitarian age. These are not new or hastily formed opinions. I gave expression to them so far back as the year 1854 to the Commissioners appointed to inquire, &c., &c., and are they not written in their Report? They may be of no value in the estimation of those audacious pretenders who know nothing of the true state of the case; but with me, not altogether a sciolist, time has only had the effect of converting my opinions into firm convictions. Perhaps not less than £30,000, including the last vote, have been expended on the establishment since 1848, in additions and alterations; yet in spite of this enormous outlay, it is, and must continue to be, a simple make-shift. If the amount of its population were strictly confined to its capacity of accommodating (say) 350 at the most, it would even then rank only as an expedient servitor to a higher order of Asylums. Notwithstanding all that this Institution cost, and all it appears to be, 350 inmates is the utmost number that ought to be congregated within its narrow precincts. It must therefore strike with amazement and concern those who are not in the secret, when they are told that, in defiance of all the impressive maxims of sanitary wisdom, it contains at this moment of writing between six and seven hundred men and women, including the establishment. And this in a Colony where it would appear that madness, instead of being an incident in the life of man, is becoming the rule in his mental constitution. The wonder is, that this massing of human beings in so small a space, diseased as they are in body and disordered in mind, has not long since engendered among them an exterminating plague, diffusing its baneful influences far beyond the narrow circle of its first victims.

I have the honor to be,
Sir,

Your obedient humble servant,

FRANCIS CAMPBELL, M.D., M.A., F.A.S.L., Superintendent,
Medical Adviser to the Government.

Tarban Lunatic Asylum,
30 July, 1867.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

HOSPITALS.

(MEDICAL ADVISER TO THE GOVERNMENT, COVERING LETTER FROM MR. A. ROBERTS ON, IN COUNTRY DISTRICTS.)

Ordered by the Legislative Assembly to be Printed, 14 April, 1870.

THE MEDICAL ADVISER TO THE GOVERNMENT TO THE PRINCIPAL UNDER SECRETARY.

Medical Adviser's Office,
23 March, 1870.

SIR,

I have the honor to forward, for the information of the Honorable the Colonial Secretary, a letter I have received from Mr. Roberts.

The facts mentioned as to the state of the Hospitals might be inquired into by the Inspector of Public Charities, and the suggestions of Mr. Roberts are of interest; but as each Hospital is under the management of its own Committee, the action of the Government can only be indirect, by advice, and the conditions on which the aid of public money is granted.

I have, &c.,
E. S. P. BEDFORD.

[Enclosure.]

A. Roberts, Esq., to The Medical Adviser to the Government.

Castlereagh-street,
21 March, 1870.

Dear Sir,

During November last I was induced to make an overland tour from Sydney to Brisbane, and availed myself of the opportunity to visit most of the Hospitals in the country through which I passed.

I beg now to submit to you, for the information of the Government, some of the facts which have thus and otherwise come under my observation, together with certain impressions arising therefrom, which have suggested themselves to my mind.

Without entering upon a description of individual institutions, I would remark upon—

- 1st—The unfitness of the buildings generally, whether old or new, for the purposes of a Hospital.
- 2nd—The absence of means for securing efficient ventilation, and the frequent neglect in fully utilizing such as existed.
- 3rd—The general absence of necessary medical and surgical appliances.
- 4th—The frequent want of attendants qualified for the duties of wardsmen and nurses.
- 5th—The use, in every instance, as far as I can recollect, of the Hospital for the double purpose of Hospital and Benevolent Asylum, without classification.

I beg to express my firm conviction that the system of receiving infirm paupers (many of whom are especially dirty and loathsome in their habits) into Hospitals lies at the root of these evils, and that any attempt to remedy the latter without in the first instance removing the former will be of no avail. The existence of this pernicious custom appears to keep down the character of the Hospital to that of the Benevolent Asylum; its depressing and injurious influence being equally apparent in the subscription lists, and upon the subdued energies of the Committee, the Medical Officers, and the attendants; but the combined evils of the system tell with painful force upon the patients.

I am aware of the unavoidable circumstances which, in the early stages of the Colony, induced the Government and local authorities to utilize the country Hospitals for the double purpose alluded to, but I also feel that the time has arrived when a system so pernicious to the recovery of the suffering patients should be modified, to meet the true interests of humanity and further the advancements of medical science.

It is but repeating an established fact to affirm that no serious case of illness or accident can be efficiently treated in the rooms of a small Hospital which are also appropriated to the uses of a Poor-house.

I have, &c.,
ALFRED ROBERTS.

1870.

NEW SOUTH WALES.

UNIVERSITY OF SYDNEY.

(REPORT FOR 1869.)

Presented in pursuance of the Act of Incorporation, 14 Vict., No. 31.

THE REGISTRAR, UNIVERSITY, TO THE COLONIAL SECRETARY.

University of Sydney,
21 March, 1870.

SIR,

I do myself the honor to transmit herewith the Annual Report of the University for the year 1869, together with an account of the Receipts and Expenditure, and copies of all By-laws* and Regulations which have been passed during that period.

* The By-laws transmitted have already been laid before Parliament.

I have, &c.,

HUGH KENNEDY,
Registrar.*REPORT of the Senate of the University of Sydney, for the year ended 31st December, 1869.*

1. In accordance with the provisions of the Act of Incorporation, 14 Victoria, No. 31, the Senate of the University have the honor to submit to His Excellency the Governor and the Executive Council, the report of their proceedings during the year 1869.

2. In Lent Term eighteen students passed the statutory examination and were admitted to Matriculation.

3. Dispensations were granted to the following persons who produced satisfactory evidence that there were sufficient reasons for their being allowed exemption from the University lectures during the current year, viz. :—1. Mr. Thomas Bowyer, an undergraduate of two years standing, and late scholar of Corpus Christi College, Cambridge, who was admitted "*ad eundem statum*," in this University. 2. Mr. Joseph Coates, a matriculated student of the University of London; also admitted "*ad eundem statum*," in this University. 3. Messrs. W. Boles and T. Rawlinson—on the understanding that they would be required to give attendance on the full course in their second and third years.

4. Twenty-nine candidates presented themselves at the Public Examinations—nine at the senior, and twenty at the junior; of the former seven, of the latter fifteen, obtained certificates. The names and order of merit will be found in Appendix A.

5. Certificates of having passed the B.A. examination were granted to seven students.

6. The following degrees were conferred, the candidates having qualified themselves by passing the prescribed examination, viz. :—

M.A.

George Faithfull, B.A. (Sydney.)
Grantley Hyde Fitzhardinge, B.A. (Sydney.)
John Hunter, B.A. (Sydney.)
Charles E. Manning, B.A. (Oxford.)
Alexander Oliver, B.A. (Oxford.)
Albert Bythsea Weigall, B.A. (Oxford.)
Arthur Haute Wyatt, M.A. (Cambridge.)

B.A.

John Wilson Alston.
David John Cooper.
James Coutts.
Henry Montague Faithfull.
William V. Gibbes.
Andrew Houison.

John Purves.
Thomas Roseby.
Allan Yeomans.
James White.
John Kinross, admitted
"*ad eundem statum*."

LL.B.

William Adams Purves.
Joseph Thompson.
Joseph Tole.

7. The Scholarships were awarded as follows :—

“ Deas Thomson ” (*for proficiency in Physical Science*) :—
R. Morris.

“ Lithgow ” (*for the best student of the second year*) :—
Richard Meares Sly.

Scholarships for General Proficiency :—

Third year—R. Morris.

Second year—Edward Rennie.

First year— { Charles Coghlan.
Frederick D. Kent.

“ Salting Exhibition ” (*awarded to a scholar from the Sydney Grammar School*) :—
Charles Coghlan.

8. The *Special Prizes* were gained by the following students :—

£25 *for first-class honors in Mathematics* :—
John Wilson Alston.

£10 *prize for Chemistry and Experimental Physics at the B.A. examination* :—
R. Morris.

£10 *prize for Logic at the B.A. examination* :—
Thomas Roseby.

£5 *prize for same* :—
David John Cooper.

Professor Smith's prize (*for Physics*) :—
E. Rennie, } *æq.*
C. Coghlan, }

The Honorable George Allen's medal (*for Greek Iambics*) :—
Richard Meares Sly.

9. The Senate have to announce with deep regret the death of the Honorable John Hubert Plunkett, B.A., Vice-Chancellor of the University. Mr. Plunkett was one of the original members of the Senate, and during the period of his connection with the University rendered many and valuable services. A vacancy having been created, a Convocation for the election of a successor was holden on the 7th day of July, when Nicol Drysdale Stenhouse, Esquire, M.A., of the University of Edinburgh, was unanimously elected to the vacant seat.

The Reverend Canon Allwood, B.A., was elected to the office of Vice-Chancellor for the remaining portion of the year.

10. The by-law providing for the election of Fellows of the Senate was amended by the introduction of a clause requiring that notice of candidature should be publicly given at least eight days before the day of Convocation; and further, that no election should be held during the long vacation. (The by-law is appended.)*

*This has already been laid before Parliament.

11. A by-law was passed, declaring the Curator of the Museum to be a superior officer of the University, entitled to the rights and privileges conferred by the “ Sydney University Incorporation Act Amendment Act of 1861.”

12. A regulation was made, providing that public examinations should be held at any place within the Colony, where a person approved by the Senate could be found to conduct the examination: Provided that the aggregate amount of fees paid by the candidates at such place should be sufficient to defray the expenses. An application having been made by certain candidates in the town of Bathurst for a local examination, and the Police Magistrate of the district having offered to take charge of the papers, an examination was held in that town simultaneously with the one in Sydney. The work was carried on under the supervision of three clergymen of different denominations. The Senate have reason to believe that had the regulation been promulgated at an earlier period, the inhabitants of other districts would have availed themselves of this privilege.

13. In reply to their application the Senate have received a communication from the Medical Council of England, stating that the University of Sydney was constituted one of the Institutions whose certificates of proficiency in general preliminary education would, under certain conditions, be received.

14. A change has been made in the by-law relating to the election by candidates for the B.A. degree of subjects of examination.

Three groups of subjects have been established in lieu of four, as heretofore, viz. :—

1. Greek and Latin languages.
2. Mathematics and Natural Philosophy.
3. Chemistry, Experimental Physics, Geology, and Mineralogy.

With a view to ensure, on the part of the candidate, a competent knowledge of every subject, it is ordered that no one at the commencement of his third academic year shall elect to be exempted from examination in one of the above groups of subjects, unless he shall have obtained a second class place in that group at the second yearly examination.

15. Alexander Morrison Thompson, Esq., D. Sc. of the University of London, and Reader in Geology and Mineralogy in this University, has been appointed a Professor in those subjects.

16. A report of the Receipts and Expenditure of the University for the year 1869 is appended.

PUBLIC

PUBLIC EXAMINATIONS.

SENIOR.

(The names in the classes are in alphabetical order.)

GENERAL PROFICIENCY.

1st Class.

Sutherland—Private study—Passed in English, Mathematics, Chemistry, Experimental Physics, and Geology.

2nd Class.

Adams—Public School Teacher—Passed in English, Latin, Mathematics, French.
Anderson—Sydney Grammar School—Passed in English, Latin, Greek, Mathematics, Chemistry.

3rd Class.

Booth—Mr. Savigny's School, Bathurst—Passed in English, Latin, Mathematics, French.
Fletcher—Newington College—Passed in English, Latin, Mathematics.
Hurst—Newington College—Passed in English, Latin, Mathematics.
Warden—Newington College—Passed in English, Latin, Mathematics.

DISTINGUISHED IN—

English—Sutherland—(First Class.)
Latin—Anderson—(Second Class.)
Greek—Anderson—(Second Class.)
Mathematics—Sutherland—(First Class.)
Do. Adams } *æq.*—(Second Class.)
Do. Anderson }
Do. Hurst }
French—Adams—(Second Class.)

JUNIORS.

(The names are in alphabetical order.)

Arndell—Newington College—Passed in English and Mathematics.
Biggar—College High School, Wollongong—Passed in English and Mathematics.
Coghlan—Sydney Grammar School—Passed in English, Latin, and Mathematics.
Dawson—Newington College—Passed in English and Mathematics.
Jones—Sydney Grammar School—Passed in Latin, Greek, and French.
Keep—Camden College—Passed in Latin, French, and Mathematics.
Lee—Mr. Savigny's School, Bathurst—Passed in Latin, French, and Mathematics.
Metcalf—Mr. Savigny's School, Bathurst—Passed in Latin, French, and Mathematics.
Middleton—Newington College—Passed in English and Mathematics.
Moore—Newington College—Passed in Latin and Mathematics.
Neill—Newington College—Passed in Latin and Mathematics.
Rennie—Sydney Grammar School—Passed in Latin and Mathematics.
Smith—Sydney Grammar School—Passed in Latin and Mathematics.
Wilkinson—Newington College—Passed in English and Latin.

UNIVERSITY OF SYDNEY.

PUBLIC EXAMINATIONS.—GENERAL REGULATIONS.

1. The Public Examinations shall be held annually at the University in the month of December, commencing on the first Monday after the conclusion of the Michaelmas Term.
2. The fee for admission to the Junior Public Examinations shall be £2, and to the Senior Public Examinations £3. Candidates holding certificates of having passed the Junior Public Examination shall be admitted to the Senior Public Examination, upon payment of an additional fee of £1.
3. No candidate shall be admitted to either of the Public Examinations, unless he shall have notified to the Registrar his intention to become a candidate, specifying the subjects in which he elects to be examined, and shall have paid to the Registrar the required fee, on or before the 16th day of November next preceding.
4. The Examinations shall be conducted by means of written or printed papers and *visà voce* at the discretion of the Examiners.
5. Public Examinations shall be held at any place within the Colony, where a person approved by the Senate can be found to conduct the Examinations: Provided always, that the aggregate amount of fees paid by candidates at any such place, shall be sufficient to defray the expenses of such Examination.
6. Local Examinations, as provided for in clause 5, shall be held at the same time as those at the University, and shall be conducted as follows:—
 - (a) Copies of the papers to be set at the Public Examinations at the University, together with such additional papers as the absence of *visà voce* Examination may render necessary, shall be transmitted under seal to the person appointed by the Senate to conduct the Local Examination.
 - (b) Candidates shall write out answers to the questions set, in the presence of the person appointed to conduct the Examination, and in accordance with such detailed instructions as may be furnished by the Chairman of the Board of Examiners.

(c)

- (c) The written answers shall be transmitted to the Board of Examiners, who shall examine them and report thereon to the Senate.
- (d) The person conducting the Local Examination shall receive such remuneration for his services as the Senate may in each case determine.
7. The Senate may, at their discretion, send an Examiner or Examiners, to conduct the Local Examinations at any place within the Colony.
8. The subjects for the Junior Public Examinations shall be those comprised in the following Sections :—

SECTION I.

Reading aloud a passage from some standard English author.
 Writing from dictation.
 The rudiments of English Grammar.
 The first four rules of Arithmetic—simple and compound, and the Rule of Three.
 Geography.
 The outlines of English History since the Conquest ; that is, the succession of Sovereigns, and the chief events of each reign.
 All candidates will be required to pass in this section.

SECTION II.

English Grammar and Analysis.—History of England : some period, not exceeding four reigns, to be fixed annually.
 Physical and Political Geography.

SECTION III.

Latin.—Passages for translation from portions of the works of Latin authors ; such portions to be fixed annually.
 Short sentences for translation into Latin.
 Questions on historical and other allusions and parsing.
 Easy passage for translation from some other Latin author.
Greek.—Passages for translation from portions of the works of Greek authors ; such portions to be fixed annually.
 Questions on historical and other allusions and parsing.
 An easy passage for translation from some other Greek author.
 A fair knowledge of either of these languages shall entitle a candidate to pass in this section.

SECTION IV.

French.—Passages for translation from some standard work ; to be fixed annually.
 Passage for translation from some other French work.
 Easy English sentences for translation into French.
German.—The examination in German shall be similar to that in French.
 A fair knowledge of either of these languages shall entitle a candidate to pass in this section.

SECTION V.

Mathematics.—Euclid, Bk. I., II., III., IV., Arithmetic, Algebra to Proportion, including Surds, and Simple and Quadratic Equations.
 A satisfactory knowledge of Euclid, Bk. I., Arithmetic and Algebra to Simple Equations, without Surds, shall entitle a candidate to pass in this section.

Every candidate, in addition to Section I., shall be required to pass in two at least of the remaining Sections.

9. The subjects for the Senior Public Examinations shall be those comprised in the following sections :—

SECTION I.

The same as for the Junior Examination. All candidates will be required to pass in this section, except those who hold certificates of having passed the Junior Examination.

SECTION II.

English Grammar and Analysis.
 English Composition.
 Civil, Military, and Constitutional History of England during some period not exceeding four reigns ; the particular period to be fixed annually.
 Some standard English work, with philological and other questions arising out of the subject ; the particular work to be fixed annually.
 Physical and Political Geography.
 The outlines of Political Economy.
 A fair knowledge of the first of these four divisions, and of one of the others, shall entitle a candidate to pass in this section.

SECTION III.

Latin.—Passages for translation from particular works ; to be fixed annually.
 Questions on historical and other allusions, and Grammar.
 Passages for translation from other Latin works.
 A passage of English for translation into Latin prose.
Greek.—The examination in Greek shall be similar to that in Latin.
 A fair knowledge of either of these languages shall entitle a candidate to pass in this section.

SECTION IV.

French and German.—The examinations in these languages shall be similar to that in Latin, and a fair knowledge of either shall entitle a candidate to pass in this section.

SECTION V.

Pure Mathematics.—Euclid, Bk. I.—IV., and VI., Arithmetic, Algebra, Logarithms, Trigonometry, to the Solution of Triangles inclusive, and the elements of Analytical Geometry.
Natural Philosophy.—Statics, including the Equilibrium of forces in one plane, the Mechanical Powers, and the Laws of Friction.
Dynamics.—Motion of a particle in a straight line, and Projectiles treated without the use of the Differential Calculus.
 A satisfactory knowledge of Euclid, Bk. I.—IV., Arithmetic, Algebra to Quadratic Equations, and Logarithms shall entitle a candidate to pass in this section.

SECTION

SECTION VI.—CHEMISTRY AND EXPERIMENTAL PHYSICS.

Inorganic Chemistry, including the composition of several minerals.

Organic Chemistry.

Heat, Magnetism, and Electricity, statical and dynamical.

A fair knowledge of either of these three divisions shall entitle a candidate to pass in this section.

SECTION VII.—GEOLOGY AND PALEONTOLOGY.

Descriptive Geology, including general description and classification of rocks.

General stratigraphical distribution of organic remains.

10. Every candidate, in addition to Section I., shall be required to pass in two at least of the remaining Sections.
11. The names of those candidates who shall pass the Junior Examination shall be arranged alphabetically.
12. The names of those candidates who pass the Senior Examination shall be arranged in classes, the names in each class being arranged alphabetically. Separate lists shall be made of those who may specially distinguish themselves in particular subjects, and in these lists the names shall be arranged in classes and in order of merit.
13. After the name of each candidate in the above lists shall be added his place of residence, and the school or other educational establishment (if any) from which he comes to attend the Examination, and the name of his school-master or tutor.
14. The subjects to be fixed annually shall be determined by the Board of Professors in the Faculty of Arts; and the subjects for each year shall be advertised not later than the first day in February of that year, excepting for the current year 1869.
The subjects for the year 1869 shall be determined and advertised as soon as possible.
15. A separate account shall be kept of all receipts and disbursements, on account of the Public Examinations.
16. The fees shall be collected by the Registrar, and paid into the general fund of the University, and shall be appropriated in the first place to the payment of all expenses incurred, including printing, stationery, and fees paid to Examiners, other than the Professors and Assistant Professors. The residue, if any, shall be appropriated amongst the subjects of examination in proportion to the number of candidates for examination in each, the portions so appropriated to be divided amongst the Professors and Assistant Professors, who shall have examined in those subjects respectively.

UNIVERSITY OF SYDNEY.

RETURN of the RECEIPTS and DISBURSEMENTS of the UNIVERSITY of SYDNEY, for the Year 1869.

RECEIPTS.			DISBURSEMENTS.		
ENDOWMENT FUND.			ENDOWMENT FUND.		
Balance in Commercial Bank on 31st December, 1868	£ s. d.	£ s. d.	Paid for salaries, charges, printing, prizes, &c.	£ s. d.	£ s. d.
Received from the Government—Annual Endowment		866 7 0	„ for books.....		4,998 0 3
„ for Lecture Fees, after paying Professors their shares		5,000 0 0	„ for labor on grounds		128 7 4
„ for Pasturage		160 10 9	„ for University Scholarships		142 9 5
„ for Degree and other Fees		103 3 6	„ on account Scholarships, &c., under Private Foundations—		187 10 0
„ for Public Examination Fees		114 0 0	“Lithgow” Scholarship	54 8 9	
„ from Professor Pell, for a Medal		55 0 0	“Salting” Exhibition	25 0 0	
„ from the Hon. George Allen, for a Medal		10 0 0	“Barker” Scholarship	43 7 9	
„ from Sir Charles Nicholson, to found a Prize		10 0 0	“G. W. Allen” Foundation.....	2 19 8	
„ from G. W. Allen, Esq., towards “Allen Foundation”		200 0 0	“Levey” Scholarship	8 15 0	
„ from Investments on account of Scholarships, &c., under		200 0 0	“Deas Thomson” Scholarship.....	137 13 3	
Private Foundations:—			“Cooper” Scholarship	19 17 7	
“Lithgow” Scholarship	62 10 0		“Wentworth” Fellowship	1 9 10	
“Salting” Exhibition	25 0 0		“Nicholson” Medal	8 17 6	
“Barker” Scholarship	80 9 9				302 9 4
“Wentworth” Medal	9 18 10		„ for investment in Government Debentures—		
“G. Wigram Allen” Foundation	5 0 0		on account of “Lithgow” Scholarship	100 0 0	
“Levey” Scholarship	40 0 0		on account “G. W. Allen” Foundation.....	200 0 0	
“Cooper” Scholarship	80 9 8		on account “Cooper” Scholarship	100 0 0	
“Deas Thomson” Scholarship	117 10 0		on account “Wentworth” Fellowship	100 0 0	
“Wentworth” Fellowship	20 0 0		on account “Deas Thomson” Scholarship.....	100 0 0	
“Nicholson” Medal	5 0 0		on account “Nicholson” Medal	200 0 0	
		445 18 3			800 0 0
			„ for Professor Pell’s Medal		10 0 0
			„ for Hon. George Allen’s Medal		10 0 0
			„ Professors for Public Examination fees		20 5 0
			Balance in Commercial Bank on the 31st December, 1869		565 18 2
		£ 7,164 19 6			£ 7,164 19 6

Sydney: Thomas Richards, Government Printer.—1870.

6

G. EAGAR, Auditor.

WILLIAM CLARK, Accountant.

HUGH KENNEDY, Registrar.

Sydney, 31st December, 1869.

1870.

NEW SOUTH WALES.

UNIVERSITY OF SYDNEY.

(BY-LAW.)

Presented pursuant to Act of Incorporation, 14 Vict., No. 31, sec. 21.

UNIVERSITY OF SYDNEY.—BY-LAW.

CHAPTER IV.

“Sec. 3.—The Curator of the Museum is hereby declared to be a superior officer of the University, entitled to the rights and privileges conferred by the Sydney University Incorporation Act Amendment Act of 1861.”

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TRAVELLING EXPENSES OF DR. BADHAM.
(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 15 February, 1870.

RETURN to an *Order*, made by the Honorable the Legislative Assembly of New South Wales, dated 26th October, 1869, That there be laid upon the Table of this House,—

“ Copies of Correspondence and Documents relating to the payment of
“ travelling expenses incurred by Dr. Badham, in order that he might
“ explain his Postal Education Scheme to the people of the interior.”

(*Mr. J. Stewart.*)

TRAVELLING EXPENSES OF DR. BADHAM.

THE REV. CHARLES BADHAM, D.D., to THE COLONIAL SECRETARY.

University of Sydney,
20 April, 1869.

SIR,

I have the honor to inform you that I have made arrangements for visiting the interior of the Colony and some of the towns of the Coast, for the purpose of giving further development to a plan for assisting the studies of all such adults as wish to apply themselves to liberal branches of study. As the journeys which I shall have to undertake in consequence will be attended with considerable expense, I venture to make the request that the Government would allow my travelling expenses up to the sum of £100 for the twelve months, upon my showing that the expenses charged have been incurred in furtherance of the object abovementioned.

I have, &c.,
CHARLES BADHAM.

‡
THE PRINCIPAL UNDER SECRETARY to THE REV. CHARLES BADHAM, D.D.

Colonial Secretary's Office,
Sydney, 10 May, 1869.

REVEREND SIR,

In reply to your letter of the 20th ultimo, I am directed to inform you that the Colonial Secretary approves of the payment of such sum, not exceeding £100 for the twelve months, as may be expended by you on account of travelling expenses in connection with your proposed visits to the interior of the Colony and some of the towns on the Coast, for the purpose of giving further development to a plan for assisting the studies of all such adults as wish to apply themselves to liberal branches of study.

I have, &c.,
HENRY HALLORAN.

THE PRINCIPAL UNDER SECRETARY to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Colonial Secretary's Office,
Sydney, 10 May, 1869.

SIR,

I am directed to state, for the information of the Colonial Treasurer, that the Colonial Secretary approves of the payment to Dr. Charles Badham, Professor of Classics and Logic in the University of Sydney, of such sum, not exceeding £100 for the twelve months, as may be expended by him on account of travelling expenses in connection with his proposed visits to the interior of the Colony and some of the towns on the Coast, for the purpose of giving further development to a plan for assisting the studies of all such adults as wish to apply themselves to liberal branches of study.

I have, &c.,
HENRY HALLORAN.

1870.

NEW SOUTH WALES.

REPORT

OF THE

COUNCIL OF EDUCATION

UPON THE CONDITION

OF THE

PUBLIC SCHOOLS

FOR

1869.

Presented to both Houses of Parliament, in pursuance of Act 30 Vict., No. 22, sec. 27.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

THE COUNCIL OF EDUCATION TO HIS EXCELLENCY THE GOVERNOR,

SUBMITTING

REPORT UPON THE CONDITION OF PUBLIC SCHOOLS FOR 1869.

To His Excellency the Right Honorable SOMERSET RICHARD, Earl of Belmore, Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,

In accordance with the provisions of the Public Schools Act of 1866, we, the Council of Education, have the honor to submit to your Excellency, this our Third Annual Report.

I.—COUNCIL.

In accordance with section V of the Public Schools Act, two of the original Members of the Council, namely, The Honorable George Allen, and Professor Smith, retired from office at the close of 1868, but were reappointed. The Council is therefore at present constituted as follows:—

The Honorable George Allen, Member of the Legislative Council.

The Honorable William Munnings Arnold, Speaker of the Legislative Assembly.

The Honorable Sir James Martin, Member of the Legislative Assembly.

Henry Parkes, Esq., Member of the Legislative Assembly.

John Smith, Esq., M.D., Professor of Chemistry and Experimental Physics in the University of Sydney.

At a Meeting of the Council held, on 11th January, 1869, Mr. Parkes was re-elected to the office of President.

2. The business of the Council, as compared with that of 1868, has undergone no diminution. Sixty meetings have been held, usually of a protracted character. The Council had in operation in 1869 807 Schools, or 849 School Departments, attended by about 60,000 Pupils; and the Teachers, including Pupil Teachers, numbered 1,093.

To the duties arising out of the control of schools in operation, were added the consideration of applications for new schools, improvements to those erected, and a large correspondence of a general character.

The Council also issued, on the 8th of March, a revised Code of Regulations.

Towards the close of the year, the Council was temporarily deprived of the valued services of its Secretary, Mr. Wilkins. His very arduous and responsible duties had so seriously impaired his health that after an imperfect recovery from a severe illness, and acting under medical advice, he sought and obtained from the Council (with the concurrence of the Executive Government) leave of absence for one year, with the view of making a voyage to England. He sailed for London on the 18th of November. The Chief Clerk in the office, Mr. R. E. Webster, was then appointed Acting Secretary.

II.—PUBLIC SCHOOLS.

The number of Public Schools in operation under the Council during 1868 was ...	318
Opened during the year 1869	32

350

Closed or reduced to the rank of Provisional Schools and Half-time Schools ...	14
--	----

The total number of Public Schools in operation during 1869 was therefore ...	336
---	-----

A list of the applications for Public Schools (37 in all) will be found annexed, with a statement of the action taken by the Council in each case. Of these applications, one was declined, as eligible for aid only as a Provisional School, and ten were under consideration at the close of the year. Appendix A.

The Public Schools mentioned above as closed or reduced to the rank of Provisional Schools were so dealt with on account of small attendance. In two cases in the Albury District the decline is believed to be temporary, and in one—that of Sussex-street, Sydney—operations had to be suspended solely because of the difficulty experienced in procuring a suitable building to which the pupils could be transferred.

A reference to the foregoing statement will show that a considerable increase has taken place in the number of Public Schools. Four of these, however, were formerly Provisional Schools, and six more of the number opened were Church of England Schools transformed into Public Schools, by desire of the residents of the several localities interested.

Detailed statistics respecting the Public Schools in operation will be found annexed to this Report. Appendix B.
In some instances the numbers given in attendance were below the stated minimum, the causes assigned being sickness, harvest operations, and other circumstances of temporary operation. In several, the grounds assigned were held as valid, but other cases the Council has still under consideration.

III.—

III.—PROVISIONAL SCHOOLS.

The number of Provisional Schools under the Council during 1868 was	103
Number opened in 1869	57
	160
Number closed during the year	14
	146

Appendix C.

Total number in operation during 1869 146

Appendix D.

Four of the above fourteen, as already stated, were converted into Public Schools, and two of that number were formed into Half-time Schools.

The manner in which the applications for new schools (71 in all) were dealt with will be seen on reference to the annexed Schedule. Fourteen of these applications were declined, and thirteen remained under consideration. Four out of the fourteen declined appeared to the Council to be cases where Public Schools ought to be established, and the Council intimated its readiness to receive applications for that purpose.

One of those opened had originally been a Church of England School, but the attendance having declined, it was reduced to the rank of Provisional.

It will be seen that a considerable augmentation has taken place in the number of these schools, the largest increase being in the Goulburn District. These schools continue to be supported by all denominations, and tend to supply many destitute and thinly settled localities with the means of elementary education. Though popular, comparatively little can be said for their efficiency, the results being in most cases, except in reading and writing, low, and the instruction, to a great extent, confined to these subjects, with the addition of arithmetic. The intention of the Act is of course that they should eventually expand into Public Schools, and in several instances this transformation has been accomplished. In a pioneering point of view, they aid considerably the regular schools; but they have a further use, not perhaps at first sight apparent, namely, that of being a species of probationary or experimental school for teachers. Worked as they are in many instances by those who do not possess the necessary qualifications for the efficient discharge of the teacher's office, these persons strive, by study and experience, to qualify themselves for the Training School. Should they show a decided aptitude for teaching, they are encouraged and aided by the Inspectors; should it be otherwise, the expense of a fruitless training is avoided. When, however, the better class pass into training, they do so conscious of their deficiencies, alive to the bearing of the methods employed in tuition, and, as a rule, acquire knowledge and assimilate ideas much more thoroughly than do those who have had no previous experience of teaching.

IV.—HALF-TIME SCHOOLS.

The number of Half-time Schools in operation during 1868 was	38
Number opened during the year 1869	31
	69
Number closed during the year	8
	61

Appendix E.

The manner in which the applications for new schools (48 in all) were dealt with will be seen on referring to the annexed Schedule.

One Church of England School in the Goulburn District was, on account of the low attendance, converted into a Half-time School. As in the case of the Provisional Schools, there has been a decided increase in Half-time Schools, and the greatest increase has also been in the Goulburn District.

The Inspector of the Goulburn District speaks very favourably of their operations, and appears to think that, when under trained teachers, vigorously conducted, open for two or three hours daily, and having the instruction limited to the more useful subjects, a very satisfactory degree of efficiency can be attained. That they are popular cannot be questioned; but there can also be little doubt that, in order to secure full efficiency, the efforts of the teacher should be concentrated upon not more than two stations. When this limit is passed, as has been done in some cases, the amount of benefit accruing is greatly lessened; and either the teacher must be a very superior person, or the surrounding circumstances particularly favourable, to secure, with one master to three or four stations, substantial good, and an adequate return for the money expended.

Appendix F.

A list of these schools, with detailed statistics, will be found in the Schedule annexed.

The subjoined table exhibits, in a connected form, the numbers of the various schools existing during 1869. Similar data for 1867 and 1868 are also given, in order to afford an opportunity for comparison as regards increase or decrease:—

	Schools.			Pupils enrolled at the close of the respective years.		
	1867.	1868.	1869.	1867.*	1868.*	1869.
Public Schools	288	318	336	20,986	24,355	26,208
Provisional Schools	31	103	146	661	2,625	3,813
Half-time Schools	6	38	61	267	509	1,044
Denominational Schools	317	289	264	26,416	25,204	25,909
	642	743	807	48,330	52,693	56,974

It will thus be seen that the Public, Provisional, and Half-time Schools, have increased in number. The Denominational Schools have decreased.

The total increase of schools, as compared with 1868, has been 59.

V.—

* The numbers in these columns differ from those given in a similar table in last year's Report. The numbers there stated represented the total number of children enrolled during the year. These statistics lead to the same conclusions, though the attendance having been taken from the last quarter only, does not exhibit the total number of children under instruction in the course of the year.

V.—INSPECTION.

The following statement will exhibit the arrangements for inspection, and the number of schools inspected during the past year:—

District.	Inspector.	Existing Schools, given according to the number of Departments.	Schools inspected.
Albury	Mr. Coburn	41	38
Armidale	Mr. Jones	80	60
Bathurst	Mr. M'Creddie	125	92
Camden	Mr. Huffer	113	51
Cumberland	Mr. Forbes	81	78
Goulburn	Mr. M'Intyre	148	97
Maitland	Mr. Dwyer	83	78
Newcastle	Mr. Allpass	80	77
Sydney	{ Mr. Johnson	98	98
	{ Mr. Flannery		

Owing to the increase of schools in some of the districts, the number has become too great for the officers in charge to deal with satisfactorily, and thus a portion has not been visited. The Council has consequently had under consideration the expediency of increasing the staff of Inspectors, and of making a redistribution of the territory into more manageable areas, but hitherto it has been unable to carry out the designed alterations. In the work of supervising schools, the Inspectors have been, as usual, guided by the Council's instructions; and the mode of examining has throughout been nearly the same in form, but more stringent in its application. The results will be found in their respective reports.

Inspectors were required to apprise the Local Boards of the time of holding the chief inspection of the year, but in some cases, by permission of the Council, this course was departed from. The notices were withheld by Mr. Dwyer where he deemed it advisable to do so, and he states that the effects were such as to show the advantage and necessity of the step pursued. Mr. M'Intyre also visited without notice—his design being to see the schools in their ordinary working condition. The Inspectors are very generally agreed that, although the custom of giving notice at the regular inspection is not without its recommendations, it is nevertheless open to serious objections; and, as the Council has had the matter under consideration, it is not improbable that these intimations will be altogether withheld where one annual visit only can be paid to a school. It is proper to state that the schools of the Newcastle and Sydney Districts have been visited twice during the year. In the case of the latter all have been fully examined, and in the former, all have been visited, even where not regularly examined. In other districts incidental visits were made to the schools as opportunity offered.

VI.—SCHOOLS IN THEIR EXTERNAL ASPECT.

About three-fourths of the schools are advantageously situated. The exceptions occur among the Provisional Schools, Non-vested Public, and older Denominational Schools. In the case of the first-named, the defect arises from the inexperience of the local promoters, and the difficulty of procuring eligible premises in the proper position. In the case of the latter, it has frequently arisen from dispersion of the original population, or other changes in the circumstances of the locality. As the Provisional Schools, however, become transformed into Public Schools, this fault will to a great extent disappear. As a whole, the buildings of Vested Public Schools and of leading Denominational Schools are passably good. Many of the Non-vested and Provisional School-houses are far from satisfactory, and residences of the teachers are too often out of repair, unsuitable as regards accommodation, or altogether wanting. 33 new buildings have been erected during the year, and extensive repairs and improvements have been effected; the total amount expended under this head being £13,490 0s. 3d.

The great majority of the schools are supplied with play-grounds and out-offices. There are, however, still not a few cases in which one or other of these conveniences is not provided. In the remoter country districts much indifference on this point is manifested by Local Boards. Except in rare instances, little is done by the teachers to interest the children in the culture of ornamental or arborescent plants, most play-grounds being destitute of shade, unless where supplied with an edifice erected for this purpose.

Three-fourths of the schools are tolerably well supplied with furniture and apparatus. Defects exist mainly in the case of outlying (especially in Provisional) Schools, where the outfit is generally unsuitable. In most instances the form and quality are at fault rather than the quantity, the construction being rude, and at variance with modern educational views. Nearly all the schools are well supplied with books. The minor requisites are granted once a year on application to the Council, and altogether the absence of much complaint on this head is one of the most satisfactory features. In the Sydney District so carefully is economy practised by both Inspectors and teachers that the average cost per annum for books and requisites is only 7d. for each pupil. Others among the Inspectors state that the teachers, as a rule, are careful over the property placed in their charge.

In almost all the regular schools the records are reliably kept. The Provisional School Teachers, however, being untrained and inexperienced, require frequent instruction from the Inspectors in this important branch of duty.

VII.—SCHOOLS IN THEIR INTERNAL ASPECT.

Except in the case of recently established schools, or those where the circumstances are of an exceptional nature, the punctuality of the children is reasonably satisfactory. Complaints are however still made as to the difficulty of securing a regular attendance; and although the Sydney District is favorably reported of in this respect, yet it would appear that, on an average, not more than 65 per cent. of the children on the roll are continuously at school. Field work, assistance to parents, or indifference on their part to the claims and interests of their children, are the leading causes of irregularity. It would seem that the people are willing enough to apply for schools, and promise to give them a cordial support, but in too many instances the children attend only when it does not interfere with the convenience of the parent.

In

In point of cleanliness the schools are in a satisfactory state, even where they are defective in other disciplinary features. The order is in the great majority of cases good, the government mild and reasonably judicious, and the prevailing tone healthy. A perusal of the Inspectors' Reports will show in what schools the moral character is defective. That the Provisional Schools should as a class rank lowest is to be expected; but taking into account the circumstances of the teachers, the difficulties they contend with, and the inexperience of many among them, it must be regarded as a gratifying feature that the discipline should, apart from the question of "regularity," be in so many instances well reported of.

VIII.—INSTRUCTION.

Appendix G.

There has been no material change in the subjects taught as compared with 1868. The general routine of instruction is determined in accordance with the Regulations; the classification is on the whole appropriate, and the distribution of time judicious. The latter necessarily varies to meet the circumstances of the classes, but as a rule in country schools five hours per week are devoted to reading, five to writing, dictation, and composition, six to arithmetic, one and half to grammar, one and half to geography, one to object lessons and the study of common things, one to drawing, one to music, four to needlework, and three to the higher subjects studied by boys. As regards the choice and application of methods, the reports of the Inspectors differ materially; some speaking of the method as unintelligent and decidedly moderate in its character, others regarding it as fairly satisfactory. Advanced reading, scripture, writing, dictation, grammar, elementary geography, and advanced needlework, appear to be more successfully taught than elementary reading, composition, arithmetic, advanced geography, object lessons, plain and elementary needlework, drawing, and music. In the treatment of the last-mentioned subjects too little improvement is stated to be manifested. In drawing, however, the Sydney schools are to be regarded as an exception, and the efforts of the Drawing Master are praised. That the teachers are industrious, well-intentioned, and often studious, is not denied; but it is affirmed that in many instances they do not prepare their oral lessons properly beforehand. The knowledge of modern method must be tolerably extensive among the profession; and the absence of a larger measure of success appears to arise more from misapplication of method than from ignorance of it. For example, it is stated by the Inspectors that some overdo the teaching, and leave too little for mental exercise on the part of the pupils; some do too little for the scholar; some have not the earnestness which would to a great extent compensate for defective methods, and without which no methods can penetrate; some are fitful, and lack both equability and consistency in lesson-giving. It cannot be denied that in all the districts these classes have one or more representatives; but on the other hand, a very considerable number unite skill, perseverance, and earnest-mindedness, and the results are then of a higher order.

IX.—PROFICIENCY.

Appendix H.

Details as to the proficiency of the pupils will be found in the Inspectors' reports annexed. Keeping out of view the case of schools newly established, and others only recently subjected to inspection, there is reason to believe that very fair progress has been effected during the year. Viewed in the aspect of attainments mainly, out of 690 schools visited, 312 may be regarded as ranging from the limit of fair to that of good, 158 as passable, and 220 as ranging from moderate to indifferent. The general range of attainments is lowered by the results afforded by the Provisional Schools. Judging by the regular and detailed reports of the Inspectors, the greatest amount of success has been attained in the Sydney and Bathurst Districts. In that of Maitland it is much less satisfactory. It may here be observed that scattered over the various districts lie a series of schools efficiently conducted; and these, acting as exponents of excellence, are centres of influence and good example to those around—in some cases going far to prevent a very serious declension from the standard set up by the Council. Among those referred to may be mentioned the leading schools of Sydney and its suburbs, Newcastle and its neighbourhood, and the Manning River; together with the Public Schools of Morpeth, Kirkconnell, Clarencetown, Albury, Armidale, Bathurst, Wollongong, Parramatta, Grafton, Dubbo, Wellington, and the Mudgee schools generally.

X.—TRAINING AND EXAMINATION.

During the past year the whole number of written examinations has been 788.

Of these, 156 were effected in connection with pupil teacher applicants, 151 were for pupil teachers in office, 147 belonged to applicants for admission to the Training School, 55 to candidates in training, and 279 to teachers holding appointments in the service, and examined in accordance with article 37 of the Council's Regulations. Each of these will be dealt with separately.

Applicants for training.—Of the applicants for admission to training we cannot speak in uniformly favourable terms. In point of general knowledge they certainly stood considerably higher than those of 1868, and their moral character was in most cases unquestionable, but they had nevertheless serious disqualifications. Numbers of them were very young single persons of low energy, apparently unaccustomed to active exertion or useful employment, with no just appreciation of the teacher's calling and responsibilities, and seemingly seeking the profession because nothing more easy or more eligible presented itself. Of 147 examined, 55 were regarded as eligible for admission to the Training School.

Candidates in training.—As a number of persons trained at the close of 1868 were unemployed at the commencement of 1869, the Training School was not opened until the month of April; but during the last nine months fifty-five candidates were trained, with the following results:—

8 candidates obtained	Class III, section A.
21 do.	" III, " B.
22 do.	" III, " C.
4 were unable to gain any classification.	

This is by no means satisfactory. Under a healthy state of matters, and considering the stringency of the entrance examination, two-thirds ought to have gained the highest grade. None should have failed. There was evidently an absence of zeal. On the part of the candidates it is to be feared that too

too much dependence was placed upon the Training School, and too little upon private study and efforts in self-improvement. Among many, ideas of an extremely fallacious nature prevail. The name of Training School is to them a species of charm—they appear to think that it can impart skill where no aptitude exists, and they seem to rest secure in the conclusion that, in the formation of teachers, it can do almost anything. Such is not the case: mere training cannot make a teacher. It can assist in developing the powers of those who are fitted for the occupation; but it cannot mould a teacher out of *any* material, nor will it make a teacher out of even ordinary material, without a foundation of natural aptitude. For the man who has what may be designated a natural gift to teach, the Training School can do much—it can increase his powers fourfold; but for those who lack this gift, it can do absolutely nothing that the Council can esteem valuable to the community. Teachers of natural aptitude and real energy, but comparatively untrained, working in the same district with those who have passed through a full training course without any special aptitude for teaching, sometimes surpass the latter in the results they achieve. It is noticeable that the lowest results in the Council's service are sometimes obtained from men of comparatively high attainments, of good general information, an extensive acquaintance with modern method, but lacking aptitude, and earnestness in duty, and often unable to see or unwilling to admit their deficiencies when they are pointed out. Unless a candidate for the office of teacher, in addition to good character, health, active habits, and literary attainments, is also possessed of this natural aptitude for teaching, it is found by experience almost useless to admit him to the Training School. Without these qualifications he is more likely to be a source of trouble to the Council than an acquisition to the community. Under any circumstances, the class of single females, varying from seventeen to twenty-five years of age, who in such numbers seek admission to the Training School are the least available material. In America young women are much employed, and apparently perform very fair average work, but here they are not in demand, the parents as a rule seeming to have comparatively little confidence either in the firmness of their discipline or in the thoroughness of their teaching. The vacancies to which they can be appointed are consequently few; and these few can, to a great extent, be supplied by the advanced class of pupil teachers falling due for training by the effluxion of time. What the Council really does want is young married couples, enthusiastic in the profession they have chosen, apt to teach, not daunted by ordinary difficulties, willing to learn, steady in self-improvement, contented to remain in the interior and to labour assiduously to elevate the localities in which they may be placed.

Examination of Teachers.—In accordance with article 37 of the Council's Regulations, 279 teachers Appendix I. were examined during the year, with the following results:—

Promoted from the rank of probationers to that of Class III, sec. C	15
Do. Class III, section C to Class III, sec. B...	46
Do. " III, " B " III, " A...	48
Do. " III, " A " II, " B...	11
Do. " II, " B " II, " A...	4
Do. " II, " A " I, " B...	1
Not promoted	154
Total examined	279

In nearly all cases promotion, where accorded, involved advancement merely one grade.

These results can scarcely be regarded as gratifying. If anxiety to study carefully and ardent desire to rise in the profession existed, the numbers advanced to the higher grades would have been greater, and those failing to gain promotion considerably fewer. Apart from those persons of limited education who had no classification at the period of the passing of the Public Schools Act, and who still are unable to gain one, there still remain those whose attainments would entitle them to promotion were they possessed of equal practical skill. In cases of this nature promotion is never granted unless the Inspector's report upon the condition of the school proves to be satisfactory. There are also strong reasons for believing that many among the Assistant Teachers have not exerted themselves. Occupying a subordinate position, an increase of classification would not, while they remained Assistants, have the direct effect of raising their emoluments; and they have in consequence failed to avail themselves of the opportunity thus open of gaining a qualification for more important charges, when such become vacant.

The promotions to the higher grades, *i.e.*, those above the range of Class III, have, in nearly all cases, been acquired by Teachers voluntarily applying for examination with a view to higher classification. Among these, however, there have been instances of persons entering upon examination whose answers showed that they either had no just apprehension of the work they had undertaken, or that they could have made no due preparation for such an ordeal.

Applicant Pupil Teachers.—During the year 156 applicants for the office of Pupil Teacher were examined in due form as regards attainments and aptitude for teaching. Of these 77 were rejected as ineligible, and 79 were passed as eligible for appointment on the usual terms. The Council has not been able to find situations for all these young persons; a considerable number have been appointed, and the rest will be disposed of as occasion may arise. The number of applicants is, however, always greatly in excess of the demand, and many have to wait long before appointment.

Pupil Teachers Examined.—151 Pupil Teachers were examined during 1869, with the following results:—

Promoted from the rank of Probationers to Class IV	3
Promoted from Class IV to Class III	36
Do. " III " II	36
Do. " II " I	9
Advanced to the Training School	11
Failed to gain promotion	56
Total	151

Pupil

Pupil Teachers employed in service.—At the close of 1869 there were in the service of the Council 188 Pupil Teachers, about two-thirds of whom belong to the Sydney District and its environs. They are classified as follows:—

Probationers...	...	...	...	...	...	3
Class Fourth	...	...	...	...	...	82
Class Third	...	...	...	...	...	52
Class Second	...	...	...	...	...	39
Class First	...	...	...	...	...	12

A large portion of the work of instruction devolves upon these young persons; and the Colony must look to them for its future supply of efficient teachers. As a body they are favourably reported of. They receive lessons regularly, and are examined annually to test their progress in knowledge and skill. Three-fourths of them are studious, attentive, and diligent in the performance of duty. A considerable proportion of those not promoted owe their failure as much to defective results in teaching as to the absence of attainments sufficient to satisfy the conditions of examination.

XI.—TEACHERS.

905 Teachers were employed in the Council's service at the close of 1869. They are classified as follows:—

Probationers or teachers unclassified	...	...	...	...	200
Class III, section C	...	...	...	...	154
" III, " B	...	...	...	...	158
" III, " A	...	...	...	...	267
" II, " B	...	...	...	...	76
" II, " A	...	...	...	...	34
" I, " B	...	...	...	...	13
" I, " A	...	...	...	...	3

Teachers of Provisional Schools are nearly in all cases Probationers, and frequently remain so until they have acquired sufficient knowledge and experience to qualify them for entering the Training Department. Fully two-thirds of the Teachers are well reported of. They are stated to be attentive, faithful in the discharge of duty, of respectable attainments, and held in good estimation in their respective spheres of labour. There can be no question that the work performed by a section of the middle grade Teachers is of a high order, would do much credit to any country, and it is doubtful if it be surpassed in any school system of the present age. On the other hand, it must be conceded, that not a few are inapt to teach; some do not exert themselves to improve, and, instead of cheerfully meeting the difficulties around them, they sink into a state of apathy, and occasion much anxiety to the Council and trouble to its officers. The condition of teachers' residences has altered little since last year; a considerable number of schools are still unprovided with dwellings, and many of the edifices occupied as such are unsuitable.

The amount of school fees paid during the year to Teachers was £39,618 13s. 11d., showing an increase of £5,509 0s. 5d. over 1868. The emoluments of teachers, including salary and fees, may be stated as follows:—

	£
Of Third Class Teachers	123 per annum.
Of Second Class Teachers	165 "
Of First Class Teachers	230 "
Of Probationers	75 "

This is intended to exhibit the ordinary emoluments of Teachers in average country schools, where in most cases a residence is provided.

The Council had under consideration the expediency of increasing the salaries of third-class teachers, more especially those of the lower grades, but has been unable to do so owing to deficiency of funds.

XII.—LOCAL SUPERVISION.

This feature is not as satisfactory as could be desired. Only in a minority of the schools do we find intelligent supervision, and an abiding interest manifested in their welfare. In the majority of instances much apathy exists, and regular monthly meetings are the exception rather than the rule. To a great extent this, no doubt, arises from two causes: first, that some members of Local Boards are by education very moderately qualified for the duties they undertake to perform; and secondly, not a few of those who are fairly qualified are much occupied with their own business, and can afford little time for school duties. But it may also be admitted that where a school is going on smoothly under an able and judicious master, there is little need for interference on the part of the Local Board.

These probably are the main reasons why the oversight of the school is virtually delegated to the leading member of the Board. It is but just to remark under this head that the Cumberland District is favourably noticed by Mr. Forbes, for the attention shown by a considerable portion of the school managers though inadequately supported in their labours by the parents. Mr. Huffer also speaks favourably of two-thirds of the Local Boards, but unfavourably of the remainder.

XIII.—FREE SCHOLARS.

In all cases where parents are unable to pay school fees, such fees are remitted on application being made in the proper quarter. The Council delegates to Local Boards the responsibility of inquiring into such cases, and of granting orders for the free admission of pupils, reports on these cases being furnished to the Council. Applications for free admission to the Sydney Public Schools are inquired into by the Inspectors, and decided on by the Council. There are strong grounds, however, for believing that the privilege is in many cases abused. Mr. Johnson, in speaking of this, observes:—

“Enough has come under our notice to induce the belief that the matter is one which, in the case of one or two schools, will call for the interference of the Council. We have seen it stated

stated in more than one quarter that the special merit of Denominational Schools, as compared with Public Schools, lay in the fact that, whereas the former provided for the education of the poor, the latter did not. Upon what just grounds that statement was based we have failed to discover. There certainly are more children educated gratuitously in Denominational Schools than in Public, but this arises from the fact that in some instances, and notably in one or two, facilities are afforded to parents to evade the payment of school fees, and this apparently for no other reason than to enable such schools to compete, in point of attendance, with Public Schools in the same neighbourhood. During the year, the number of free children educated in Public Schools [Sydney] was 220, or nearly 2 per cent. of the total number of pupils on the roll. The number educated in Denominational Schools is 1,389, or 9 per cent. of the total number on the roll. In 1868 the percentages were $2\frac{1}{2}$ and 10 respectively."

9

XIV.—COST OF EDUCATION.

The usual statement, exhibiting under the various heads the receipts and expenditure for the year, Appendix J. will be found appended hereto.

The amount apportioned to Public Schools from the Church and School Estate was £713 4s. 5d.

The amount of fees paid during the year was, for all schools, £39,618 13s. 11d. sterling. Appendix K. Of this sum £22,815 3s. was contributed to the Public, Provisional, and Half-time Schools—and £16,803 10s. 11d. to the Denominational Schools. The local contributions towards the erection and maintenance of Public School buildings amounted to about £6,000. Adding the fees and local contributions to the amount expended by the Council, the total expenditure on all classes of schools under the Council is seen to be £147,040, besides the amount (unknown to the Council) spent in maintaining Denominational School buildings. Omitting the cost of buildings, and taking 60,000 as the number of children brought under instruction during the year, the cost per head is found to be £2 2s. 6d.; of which £1 9s. 3½d. is contributed by the State, and 13s. 2½d. by the parents.

Speaking of the cost of education in the Goulburn District, Mr. McIntyre gives the rate per annum for each pupil at £1 13s. 2d., about 10s. of which are contributed by the parent, and £1 3s. 2d., or rather more than two-thirds of the sum, by the State. Mr. Johnson, in a carefully constructed statement, gives the total cost per pupil at £1 18s. 1¼d. for Public Schools [Sydney]. Of this sum the parent pays £1 0s. 8d. In Denominational Schools it varies from £1 16s. 7¼d. to £1 9s. 8d., of which the parents pay, respectively, 16s. 4d. and 11s. 0½d. It will thus be seen that Public Schools are more liberally supported by the parents; and since the fees paid are considerably higher in them, the cost to the State of each child is less than in the Denominational Schools.

The one statement may be regarded as representing the conditions prevailing in Sydney, and the other those of the average interior.

XV.—GENERAL SUMMARY.

Upon a review of the operations of the year, as disclosed in the Inspectors' Reports, it appears that much good has been accomplished. No prominent feature is in a lower position than it occupied last year; and in many respects a marked improvement has been effected. In the establishment of new schools in destitute localities considerable effort has been made, a large increase has taken place in the attendance, the school fees have been augmented, the organization has been improved, the moral character has been elevated, and a decided progress in the work of instruction has been effected. The Council, however, does not profess to regard the state of education as fully satisfactory. Much yet remains to be done in extending schools, in providing better buildings, in securing a more regular attendance, earnest Teachers, and vigilant Local Boards. There are schools far less efficient than they ought to be, claimants asking for aid unreasonably, and correspondents whom it is almost impossible to satisfy. In reviewing the adverse features, it should of course be remembered that the results in the temporary or Provisional Schools reduce the general average, that the standard of proficiency is high, and that, when reached, a real and abiding good is gained. On the whole, it is impossible to doubt that a very decided advance has been made in the education of the people, and that amidst some discouragement, there is much ground for satisfaction.

We submit this as our Report upon the Public Schools for the year ending 31st December, 1869; and in testimony thereof, we have caused our corporate seal to be affixed hereto, this 22nd day of March, one thousand eight hundred and seventy.

R. E. WEBSTER,
Acting Secretary.

(L.S.) { HENRY PARKES, President.
GEORGE ALLEN.
W. M. ARNOLD.
JAMES MARTIN.
J. SMITH.

APPENDIX A.

SCHEDULE of Applications for the establishment of Public Schools, received during the Year 1869.

Name of Place.	Distance of nearest School.	Number of Children residing in the Locality.									Number of Children promised to attend.								Number of Parents or Guardians undertaking to send Children.						Council's Decision.		
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Total.	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Total.	C.E.	R.C.	Pres.	Wes.	Others.		Total.	
Barraba	40	29	24	53	29	15	9	...	...	53	29	24	53	29	15	9	...	...	53	8	3	4	...	...	15	Agreed to.
Belmore	2½	33	44	77	45	10	12	77	24	28	52	37	7	4	4	52	15	2	1	1	...	19	Agreed to.
Berlang	3½	35	25	60	18	26	10	...	6	60	35	25	60	18	26	10	...	6	60	9	8	1	...	1	19	Under consideration.	
Bulli Mountain	3½	20	15	35	20	...	...	14	1	35	24	19	43	22	3	...	17	1	43	9	1	...	5	1	16	Agreed to.
Bundarra	30	30	37	67	41	21	...	4	1	67	27	21	48	32	14	...	2	...	48	11	5	...	1	...	17	Agreed to.	
Burwood	2	...	...	1,000	500	200	100	60	140	1,000	38	36	74	41	2	8	...	23	74	17	1	2	...	9	29	Agreed to.
Canobolas	3	34	26	60	30	10	11	9	...	60	23	16	39	26	3	2	8	...	39	7	1	1	3	...	12	Agreed to.	
Coonabarabran	55	24	11	35	17	9	5	4	...	35	23	15	38	18	12	4	4	...	38	8	4	2	1	...	15	Agreed to.	
Darkwater Creek	6	18	25	43	13	10	...	20	...	43	26	26	52	19	10	...	23	...	52	5	5	...	7	...	17	Agreed to.	
Duramana	6	24	20	44	8	9	5	11	11	44	12	11	23	4	6	5	2	6	23	2	3	2	1	3	11	Agreed to.	
Fredericktown	2½	27	21	48	40	4	...	4	...	48	21	19	40	33	7	...	...	...	40	14	2	...	...	...	16	Agreed to.
Gulgong .....	...	22	30	52	15	37	...	...	...	52	11	15	26	1	25	...	...	...	26	1	9	...	...	...	10	Under consideration.
Guntawang	8	17	23	40	32	8	...	...	...	40	19	21	40	32	8	...	...	...	40	14	4	...	...	...	18	Agreed to.
Hunter's Hill .....	...	...	...	200	115	65	7	13	...	200	49	37	86	59	20	3	4	...	86	21	5	1	2	...	29	Agreed to.
Jella Jellat	5	30	22	52	18	16	7	10	1	52	17	16	33	6	14	4	9	...	33	2	3	2	3	...	10	Under consideration.	
Jerilderie	36	25	15	40	16	11	13	...	...	40	20	9	29	16	6	7	...	...	29	5	3	2	...	...	10	Agreed to.
Kinchela Creek	5	28	13	41	20	6	...	15	...	41	28	13	41	20	6	...	15	...	41	5	2	...	4	...	11	Agreed to.	
Kippilaw	4	26	30	56	36	10	5	5	...	56	26	30	56	36	10	5	5	...	56	15	4	3	2	...	24	Agreed to.	
Menangle .....	...	39	96	135	38	62	...	35	...	135	22	34	56	33	3	...	19	1	56	10	2	...	5	1	18	Agreed to.
Merimbula	14	13	17	30	17	10	3	...	...	30	20	18	38	21	10	4	1	2	38	6	2	2	1	1	12	Under consideration.
Mount Tarana .....	...	31	35	66	33	12	7	14	...	66	8	10	18	11	3	4	...	...	18	5	1	1	...	...	7	Agreed to.
Mundooran	6	8	19	27	8	10	9	...	...	27	10	17	27	8	10	9	...	...	27	2	2	2	...	...	6	Agreed to.
Mutton's Falls	12	32	37	69	27	14	20	5	3	69	19	24	43	21	3	15	4	...	43	10	2	3	2	...	17	Agreed to.	
Nundle .....	...	61	60	121	63	30	25	0	3	121	61	60	121	63	32	23	0	3	121	22	14	9	0	1	46	Under consideration.
Richmond (North) .....	...	50	60	110	86	5	4	15	...	110	29	28	57	42	1	4	10	...	57	14	...	1	3	...	18	Agreed to.
Robertson	4	34	22	56	30	11	4	11	...	56	33	21	54	30	11	4	9	...	54	7	3	1	3	...	14	Under consideration.	
Rocky Point Road .....	...	25	25	50	...	...	...	...	...	50	27	24	51	44	...	1	...	6	51	18	...	1	...	3	22	Under consideration.
Shankamore	3	...	...	50	...	...	...	...	...	50	14	14	28	13	15	...	...	...	28	3	4	...	...	...	7	Under consideration.
Sodwalls .....	...	...	...	...	...	...	...	...	...	...	21	19	40	21	4	11	4	...	40	9	1	4	1	...	15	Agreed to.
Tarlo	10	18	3	21	21	...	...	...	...	21	19	16	35	22	...	13	...	...	35	7	...	4	...	...	11	Case for Provisional School.
Tindal's Hollow	2½	16	21	37	33	2	2	...	...	37	16	21	37	33	2	2	...	...	37	17	1	2	...	...	20	Under consideration.
Tipperary Gully	3	14	29	43	20	13	7	3	...	43	14	30	44	20	11	10	3	...	44	8	6	3	1	...	18	Agreed to.	
Tirrana	4	23	20	43	22	3	6	...	12	43	22	19	41	24	...	6	6	5	41	10	...	1	2	1	14	Agreed to.	
Wee Waa	25	30	20	50	20	25	...	5	...	50	21	13	34	17	12	...	5	...	34	5	3	...	1	...	9	Agreed to.	
Wilbertree	7	15	18	33	21	12	...	...	...	33	16	16	32	19	13	...	...	...	32	6	6	...	...	...	12	Agreed to.
Willoughby (North) .....	...	...	...	135	...	32	...	...	103	135	36	32	68	52	16	...	...	...	68	23	6	...	...	...	29	Under consideration.
Wombat	4	47	45	92	44	40	7	...	1	92	47	45	92	44	40	7	...	1	92	15	15	2	...	1	33	Agreed to.	
Total .....	...	878	908	3,171	1,496	748	276	269	282	3,171	907	842	1,749	987	380	174	154	54	1,749	365	133	57	49	22	626	

APPENDIX B.

RETURN of the Attendance of Children at the Public Schools of New South Wales, as certified by the Public School Boards for the Quarter ending December of the year 1869, or for the last Quarter in which the Schools were in operation respectively.

Name of School. I.	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys. II.	Girls. III.	Total IV.	Church of England V.	Roman Catholic VI.	Presby- terians. VII.	Wesley- ans. VIII.	Others. IX.	Total. X.	Boys. XI.	Girls. XII.	Total. XIII.
Aberdeen	24	34	58	31	6	18	3	...	58	17.40	22.50	39.90
Aberglasslyn	26	23	49	19	19	4	1	6	49	17.25	12.53	29.78
Adelong	48	13	61	37	5	9	10	...	61	38.50	10.40	48.90
Adelong Upper	23	21	44	15	26	3	...	...	44	18.09	16.62	34.71
Albury	127	103	230	101	8	74	42	5	230	99.30	80.90	180.20
Appin	17	19	36	24	7	3	...	2	36	9.60	9.80	19.40
Araluen West	82	77	159	65	36	30	8	20	159	61.90	48.50	110.40
Armidale	72	57	129	69	25	31	4	...	129	56.80	46.40	103.20
Arncliffe	24	17	41	26	3	...	9	3	41	18.00	10.30	28.30
Ashfield	44	26	70	20	5	6	33	6	70	29.90	16.50	46.40
Avondale	24	24	48	23	16	...	9	...	48	16.20	17.80	34.00
Ballina	29	18	47	39	8	...	...	...	47	20.80	11.20	32.00
Balmain	228	187	415	149	45	120	25	76	415	152.70	118.00	270.70
Balranald	17	18	35	15	15	5	...	...	35	10.47	8.86	19.33
Bandon Grove	21	22	43	28	2	5	4	4	43	14.01	14.79	28.80
Bankstown	27	24	51	37	3	4	7	...	51	15.60	16.20	31.80
Barrington	20	12	32	8	...	21	3	...	32	10.25	6.15	16.40
Bathurst	151	107	258	50	4	17	174	13	258	106.88	66.65	173.03
Bega	37	41	78	51	7	15	4	1	78	22.58	27.35	49.93
Belmore	20	25	45	26	12	...	7	...	45	14.20	16.40	30.60
Bendemeer	15	13	28	15	2	8	3	...	28	10.40	9.10	19.50
Berkeley	24	19	43	6	19	5	10	3	43	14.60	14.60	29.20
Berrima	34	12	46	36	9	1	...	...	46	30.70	11.22	41.92
Binalong	20	15	35	4	31	...	...	...	35	15.07	8.98	24.05
Bingera	17	13	30	22	8	...	...	...	30	15.00	9.00	24.00
Binda	6	6	12	1	...	5	6	...	12	5.19	4.79	9.98
Bishopsbridge	29	9	38	5	33	...	...	...	38	20.20	7.60	27.80
Blaney	21	34	55	9	20	22	4	...	55	14.30	22.10	36.40
Blue Gum Flat	27	23	50	26	24	...	...	...	50	14.10	15.00	29.10
Bolwarra	16	25	41	8	4	4	17	8	41	10.00	19.10	29.10
Bombala	41	25	66	48	11	5	...	2	66	31.85	16.98	48.83
Boolambayte	21	14	35	17	12	6	...	...	35	15.30	9.70	25.00
Boolong	21	33	54	5	19	24	6	...	54	17.30	24.60	41.90
Booral	17	9	26	11	3	4	5	3	26	14.80	6.80	21.60
Botany	71	54	125	52	16	1	42	14	125	44.20	27.60	71.80
Botany Road	126	92	218	75	4	25	36	78	218	94.60	64.30	158.90
Bowenfels	33	18	51	28	8	8	5	2	51	23.90	9.90	33.80
Bowling Alley Point.	28	46	74	41	16	13	...	4	74	21.90	40.70	62.60
Bowna	16	14	30	11	9	10	...	...	30	11.16	9.77	20.93
Braidwood	73	56	129	46	20	21	36	6	129	52.80	36.10	88.90
Branxton	19	16	35	18	1	7	9	...	35	14.78	11.94	26.72
Brookfield	30	28	58	11	47	...	...	...	58	13.90	14.20	28.10
Bowral	37	23	60	20	3	8	20	9	60	23.95	11.86	35.81
Bourke-street	208	159	367	67	23	31	32	214	367	157.20	110.90	268.10
Broughton Creek	18	27	45	13	10	17	5	...	45	9.30	11.40	20.70
Bulladeelah	20	23	43	35	1	3	...	4	43	12.82	12.63	25.45
Bulli	41	38	79	15	5	16	38	5	79	21.90	22.80	44.70
Bulli North	17	12	29	13	10	3	3	...	29	10.80	7.70	18.50
Bundarra	18	24	42	25	17	...	...	...	42	10.70	15.20	25.90
Bungowannah	18	15	33	17	1	9	6	...	33	12.10	8.60	20.70
Burrundulla	25	29	54	39	8	...	7	...	54	17.00	16.45	33.45
Cambewarra	21	24	45	15	2	24	4	...	45	16.50	17.80	34.30
Camden	39	26	65	26	3	...	28	8	65	25.60	16.90	42.50
Cadia	25	20	45	14	9	5	17	...	45	17.40	16.10	33.50
Camperdown	106	84	190	118	20	20	28	4	190	65.80	47.60	113.40
Campsie	19	20	39	19	20	...	...	...	39	9.10	10.10	19.20
Candelo	16	14	30	18	12	...	...	...	30	13.73	9.65	23.38
Carrawa	9	6	15	4	11	...	...	...	15	5.12	4.15	9.27
Carrawell	15	15	30	16	4	6	4	...	30	9.60	8.80	18.40
Carcoar	17	14	31	21	...	8	...	2	31	13.28	10.09	23.37
Casino	8	11	19	14	...	5	...	...	19	7.40	10.20	17.60
Castlereagh	18	27	45	21	16	...	7	1	45	10.60	15.80	26.40
Cawdor	37	33	70	24	4	...	42	...	70	20.40	14.90	35.30
Cessnock	26	25	51	19	32	...	...	...	51	13.09	14.25	27.34
Chatsworth Island	15	36	51	6	15	27	3	...	51	8.50	21.90	30.40
Clarence Town	42	38	80	37	5	18	10	10	80	33.90	28.03	61.93
Cleveland-street	702	584	1286	578	184	144	191	189	1,286	506.80	396.50	903.30
Collector	18	21	39	9	17	...	11	2	39	12.48	12.89	25.37
Colyton	21	29	50	18	5	5	20	2	50	15.40	21.60	37.00
Coolangatta	22	22	44	10	26	5	2	1	44	17.30	16.20	33.50
Coonamble	16	15	31	20	7	4	...	...	31	11.60	11.40	23.00
Coorumbong	16	14	30	5	25	...	...	...	30	13.60	9.20	22.80
Cooma	31	19	50	38	5	1	...	6	50	23.7	11.37	35.09
Cowra	38	33	71	36	24	11	...	...	71	21.90	15.90	37.80
Croki	34	37	71	6	4	11	50	...	71	27.10	30.60	57.70
Croobyar	46	36	82	36	14	5	21	6	82	33.30	22.30	55.60
Croom Park	10	16	26	5	10	11	...	...	26	4.59	8.59	13.18
Crudine	8	9	17	12	4	1	...	...	17	6.80	7.46	14.26
Cudgegong	18	13	31	22	9	...	...	...	31	13.80	10.10	23.90
Cullenbone	8	7	15	9	6	...	...	...	15	2.00	3.00	5.00
Cundletown	23	23	46	26	5	7	8	...	46	18.90	13.81	32.71

APPENDIX B—continued.

Name of School. I.	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys.	Girls.	Total	Church of England	Roman Catholic	Presbyterians.	Wesleyans.	Others.	Total.	Boys.	Girls.	Total.
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.
Currajong	23	15	38	15	4	3	16	...	38	16-08	9-85	25-93
Dalton	23	26	49	7	1	...	31	10	49	12-50	14-10	26-60
Deniliquin	62	31	93	58	22	12	1	...	93	46-79	19-23	66-02
Dennis Island	22	14	36	5	...	...	31	...	36	17-60	11-63	29-23
Dingo Creek	15	11	26	9	11	6	...	...	26	10-11	4-92	15-03
Dobroyde	14	29	43	37	...	4	...	2	43	8-10	18-40	26-50
Dondingalong	7	17	24	1	5	...	18	...	24	6-20	12-90	19-10
Dubbo	43	38	81	50	17	11	3	...	81	28-90	26-60	55-50
Dumaresque Island	25	33	58	21	14	17	2	4	58	16-89	21-84	38-73
Dundas	28	26	54	39	2	...	13	...	54	22-50	19-50	42-00
Dunmore	52	33	85	23	...	17	42	3	85	34-76	21-87	56-63
Dungog	32	33	65	29	19	15	2	...	65	19-90	20-50	40-40
Dural	18	25	43	18	2	...	21	2	43	11-60	16-20	27-80
Duramana	23	20	43	9	9	3	12	10	43	13-40	13-90	27-30
Eagleton	19	27	46	11	13	17	2	3	46	14-00	18-50	32-50
Eden	29	21	50	22	15	9	...	4	50	21-83	14-64	36-47
Eglinton	19	16	35	18	7	...	...	10	35	12-05	8-77	20-82
Eling Forest	10	16	26	11	2	9	4	...	26	6-98	11-54	18-52
Ellalong	27	25	52	39	5	8	...	...	52	14-60	17-50	32-10
Eurobodalla	15	12	27	24	2	...	1	...	27	8-97	5-60	14-57
Euroka	24	18	42	7	5	...	28	2	42	18-30	12-40	30-70
Euston	11	14	25	11	6	6	...	2	25	8-70	9-90	18-60
Evan's Plains	23	21	44	15	18	6	5	...	44	13-10	13-00	26-10
Fairy Meadow	40	26	66	17	20	19	10	...	66	26-30	17-30	43-60
Falbrook	16	23	39	24	8	2	2	3	39	11-78	15-27	27-05
Fishery Creek	35	10	45	6	35	2	2	...	45	20-73	6-99	27-72
Fish River Creek	11	22	33	15	2	1	15	...	33	5-30	13-00	18-30
Five Dock	38	27	65	44	15	2	3	1	65	27-20	15-50	42-70
Forbes	79	57	136	74	6	21	28	7	136	48-80	32-55	81-35
Fort-street	972	884	1856	966	316	194	159	221	1856	748-60	629-90	1378-50
Frederickton	16	9	25	23	...	...	2	...	25	15-30	8-90	24-20
Freeman's Reach	38	33	71	54	10	1	...	6	71	26-00	23-60	49-60
Ghinni Ghinni	27	28	55	17	6	9	23	...	55	17-51	16-72	34-23
Glebe	197	127	324	151	41	34	71	27	324	138-40	79-40	217-80
Gledswood	5	7	12	5	3	4	...	...	12	2-60	4-50	7-10
Glenmore	30	24	54	18	...	1	35	...	54	16-70	14-30	31-00
Glenwilliam	19	21	40	26	7	4	3	...	40	12-72	16-73	29-45
Gosforth	20	22	42	15	23	...	4	...	42	10-70	14-40	25-10
Gosford	15	23	38	29	9	...	...	...	38	12-31	18-75	31-06
Goulburn	203	160	363	163	7	71	108	14	363	155-00	114-20	269-20
Grafton	108	109	217	158	5	10	40	4	217	78-90	67-30	146-20
Grafton, South	36	41	77	41	25	11	...	...	77	29-40	32-90	62-30
Grenfell	83	38	121	75	17	11	10	8	121	57-71	19-35	77-06
Gundagai	37	28	65	27	8	11	19	...	65	30-70	19-10	49-80
Gundaroo	19	13	32	17	11	4	...	...	32	12-90	8-30	21-20
Gundarimba	22	24	46	13	24	4	...	5	46	11-50	13-50	25-00
Gunning	29	23	52	25	3	5	16	3	52	25-30	21-70	47-00
Guntawang	25	23	48	38	10	...	...	...	48	17-77	15-97	33-74
Hay	40	41	81	51	13	12	...	5	81	26-41	23-07	49-48
Hanbury	140	141	281	82	29	33	29	108	281	85-40	77-78	163-18
Hargraves	22	24	46	29	17	...	...	...	46	15-14	18-01	33-15
Hawkesbury L.	17	19	36	3	...	...	33	...	36	12-50	14-80	27-30
Hexham	26	20	46	8	...	1	29	8	46	18-40	13-60	32-00
Hinton	25	13	38	9	2	1	5	21	38	12-93	5-68	18-61
Howlong	25	26	51	38	7	6	...	...	51	12-40	16-90	29-30
Inverell	37	22	59	32	1	26	...	...	59	23-30	15-70	39-00
Iona	17	19	36	11	6	9	7	3	36	11-60	13-30	24-90
Jamberoo	23	19	42	15	5	15	6	1	42	16-10	12-30	28-40
Jamison-street	45	32	77	11	...	61	3	2	77	36-40	22-60	59-00
Jereelderie	13	9	22	16	5	1	...	...	22	9-36	4-63	13-99
Kangaloon	20	13	33	19	5	6	3	...	33	16-62	8-98	25-60
Kangaloon W.	11	11	22	11	...	...	11	...	22	9-80	7-00	16-80
Kelly's Plains	18	16	34	8	10	5	7	4	34	13-90	10-90	24-80
Kempsey	26	28	54	25	9	...	16	4	54	17-80	17-70	35-50
Kiora	21	18	39	14	...	1	24	...	39	16-80	14-20	31-00
Kirkconnell	35	26	61	34	14	2	11	...	61	22-50	15-80	38-30
Lake Albert	25	24	49	32	3	6	5	3	49	11-20	15-99	27-19
Lambton	233	242	475	113	37	80	44	201	475	160-50	135-30	295-80
Lawson's Creek	18	13	31	14	13	...	4	...	31	9-26	6-31	15-57
Limekilns	13	20	33	...	26	7	...	...	33	9-80	12-40	22-20
Lithgow Valley	12	23	35	10	19	6	...	...	35	18-52	13-57	32-09
Little River	35	42	77	55	9	5	8	...	77	21-40	21-20	42-60
Lismore	20	26	46	23	6	11	1	...	46	14-80	20-20	35-00
Liverpool	44	35	79	32	3	34	9	1	79	31-20	25-00	56-20
Llanello	16	9	25	17	...	8	...	...	25	10-60	3-80	14-40
Lochinvar	19	25	44	33	1	5	5	...	44	11-90	16-10	28-00
Lowther	15	20	35	4	20	7	4	...	35	11-40	12-70	24-10
Lucknow	27	28	55	36	14	...	5	...	55	16-90	18-30	35-20
Luddenham	30	33	63	24	16	10	5	8	63	19-70	19-10	38-80
Macdonald River	14	13	27	22	...	2	3	...	27	9-40	10-00	19-40
Macdonald River, Up	16	9	25	20	...	...	5	...	25	11-80	5-20	17-00
Macquarie Plains	12	9	21	15	1	...	5	...	21	9-30	5-80	15-10
Main Camp	44	39	83	39	17	12	4	11	83	25-83	26-58	52-41
Maitland East	81	74	155	77	13	25	39	1	155	62-50	46-90	109-40
Major's Creek	43	37	80	29	39	9	3	...	80	27-40	25-80	53-20

APPENDIX B—continued.

Name of School. I.	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys.	Girls.	Total.	Church of England V.	Roman Catholic VI.	Presbyterians VII.	Wesleyans VIII.	Others IX.	Total X.	Boys XI.	Girls XII.	Total XIII.
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.
Mangrove.....	17	14	31	5	26	...	...	...	31	10.78	8.02	18.80
Manly.....	37	9	46	15	8	10	...	13	46	26.80	5.10	31.90
Marchvale.....	16	17	33	13	7	8	...	5	33	11.80	12.70	24.50
Marengo.....	24	17	41	27	9	...	5	...	41	17.45	13.00	30.45
Marrickville.....	89	57	146	47	12	1	4	82	146	68.30	35.30	103.60
Marshall Mount.....	26	23	49	12	29	3	5	...	49	21.90	20.00	41.90
Marlee.....	13	15	28	23	4	...	1	...	28	9.78	11.59	21.37
Marulan.....	30	36	66	25	33	8	...	...	66	21.20	22.80	44.00
Meadow Flat.....	18	10	28	2	11	4	11	...	28	12.10	4.40	16.50
Menindie.....	24	16	40	23	15	1	1	...	40	18.36	15.08	33.44
Meroo.....	17	22	39	4	...	12	23	...	39	7.30	13.40	20.70
Merriwa.....	28	29	57	29	28	...	...	...	57	18.90	22.80	41.70
Millbong.....	16	13	29	5	22	...	2	...	29	10.60	8.40	19.00
Minmi.....	40	17	57	15	2	19	...	21	57	30.66	9.64	40.30
Mitchell's Creek.....	34	34	68	17	8	15	28	...	68	20.80	18.50	39.30
Mitchell's Island.....	29	24	53	30	3	6	11	3	53	14.55	12.73	27.28
Mittagong, U.....	13	16	29	21	2	4	2	...	29	7.50	9.80	17.30
Molong.....	48	33	81	52	13	8	8	...	81	35.08	25.83	60.91
Mount Keira.....	26	16	42	6	23	2	5	6	42	19.50	11.10	30.60
Moama.....	17	25	42	25	12	1	4	...	42	8.80	12.30	21.10
Monkerai.....	14	18	32	22	...	...	10	...	32	8.68	8.25	16.93
Monkittee.....	18	25	43	14	27	2	...	...	43	9.58	16.15	25.73
Morpeth.....	104	70	174	70	17	30	44	13	174	79.70	45.00	124.70
Mosquito Island.....	23	22	45	23	5	...	2	15	45	19.04	15.88	34.92
Moulamein.....	20	8	28	10	3	13	2	...	28	16.25	6.93	23.18
Mount Macquarie.....	16	22	38	29	5	4	...	...	38	11.20	17.20	28.40
Mount Tarana.....	18	21	39	32	4	3	...	...	39	13.40	14.40	27.80
Mount Vittoria.....	39	24	63	53	4	3	...	3	63	26.96	15.35	42.31
Mundooran.....	7	12	19	8	8	3	...	...	19	6.00	10.30	16.30
Mudgee.....	119	93	212	90	44	35	43	...	212	87.27	65.74	153.01
Mulgoa Forest.....	29	24	53	22	7	8	16	...	53	13.20	13.30	26.50
Murrumburrah.....	16	20	36	30	6	...	...	...	36	8.90	10.00	18.90
Murrurundi.....	42	28	70	36	11	11	11	1	70	27.50	19.30	46.80
Mutton's Falls.....	11	13	24	16	...	5	3	...	24	6.00	9.90	15.90
Myrtleville.....	16	26	42	3	31	8	...	...	42	12.40	20.00	32.40
Narrabri.....	36	16	52	20	20	8	2	2	52	23.90	7.40	31.30
Nelligen.....	17	9	26	19	2	...	...	5	26	15.40	8.40	23.80
Nelson's Plains.....	32	27	59	21	10	10	15	3	59	17.50	16.60	34.10
Nerrigundah.....	10	22	32	23	2	4	...	3	32	6.03	15.80	21.83
Newcastle.....	228	124	352	139	9	52	42	110	352	157.70	63.30	221.00
New Country Flats.....	12	11	23	16	7	...	...	...	23	6.32	4.72	11.04
New Sheffield.....	30	28	58	24	4	15	12	3	58	20.38	18.41	38.79
Newtown.....	138	93	231	68	4	17	28	114	231	99.00	68.00	167.00
North Sydney.....	16	21	37	18	...	9	1	9	37	8.30	12.50	20.80
Norwood.....	18	19	37	11	12	7	3	4	37	11.32	12.40	23.72
Nowra.....	35	44	79	33	25	19	2	...	79	21.50	31.30	52.80
O'Connell.....	22	17	39	23	5	...	10	1	39	14.46	9.46	23.92
Omega Retreat.....	46	35	81	9	1	12	50	9	81	35.30	27.70	63.00
Ophir Road.....	15	12	27	8	...	...	13	6	27	9.53	8.06	17.59
Orange.....	64	20	84	41	2	20	21	...	84	47.16	11.93	59.09
Oswald.....	21	19	40	9	...	...	29	2	40	15.29	13.06	28.35
Oxley Island.....	18	27	45	16	15	6	8	...	45	12.60	17.65	30.25
Paddington.....	247	194	441	193	51	45	55	97	441	176.60	129.70	306.30
Palmer Island.....	17	19	36	10	7	19	...	...	36	12.80	14.90	27.70
Panbula.....	25	20	45	12	27	6	...	...	45	14.21	14.48	28.69
Parading Ground.....	12	18	30	15	4	...	11	...	30	9.80	12.79	22.59
Parramatta.....	199	117	316	149	66	10	81	10	316	151.80	80.40	232.20
Peel.....	12	9	21	17	4	...	...	...	21	8.50	5.50	14.00
Pelican Point.....	15	7	22	15	3	4	...	...	22	10.67	5.89	16.56
Pennant Hills.....	36	32	68	26	6	...	33	3	68	25.30	19.90	45.20
Penrith.....	94	63	157	92	1	8	56	...	157	66.10	41.20	107.30
Peterboro'.....	44	27	71	15	25	14	17	...	71	33.90	21.30	55.20
Petersham.....	52	57	109	29	5	17	...	58	109	35.40	27.50	62.90
Picton, L.....	47	59	106	78	19	9	...	...	106	30.90	39.20	70.10
Picton, U.....	31	29	60	35	11	3	8	3	60	20.80	20.80	41.60
Pipe-clay Creek.....	30	30	60	38	13	3	3	3	60	19.53	21.52	41.05
Pitt-street.....	110	76	186	53	5	11	34	83	186	73.50	48.70	122.20
Pitt-street, S.....	86	57	143	59	13	33	29	9	143	61.10	37.50	98.60
Pitt Town.....	122	120	242	88	30	52	53	19	242	82.60	72.70	155.30
Plattsburgh.....	34	31	65	15	2	37	4	7	65	24.23	18.68	42.91
Pleasant Valley.....	14	18	32	19	3	...	10	...	32	11.20	12.70	23.90
Port Macquarie.....	55	42	97	35	11	22	28	1	97	34.90	27.60	62.50
Prospect.....	23	21	44	39	5	...	...	...	44	14.90	13.50	28.40
Purfleet.....	21	14	35	...	...	17	18	...	35	14.60	10.60	25.20
Pymont.....	179	136	315	73	13	192	26	11	315	134.50	92.80	227.30
Pyree.....	37	52	89	16	3	47	23	...	89	26.90	40.20	67.10
Queanbeyan.....	31	16	47	23	10	8	6	...	47	24.00	11.60	35.60
Rainbow Reach.....	16	22	38	12	26	...	...	...	38	10.00	16.20	26.20
Raymond Terrace.....	19	18	37	10	...	6	21	...	37	13.50	12.90	26.40
Redbank.....	25	22	47	20	8	19	...	...	47	14.41	15.03	29.44
Richmond.....	66	69	135	52	3	34	46	...	135	48.10	49.30	97.40
Rockley.....	14	23	37	12	17	2	1	5	37	11.88	17.10	28.98
Rocky Mouth.....	11	18	29	5	...	11	13	...	29	8.00	11.40	19.40
Rocky River.....	23	26	49	22	12	7	8	...	49	14.70	14.70	29.40
Rose Valley.....	13	13	26	9	...	8	4	5	26	10.50	12.20	22.70
Roslyn.....	17	15	32	...	9	21	...	2	32	12.12	10.74	22.86

APPENDIX B—continued.

Name of School I	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys.	Girls.	Total.	Church of England	Roman Catholic	Presby- terian.	Wesley- ans.	Others.	Total.	Boys.	Girls.	Total.
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.
Rydal	32	29	61	35	13	6	2	5	61	19.81	18.66	38.47
Ryde.....	118	104	222	133	...	4	76	9	222	73.90	59.60	133.50
Rylstone	19	28	47	17	15	3	12	...	47	13.90	18.10	32.00
Saumarez Creek	21	32	53	30	4	13	6	...	53	12.70	17.10	29.80
Seaham.....	26	12	38	6	16	11	...	5	38	17.10	7.00	24.10
Scone	29	20	49	11	19	15	4	...	49	18.70	11.60	30.30
Scott's Flat	46	28	74	32	42	...	...	...	74	28.00	16.80	44.80
Seven Oaks	23	19	42	20	11	3	6	2	42	12.30	9.90	22.20
Shellharbour	33	38	71	19	26	16	4	6	71	23.10	25.70	48.80
Singleton	63	59	122	75	3	11	31	2	122	42.80	30.10	72.90
Smithfield.....	25	25	50	29	8	...	...	13	50	17.10	15.80	32.90
Smith's Flat.....	18	15	33	12	12	9	...	...	33	14.10	12.10	26.20
Sodwalls	46	52	98	74	7	10	7	...	98	32.90	36.00	68.90
Southgate	18	18	36	16	2	12	4	2	36	9.80	12.30	22.10
Spring Grove	24	16	40	32	...	4	4	...	40	14.61	10.79	25.40
St. Alban's	20	13	33	19	6	...	8	...	33	15.90	10.70	26.60
St. Mary's	24	19	43	28	6	5	4	...	43	14.90	11.60	26.50
Stanhope	26	21	47	9	28	...	6	4	47	18.00	11.40	29.40
Stockton	31	13	44	15	9	13	1	6	44	15.20	7.20	22.40
Stony Creek.....	20	13	33	14	14	...	5	...	33	8.30	8.10	16.40
Strontian Park	17	21	38	11	5	7	14	1	38	10.30	13.20	23.50
Sugarloaf	20	30	50	25	...	5	20	...	50	12.21	15.96	28.17
Summer-land	24	24	48	26	11	...	11	...	48	16.00	14.30	30.30
Sussex-street	71	62	133	96	6	16	5	10	133	53.90	45.90	99.80
Sutton Forest, N.	27	33	60	44	6	6	4	...	60	20.78	23.76	44.54
Tambaroora	37	33	70	48	6	5	10	1	70	24.46	18.64	43.10
Tamworth	60	52	112	63	26	8	11	4	112	40.90	35.40	76.30
Tarago	21	18	39	26	...	11	2	...	39	13.30	12.50	25.80
Taralga.....	19	24	43	19	3	10	11	...	43	14.80	18.40	33.20
Taree	70	47	117	32	15	48	13	9	117	50.20	32.00	82.20
Teapot Swamp.....	15	16	31	5	18	8	...	...	31	10.78	10.71	21.49
Telegerry	44	27	71	27	8	13	28	...	71	25.20	15.60	40.80
Tenterfield	35	33	68	32	11	1	24	...	68	20.40	19.60	40.00
Teralba.....	14	12	26	16	3	7	...	...	26	10.90	9.29	20.19
Thalaba	22	15	37	33	1	3	...	...	37	11.57	10.40	21.97
Thurgoona	42	39	81	31	36	9	5	...	81	23.30	23.70	47.00
Tinonee	30	21	51	14	2	31	4	...	51	21.00	16.18	37.18
Tirranna	23	18	41	26	4	6	5	...	41	17.25	13.52	30.77
Tomago	14	23	37	17	3	3	10	4	37	7.80	13.60	21.40
Tomerong.....	30	18	48	19	8	21	...	...	48	10.50	8.30	18.80
Towrang	14	17	31	6	...	...	25	...	31	11.90	12.30	24.20
Tucki Tucki.....	19	29	48	14	5	26	3	...	48	13.50	18.30	31.80
Tumberumba	9	6	15	8	4	3	...	...	15	5.50	3.10	8.60
Tumut	43	42	85	65	6	10	4	...	85	31.16	28.16	59.32
Ulladulla	28	17	45	11	12	8	10	4	45	19.60	10.60	30.20
Ullmarra	40	40	80	51	4	22	...	3	80	26.90	24.70	51.60
Uralla	27	25	52	28	16	8	...	...	52	18.90	15.00	33.90
Vacy	16	23	39	35	3	1	...	...	39	8.33	11.07	19.40
Violet Dale	21	12	33	9	6	18	...	...	33	15.00	7.90	22.90
Violet Hill	25	26	51	12	23	1	15	...	51	16.70	16.20	32.90
Wagga Wagga	82	52	134	74	11	17	32	...	134	58.05	30.29	88.34
Walcha	25	17	42	24	7	10	1	...	42	19.20	12.00	31.20
Wallalong	34	20	54	11	15	5	23	...	54	19.25	13.28	32.53
Wallerawang	55	51	106	49	16	25	13	3	106	32.30	19.10	51.40
Wallgrove	19	21	40	14	14	12	...	...	40	12.90	13.20	26.10
Wallabadah	26	19	45	36	8	1	...	...	45	18.60	13.10	31.70
Wallsend	92	78	170	8	29	36	87	10	170	64.20	48.20	112.40
Waratah	32	32	64	42	9	1	6	...	64	20.78	20.00	40.78
Warialda	14	8	22	13	9	...	...	...	22	10.60	6.60	17.20
Warkworth	38	34	72	60	10	2	...	...	72	27.90	24.20	52.10
Warren.....	14	25	39	28	2	9	...	...	39	12.14	22.59	34.73
Watson's Bay	28	11	39	18	2	...	...	19	39	17.40	5.80	23.20
Wattle Flat.....	46	51	97	41	38	7	11	...	97	27.85	32.90	60.75
Wauchope	13	19	32	7	11	10	4	...	32	10.60	15.90	26.50
Wellington	31	16	47	37	3	7	...	...	47	23.10	9.73	32.83
Wentworth	25	5	30	18	4	6	...	2	30	18.17	4.28	22.45
Westbrook	20	21	41	25	3	2	4	7	41	4.30	2.00	6.30
White Rock.....	17	18	35	14	18	3	...	...	35	15.40	14.80	30.20
William-street.....	499	429	928	444	171	88	98	127	928	334.90	272.10	607.00
William Town	26	26	52	27	5	5	15	...	52	19.86	16.60	36.46
Winburndale	16	16	32	24	5	2	1	...	32	10.42	10.66	21.08
Windeyer.....	18	17	35	16	17	2	...	...	35	10.02	9.55	19.57
Wingham	34	27	61	29	2	26	...	4	61	20.57	16.32	36.89
Wollombi.....	35	39	74	41	23	...	9	1	74	22.30	21.40	43.70
Wollongong.....	80	60	140	23	41	17	40	19	140	57.70	45.00	102.70
Woodburn	22	26	48	11	19	8	10	...	48	8.60	10.20	18.80
Woodford Dale	19	23	42	6	10	14	12	...	42	12.70	14.80	27.50
Woodford Leigh.....	18	24	42	4	4	30	4	...	42	12.70	17.80	30.50
Wolumla N.	23	22	45	13	26	3	3	...	45	16.00	12.30	28.30
Wolumla S.	26	26	52	31	10	5	6	...	52	20.60	20.83	41.43
Woolla Woolla	21	17	38	10	9	16	3	...	38	14.00	8.61	22.61
Worragee.....	26	27	53	9	2	...	42	...	53	13.40	16.20	29.60
Yaypo	20	19	39	10	...	29	...	...	39	14.70	12.09	26.79
Young	36	25	61	16	10	14	18	3	61	25.35	16.20	41.55
	14212	12205	26417	11656	4303	3852	4115	2491	26417	9914.42	7977.86	17892.28

APPENDIX C.

SCHEDULE of Applications for the establishment of Provisional Schools, received during the Year 1869.

Name of Place.	Distance of nearest School.	Number of Children residing in the Locality.									Number of Children promised to attend.									Number of Parents or Guardians undertaking to send Children.						Council's Decision.
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.	
Allandale	3½	15	11	26	7	11	4	4	...	26	13	14	27	6	17	...	4	...	27	2	4	...	2	...	8	Declined.
Bargo West	10	7	16	23	16	1	6	...	...	23	7	16	23	16	1	6	...	...	23	7	1	1	...	...	9	Agreed to.
Bateman's Bay	8	16	9	25	3	17	5	...	...	25	16	9	25	3	17	5	...	...	25	2	4	1	...	...	7	Agreed to.
Beckham	7	10	9	19	10	3	...	...	6	19	10	9	19	10	3	...	...	6	19	6	2	...	...	2	10	Under consideration.
Bell River	8	12	11	23	12	7	3	1	...	23	9	9	18	9	6	3	...	...	18	4	3	1	...	...	8	Under consideration.
Bellevue	2	41	33	74	51	7	...	16	...	74	11	13	24	18	...	6	...	...	24	7	...	...	...	...	9	Declined.
Big Ben Creek	4½	18	12	30	26	4	...	...	...	30	18	12	30	26	4	...	...	...	30	11	1	...	...	...	12	Agreed to.
Binda	8	11	9	20	4	16	...	...	...	20	9	13	22	4	18	...	...	...	22	3	5	...	...	...	8	Declined.
Blackheath	14	20	15	35	...	35	...	...	...	35	20	14	34	...	34	...	...	...	34	...	12	...	...	...	12	Agreed to.
Bolong	13	15	25	40	17	11	6	6	...	40	7	18	25	15	3	4	3	...	25	7	2	3	1	...	13	Agreed to.
Bungowannah	10	19	18	37	23	1	9	4	...	37	12	13	25	16	1	5	3	...	25	7	1	1	1	...	10	Agreed to.
Caergurle	8	43	46	89	72	17	...	...	...	89	33	30	63	54	9	...	...	...	63	15	3	...	...	...	18	Agreed to.
Chain of Ponds	7	18	15	33	23	5	...	...	5	33	18	15	33	23	5	...	...	5	33	7	1	...	...	1	9	Case for Half-time school.
Charleyong	4½	7	13	20	10	...	2	8	...	20	7	13	20	10	...	2	8	...	20	7	...	1	2	...	10	Agreed to.
Cockburn River (Upper)	12	16	17	33	27	...	6	...	...	33	10	17	27	22	...	5	...	...	27	11	...	3	...	...	14	Under consideration.
Coldstream	5	21	13	34	23	...	9	2	...	34	14	9	23	14	...	7	2	...	23	2	...	2	1	...	5	Agreed to.
Coolac	12	14	10	24	16	8	...	...	...	24	11	10	21	10	9	2	...	...	21	3	2	1	...	...	6	Consideration deferred.
Cotta Walla	4	22	15	37	7	9	...	13	8	37	22	15	37	7	9	...	13	8	37	2	2	...	3	2	9	Agreed to.
Cowflats	3½	25	16	41	16	13	...	12	...	41	15	7	22	7	2	...	13	...	22	3	1	...	4	...	8	Agreed to.
Dead Horse Creek	16	30	20	50	11	27	5	6	1	50	17	16	33	3	18	5	6	1	33	2	6	1	2	1	12	Declined.
Duramana	6	22	17	39	9	3	5	12	10	39	22	17	39	9	3	5	12	10	39	4	1	2	2	3	12	Case for Public School.
Exeter Farm	4	8	6	14	10	...	4	...	...	14	8	6	14	10	...	4	...	...	14	5	...	2	...	...	7	Declined.
Fairy Plain	10	10	12	22	...	22	...	...	...	22	10	10	20	...	20	...	...	...	20	...	6	...	...	...	6	Agreed to.
Fern Bank Creek	5	16	21	37	3	...	5	29	...	37	9	18	27	3	...	...	24	...	27	1	...	...	7	...	8	Agreed to.
First Creek	7	19	10	29	15	14	...	...	...	29	13	6	19	7	12	...	...	...	19	4	5	...	...	...	9	Case for half-time school.
Fitzgerald's Valley	8	12	22	34	21	1	3	9	...	34	12	22	34	21	1	3	9	...	34	4	2	2	4	...	12	Agreed to.
Garrett's Flat	6	14	18	32	20	12	...	...	...	32	10	11	21	12	9	...	...	...	21	5	2	...	...	...	7	Under consideration.
Glanmire	6	23	18	41	26	13	2	...	...	41	15	11	26	15	11	...	...	...	26	6	5	...	...	...	11	Agreed to.
Goolagong	25	11	11	22	3	13	6	...	...	22	12	9	21	8	12	1	...	...	21	3	4	1	...	...	8	Agreed to.
Goonoo Goonoo	16	23	16	39	27	9	3	...	...	39	18	8	26	18	3	5	...	...	26	6	2	1	...	...	9	Agreed to.
Guildford	4	19	19	38	25	4	...	4	5	38	16	6	22	11	2	...	2	7	22	5	1	...	1	3	10	Agreed to.
Gullen	6	18	12	30	...	30	...	...	...	30	18	12	30	...	30	...	...	...	30	...	10	...	...	...	10	Under consideration.
Hunter's Hill	...	...	...	200	114	65	9	12	...	200	23	22	45	38	3	2	2	...	45	19	1	1	1	...	22	Agreed to.
Kangaloola Creek	8	25	18	43	...	...	...	...	...	...	10	8	18	...	5	...	13	...	18	...	2	...	3	...	5	Agreed to.
Kimbriekie	5	11	18	29	6	...	15	8	...	29	10	15	25	6	...	15	4	...	25	2	...	4	1	...	7	Agreed to.

APPENDIX C—continued.

Name of Place.	Distance of nearest School.	Number of Children residing in the Locality.									Number of Children promised to attend.									Number of Parents or Guardians undertaking to send Children.						Council's Decision.	
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.		
Lacmalac.....	Miles. 7	14	21	35	20	13	2	...	...	35	8	12	20	7	13	...	...	...	20	3	5	...	...	...	8	Agreed to.
Lardale Creek.....	5	13	11	24	13	3	...	8	...	24	9	9	18	12	4	...	2	...	18	5	2	...	2	...	9	Under consideration.	
Mangrove Creek.....	14	13	14	27	11	5	...	11	...	27	13	15	28	12	5	...	11	...	28	3	2	...	2	...	7	Agreed to.	
Marungulan Creek.....	7½	11	12	23	10	13	...	...	...	23	10	11	21	8	13	...	...	...	21	2	3	...	...	...	5	Agreed to.
Middle Arm.....	5	11	18	29	...	19	10	...	...	29	11	18	29	...	19	10	...	...	29	...	7	2	...	...	9	Agreed to.
Mogo.....	11	12	8	20	3	13	4	...	...	20	18	5	23	6	13	4	...	...	23	3	4	1	...	...	8	Agreed to.
Mount Dangar.....	14	7	9	16	13	3	...	...	...	16	7	8	15	15	...	...	...	...	15	8	...	...	...	...	8	Declined.
Mullongullonga.....	7	25	14	39	31	6	...	2	...	39	11	11	22	19	3	...	...	...	22	7	1	...	...	...	8	Agreed to.
Mummell East.....	4	18	17	35	11	24	...	...	...	35	14	10	24	...	24	...	...	...	24	...	8	...	...	...	8	Declined.
Murrumbateman.....	12	16	17	33	11	...	17	5	...	33	14	14	28	9	...	14	5	...	28	3	...	6	3	...	12	Agreed to.	
Muscle Creek (Railway Line).....	7	25	21	46	35	11	...	...	...	46	14	10	24	22	2	...	...	...	24	11	1	...	...	...	12	Agreed to.
Newrea.....	13	13	26	11	8	7	26	4	3	3	10	Agreed to.
Nimitybelle.....	24	16	13	29	4	25	...	...	...	29	20	15	35	4	31	...	...	...	35	3	13	...	...	...	16	Agreed to.
Obley.....	40	10	17	27	21	4	2	...	...	27	11	13	24	19	3	2	...	...	24	8	3	1	...	...	12	Agreed to.
Orundunby.....	11	4	7	11	7	...	3	1	...	11	11	8	19	16	...	1	2	...	19	4	...	1	1	...	6	Declined.	
Paddy's Swamp.....	5	23	21	44	36	...	8	...	...	44	17	19	36	30	...	6	...	...	36	11	...	3	...	...	14	Agreed to.
Pretty Plains.....	3	19	17	36	18	10	...	8	...	36	9	10	19	17	2	...	...	...	19	4	1	...	...	...	5	Under consideration.
Portland, Lower.....	12	32	29	61	38	...	23	...	...	61	17	15	32	20	...	12	...	...	32	7	...	...	3	...	10	Agreed to.
Pyramul.....	10	27	15	42	20	21	1	42	27	15	42	20	21	1	42	8	6	1	15	Agreed to.
Sally's Flat.....	8	14	12	26	...	26	...	...	...	26	12	12	24	...	24	...	...	...	24	...	7	...	...	...	7	Under consideration.
Sawyer's Swamp.....	2	31	25	56	6	30	...	10	10	56	12	17	29	6	23	...	...	...	29	2	7	...	...	...	9	Declined.
Slippery Creek.....	6	18	11	29	1	28	...	...	...	29	16	9	25	1	24	...	...	...	25	1	11	...	...	...	12	Consideration deferred.
Spring Terrace.....	6	20	19	39	16	...	2	19	2	39	20	19	39	16	...	2	19	2	39	4	...	2	5	1	12	Agreed to.	
Stockyard Creek.....	6	16	13	29	24	5	...	...	...	29	16	13	29	24	5	...	...	...	29	6	2	...	...	...	8	Declined.
Swan Reach.....	10	16	21	37	26	11	...	...	...	37	10	16	26	17	9	...	...	...	26	7	4	...	...	...	11	Under consideration.
Taloumbi.....	3	12	14	26	2	6	14	4	...	26	10	12	22	1	5	12	4	...	22	1	2	5	1	...	9	Agreed to.	
Tarlo.....	5	12	18	30	14	2	14	...	...	30	7	13	20	14	2	4	...	...	20	6	1	2	...	...	9	Agreed to.
Tarra.....	5	11	13	24	9	15	...	...	...	24	11	13	24	9	15	...	...	...	24	2	4	...	...	...	6	Agreed to.
Trendon Grange.....	4	13	20	33	28	...	5	...	...	33	9	7	16	14	2	...	...	...	16	1	7	...	...	...	8	Agreed to.
Turon Lower.....	7	35	22	57	37	20	...	...	...	57	16	12	28	15	13	...	...	...	28	5	4	...	...	...	9	Agreed to.
Uarbry.....	18	20	23	43	21	16	...	...	6	43	15	13	28	16	7	1	...	4	28	6	4	1	...	1	12	Agreed to.
Wanganella.....	30	14	10	24	12	9	3	...	...	24	14	10	24	12	9	3	...	...	24	3	4	1	...	...	8	Agreed to.
Warwick.....	3½	14	10	24	6	18	...	...	...	24	13	9	22	6	16	...	...	...	22	3	9	...	...	...	12	Case for Public School.
Wilcannia.....	100	22	33	55	30	17	8	...	...	55	23	33	56	30	17	8	...	1	56	13	5	3	...	1	22	Agreed to.
Williams Creek.....	2½	...	...	...	...	...	...	...	...	...	17	11	28	23	...	5	...	...	28	9	...	2	...	...	11	Under consideration.
Wondalga.....	7	22	16	38	35	3	...	...	...	38	22	15	37	33	4	...	...	...	37	11	1	...	...	...	12	Agreed to.
Total.....	...	1197	1112	2509	1222	754	195	242	53	2466	982	918	1900	915	603	159	179	44	1900	346	222	62	54	15	699		

APPENDIX D.

RETURN of the Attendance of Children at the Provisional Schools of New South Wales, as certified by the Local Committees, for the Quarter ending 31st December of the Year 1869, or for the last Quarter in which the Schools were in operation respectively.

Name of School. I.	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys.	Girls.	Total	Church of England	Roman Catholic	Presbyterians.	Wesleyans.	Others.	Total.	Boys.	Girls.	Total.
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.
Adelong Crossing ...	7	5	12	7	5	...	...	...	12	6:50	4:80	11:30
Ashford	13	13	26	11	8	5	2	...	26	9:30	9:00	18:30
Bamarang	15	22	37	18	9	...	10	...	37	11:90	18:20	30:10
Bangalore	15	16	31	8	4	7	12	...	31	12:15	12:70	24:85
Bargo, West	9	6	15	14	1	...	...	...	15	9:00	6:00	15:00
Bateman's Bay	12	12	24	10	11	3	...	...	24	10:00	8:60	18:60
Baulkham Hills	15	17	32	28	4	...	...	...	32	10:20	12:70	22:90
Bergalia	25	18	43	20	9	14	...	...	43	12:52	8:29	20:81
Big Ben Creek	25	19	44	26	12	2	4	...	44	20:63	12:90	33:53
Blackheath	20	22	42	16	26	...	...	...	42	14:10	15:60	29:70
Bolong	14	23	37	21	6	5	5	...	37	6:50	18:50	25:00
Bomaderry	21	24	45	9	28	...	8	...	45	14:30	17:00	31:30
Botany Heads	15	9	24	11	9	...	...	4	24	13:50	6:00	19:50
Bourke	7	9	16	8	8	...	...	...	16	3:58	4:30	7:88
Breadalbane	10	4	14	1	13	...	...	...	14	3:00	1:50	4:50
Broughton Vale	15	16	31	19	4	4	4	...	31	11:00	13:00	24:00
Broughton Village	19	20	39	21	11	1	6	...	39	11:70	11:60	23:30
Brownlow Hill	21	15	36	10	5	3	12	6	36	7:30	5:90	13:20
Brungle	6	9	15	...	4	11	...	...	15	5:46	8:20	13:66
Brushgrove	18	20	38	18	9	11	...	...	38	11:00	12:30	23:30
Bulga	9	15	24	17	4	...	3	...	24	6:00	11:30	17:30
Bungendore	15	13	28	28	...	...	...	...	28	10:08	8:40	18:48
Bungonia	9	12	21	3	18	...	...	...	21	6:50	6:10	12:60
Caergurle	15	23	38	29	9	...	...	...	38	9:10	14:00	23:10
Campbell's River	12	14	26	13	13	...	...	...	26	6:26	10:06	16:32
Canoblas	21	16	37	24	2	4	7	...	37	13:98	9:00	22:98
Carroll	10	11	21	13	6	...	2	...	21	8:00	10:00	18:00
Charleyong	7	12	19	6	...	...	13	...	19	4:55	10:14	14:69
Coldstream	15	12	27	18	...	8	1	...	27	10:70	9:40	20:10
Collendina	6	11	17	17	...	...	...	...	17	4:50	6:80	11:30
Condobolin	10	8	18	16	...	2	...	...	18	7:15	6:05	13:20
Coolah	14	9	23	6	12	5	...	...	23	11:10	5:20	16:30
Coraki	9	21	30	15	7	2	3	3	30	6:00	15:10	21:10
Cordeaux River	9	13	22	5	17	...	...	...	22	7:40	11:00	18:40
Cotta Wallah	14	10	24	3	6	...	7	8	24	8:20	7:00	15:20
Cow Flats	16	8	24	11	3	...	10	...	24	9:70	4:60	14:30
Crowther	3	6	9	4	5	...	...	...	9	1:92	4:19	6:11
Darkwater Creek	21	24	45	30	6	2	7	...	45	11:30	13:20	24:50
Dondingalong	8	16	24	1	6	...	17	...	24	5:10	10:40	15:50
Eling Forest	17	13	30	14	2	11	3	...	30	10:90	10:15	21:05
Fairy Plain	10	12	22	...	22	...	...	...	22	8:50	9:50	18:00
Fernbank	7	13	20	2	...	2	16	...	20	5:30	9:90	15:20
Fish River Creek	16	12	28	8	20	...	...	...	28	10:78	9:97	20:75
Fitzgerald's Valley	9	13	22	9	4	3	6	...	22	5:25	7:50	12:75
Five Islands	6	5	11	...	9	2	...	...	11	4:00	3:62	7:62
Four-mile Creek	16	19	35	11	5	...	18	1	35	12:50	16:20	28:70
Glanmire	14	8	22	10	10	2	...	...	22	11:50	5:70	17:20
Goolagong	9	7	16	...	11	5	...	...	16	6:90	5:20	12:10
Gilmore, Upper	15	20	35	27	6	2	...	...	35	10:90	14:70	25:60
Goonoo Goonoo	12	6	18	14	1	3	...	...	18	9:40	5:10	14:50
Grabben Gullen	22	21	43	...	43	...	...	...	43	15:12	13:22	28:34
Gresford	20	16	36	33	3	...	...	...	36	13:00	8:00	21:00
Guildford	16	11	27	8	3	5	3	8	27	9:30	6:20	15:50
Gundaroo	16	15	31	25	4	2	...	...	31	11:30	9:90	21:20
Hunter's Hill	27	23	50	37	5	5	3	...	50	20:80	12:80	33:60
Iford	15	16	31	8	12	...	11	...	31	10:68	10:50	21:18
Ironbark	19	22	41	17	16	...	5	3	41	16:10	16:20	32:30
Jannung	10	13	23	11	5	2	...	5	23	7:40	8:30	15:70
Kangaloola Creek	11	10	21	...	5	...	16	...	21	9:50	8:55	18:05
Kayuga	18	19	37	8	4	...	...	25	37	11:80	11:70	23:50
Kenny's Point	27	16	43	4	28	...	11	...	43	21:33	12:09	33:42
Kentucky	10	13	23	14	2	5	...	2	23	5:60	6:70	12:30
Kiandra	21	11	32	22	10	...	...	...	32	16:10	8:10	24:20
Kilenamella	15	19	34	...	34	...	...	...	34	6:40	14:80	21:20
Kimbriek	11	19	30	10	...	15	5	...	30	8:95	15:64	24:59
Lacmelac	8	14	22	9	13	...	...	...	22	6:70	12:30	19:00
Laggan	8	17	25	10	15	...	...	...	25	4:07	10:48	14:55
Lawrence	19	10	29	12	3	14	...	...	29	12:10	7:10	19:20
Limestone	11	10	21	7	1	10	...	3	21	8:50	6:90	15:40
Macquarie Plains	14	8	22	10	2	...	10	...	22	7:50	2:90	10:40
Major's Plains	8	13	21	15	6	...	...	...	21	4:12	8:93	13:05
Mangrove, L.	17	10	27	21	6	...	...	...	27	15:50	7:41	22:91
Macdonald River	9	21	30	23	4	...	3	...	30	4:90	12:70	17:60
Mangrove, U.	11	13	24	19	5	...	...	...	24	9:30	11:70	21:00
Mackenzie's Creek	15	7	22	...	13	...	9	...	22	8:69	4:20	12:89
Merrendee	8	15	23	19	4	...	...	...	23	7:00	13:37	20:37
Michelago	20	12	32	2	26	...	4	...	32	15:02	9:80	24:82
Middle River Hill	27	21	48	23	14	6	...	5	48	18:30	11:03	29:33
Middle Arm	11	13	24	...	21	3	...	...	24	9:30	11:00	20:30

APPENDIX D—continued.

Name of School. I.	Number of Children on Rolla									Average Weekly Attendance.		
	Boys.	Girls.	Total.	Church of England	Roman Catholic	Presbyterians.	Wesleyans.	Others.	Total.	Boys.	Girls.	Total.
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.
Millfield	21	18	39	31	7	...	1	...	39	15:25	13:17	28:42
Mogo	11	6	17	2	10	...	5	...	17	10:30	6:00	16:30
Moonanbrook	9	13	22	16	3	3	...	...	22	5:90	8:80	14:70
Moorfields	10	15	25	13	...	4	8	...	25	6:00	9:00	15:00
Morungulan	10	12	22	8	14	...	...	...	22	6:19	9:77	15:96
Mountain Run	20	9	29	13	15	...	1	...	29	14:50	4:80	19:30
Mount Wills	17	19	36	19	11	2	4	...	36	12:10	12:10	24:20
Mullengullengar	13	13	26	22	4	...	...	...	26	9:10	8:20	17:30
Mulwala	12	15	27	12	15	...	...	...	27	9:85	12:32	22:17
Mummell	22	20	42	5	37	...	...	...	42	13:16	13:26	26:42
Mundorama Ponds... ..	14	5	19	6	2	6	1	4	19	10:33	3:29	13:62
Munmurrabrook	9	14	23	21	2	...	...	...	23	7:80	11:50	19:30
Murrumbateman	14	16	30	9	...	12	9	...	30	9:70	12:20	21:90
Muscle Creek	24	21	45	37	8	...	...	...	45	13:10	11:60	24:70
Newrea	10	18	28	18	7	3	...	...	28	6:60	14:30	20:90
Newstead	5	10	15	14	...	1	...	...	15	4:80	6:90	11:70
Nimitybelle	16	13	29	3	26	...	...	...	29	12:41	10:43	22:84
North Rocks	11	18	29	24	5	...	...	...	29	5:50	9:20	14:70
Nowendoc	12	9	21	14	...	7	...	...	21	9:50	7:50	17:00
Nowra Hill	14	9	23	11	7	...	5	...	23	8:70	5:10	13:80
Nubrygyn	9	6	15	13	2	...	...	...	15	6:50	5:10	11:60
Newington	18	13	31	16	8	2	4	1	31	14:90	9:40	24:30
Obley	6	12	18	8	3	1	5	1	18	4:22	6:35	10:57
Paddy's Swamp	10	17	27	20	...	7	...	...	27	7:90	14:00	21:90
Portland Lower	26	21	47	33	...	...	14	...	47	15:50	16:90	32:40
Pyramul	15	11	26	16	10	...	...	...	26	12:08	10:08	22:16
Quorribolong	30	24	54	27	22	1	4	...	54	14:50	9:70	24:20
Redbank	17	11	28	9	3	...	16	...	28	11:50	8:20	19:70
Redground	13	20	33	...	33	...	...	...	33	7:88	12:71	20:59
Regentville	7	25	32	13	8	2	4	5	32	3:10	14:60	17:70
Rosebrook	17	13	30	7	23	...	...	...	30	8:60	9:10	17:70
Rose Hill	13	16	29	18	8	3	...	...	29	8:60	9:90	18:50
Sackville Reach	20	11	31	23	...	4	4	...	31	13:90	8:00	21:90
Saggart Field	12	17	29	4	21	...	4	...	29	9:00	11:00	20:00
Sancrox	9	7	16	4	4	7	1	...	16	6:00	5:50	11:50
Shancamore	19	15	34	14	20	...	...	...	34	8:50	4:00	12:50
Sherwood	16	9	25	8	12	5	...	...	25	9:10	5:80	14:90
Six-mile Flat	12	16	28	2	22	4	...	...	28	9:00	12:16	21:16
Somerville	18	11	29	10	19	...	...	...	29	14:30	7:70	22:00
South Apsley	12	11	23	23	...	...	...	...	23	4:80	4:70	9:50
Spring Terrace	22	20	42	19	6	...	13	4	42	16:30	14:30	30:60
Spring Valley	18	11	29	1	28	...	...	...	29	11:67	6:45	18:12
Stony Creek	22	17	39	33	3	...	...	3	39	15:00	11:50	26:50
Taloumbi	8	12	20	4	2	10	4	...	20	4:30	7:80	12:10
Taralla	5	8	13	9	...	...	4	...	13	3:85	5:45	9:30
Tarlo	11	16	27	10	...	17	...	...	27	8:70	12:70	21:40
Ten-mile Creek	8	8	16	4	10	2	...	...	16	4:50	4:70	9:20
Teramia	10	8	18	4	14	...	...	...	18	7:63	7:16	14:79
Theresa Park	19	15	34	21	2	9	2	...	34	8:30	8:30	16:60
Three-mile Rush	22	10	32	13	5	7	...	7	32	14:39	5:68	20:07
Trendon Grange	11	7	18	15	...	...	3	...	18	9:98	5:18	15:16
Tuena	14	21	35	31	3	...	1	...	35	7:00	11:10	18:10
Turee Creek	8	10	18	8	5	1	4	...	18	5:50	7:50	13:00
Tynedale	9	15	24	16	5	...	...	3	24	6:40	10:60	17:00
Uarbry	12	12	24	14	6	...	...	4	24	8:10	9:70	17:80
Underbank	7	9	16	3	...	5	7	1	16	5:02	5:60	10:62
Vittoria	11	19	30	3	27	...	...	...	30	7:47	13:11	20:58
Wallaby Hills	15	9	24	10	...	14	...	...	24	10:90	7:10	18:00
Wanganella	11	9	20	8	7	5	...	...	20	7:10	5:60	12:70
Wardell	6	7	13	7	4	...	2	...	13	4:90	4:60	9:50
Wilcannia	11	17	28	14	11	2	...	1	28	8:75	12:00	20:75
Wiseman's Creek	12	17	29	...	23	6	...	...	29	8:70	13:60	22:30
Wondalga	16	11	27	24	3	...	...	...	27	12:50	6:70	19:20
Woodford Park	8	16	24	3	6	15	...	...	24	5:20	11:00	16:20
Wright's Creek	10	7	17	9	3	...	5	...	17	8:50	5:30	13:80
Yamba	4	7	11	10	...	1	...	...	11	4:00	7:00	11:00
Yetman	12	12	24	11	9	3	...	1	24	10:40	10:50	20:90
TOTALS...	1995	1998	3993	1,867	1,270	357	391	108	3,993	1357:22	1373:66	2730:88

APPENDIX E.

SCHEDULE of Applications for the establishment of Half-time Schools, received during the Year 1869.

Name of Place.	Distance of nearest School.	Number of Children residing in the Locality.								Number of Children promised to attend.								Number of Parents or Guardians undertaking to send Children.						Council's Decision.		
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others	Total.	C.E.	R.C.	Pres.	Wes.		Others	Total.
Billabong and.....	Miles.	9	8	17	15	...	2	...	...	17	9	8	17	15	...	2	...	...	17	5	...	1	...	...	6	} Decision deferred.
Little Billabong.....	...	8	8	16	4	10	2	...	...	16	8	8	16	4	10	2	...	...	16	1	2	1	...	...	4	
Boro and.....	} 8 {	10	5	15	6	5	4	...	...	15	10	5	15	6	5	4	...	...	15	2	2	3	...	...	7	} Under consideration.
Lower Boro		11	2	13	5	7	1	...	...	13	11	2	13	5	7	1	...	...	13	2	3	1	...	...	6	
Cathcart and	} ... {	7	12	19	6	13	...	...	...	19	7	12	19	6	13	...	...	...	19	2	4	...	...	...	6	} Under consideration.
Bibbenluke		8	6	14	11	3	...	...	...	14	8	6	14	11	3	...	...	...	14	5	...	2	...	...	7	
Crookwell and.....	} 8 {	9	9	18	12	...	...	6	...	18	9	9	18	12	...	...	6	...	18	4	...	...	2	...	6	} Agreed to.
Gullen.....		5	10	15	13	...	...	2	...	15	5	10	15	13	...	...	2	...	15	3	...	...	1	...	4	
First Creek and	} 7 {	10	8	18	11	7	...	...	...	18	9	4	13	7	6	...	...	...	13	3	3	...	...	...	6	} Agreed to.
Third Creek		9	10	19	...	19	...	...	...	19	2	8	10	...	10	...	...	...	10	...	3	...	...	...	3	
Huntingdon and	} 4 {	4	10	14	7	5	2	...	...	14	4	10	14	7	5	2	...	...	14	3	3	2	...	...	8	} Agreed to.
Beechwood		6	9	15	...	...	15	...	...	15	6	9	15	...	...	15	...	...	15	...	...	4	...	...	4	
Kippilaw and.....	} 8 {	7	5	12	9	3	...	...	...	12	7	5	12	9	3	...	...	...	12	2	3	...	...	...	5	} Agreed to.
Run of Water		16	14	30	21	7	...	...	2	30	16	14	30	21	7	...	...	2	30	7	3	...	...	1	11	
Lochiel and	3	10	7	17	9	7	1	...	...	17	10	7	17	9	7	1	...	...	17	5	2	1	...	...	8	} Agreed to.
Greig's Flat	4	10	14	24	18	5	1	...	...	24	10	14	24	18	5	1	...	...	24	6	2	1	...	...	9	
Mamboo Island and	} 3 {	7	14	21	17	...	...	1	3	21	7	14	21	17	...	...	1	3	21	6	...	...	1	1	8	} Agreed to.
Upper Lansdowne.....		10	13	23	19	...	1	3	...	23	10	13	23	19	...	1	3	...	23	6	...	1	1	...	8	
Myall River, Lower	} 7 {	15	18	33	5	25	3	...	...	33	11	7	18	6	9	...	3	...	18	4	4	...	2	...	10	} Under consideration.
Myall River, Upper		12	13	25	8	12	...	5	...	25	9	14	23	4	16	3	...	...	23	2	5	1	...	...	8	
Towamba and.....	} ... {	12	12	24	15	6	3	...	...	24	12	12	24	15	6	3	...	...	24	5	3	1	...	...	9	} Under consideration.
Cochrane's Flat		18	15	33	6	23	4	...	...	33	14	10	24	...	22	2	...	...	24	...	4	1	...	...	5	
Waterton and.....	} 6 {	8	8	16	11	3	...	2	...	16	8	8	16	11	3	...	2	...	16	5	1	...	1	...	7	} No action taken. Read.
Newton		10	3	13	10	2	...	1	...	13	10	3	13	10	2	...	1	...	13	4	1	...	1	...	6	
Total .....	.....	231	233	464	238	162	39	20	5	464	212	212	424	225	139	37	18	5	424	82	48	20	9	2	161	

APPENDIX F.

RETURN of the Attendance of Children at the Half-time Schools of New South Wales, as certified by the Local Committees, for the quarter ending 31st December of the year 1869, or for the last quarter in which the schools were in operation respectively.

Name of School. I.	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys. II.	Girls. III.	Total IV.	Church of England V.	Roman Catholic VI.	Presby- terians. VII.	Wesley- ans. VIII.	Others. IX.	Total X.	Boys. XI.	Girls. XII.	Total XIII.
Adaminaby	5	12	17	14	3	...	...	...	17	3-36	6-30	9-66
Arnprior	11	6	17	11	6	...	...	...	17	7-50	4-20	11-70
Balallaba	6	5	11	11	...	...	...	...	11	2-30	6-90	9-20
Beechwood	5	10	15	...	...	15	...	...	15	4-30	8-10	12-40
Black Range	8	7	15	12	3	...	...	...	15	5-90	6-40	12-30
Bobo Creek	16	6	22	16	...	3	3	...	22	7-25	3-56	10-81
Boconnoc	7	11	18	12	6	...	...	...	18	4-09	7-22	11-31
Bullamalita	9	4	13	7	6	...	...	...	13	4-60	2-70	7-30
Burra Burra	7	5	12	...	7	...	5	...	12	6-30	3-70	10-00
Burragorang	9	4	13	...	13	...	...	...	13	6-00	4-00	10-00
Burrogate	12	3	15	4	8	3	...	...	15	8-44	1-91	10-35
Carwoola	14	5	19	11	4	4	...	...	19	7-40	3-40	10-80
Colo (Upper)	7	3	10	10	...	...	...	...	10	5-90	2-50	8-40
Coolamatong	9	8	17	6	11	...	...	...	17	5-33	4-66	9-99
Coombing	9	22	31	15	7	5	4	...	31	5-10	14-70	19-80
Corang	4	2	6	...	6	...	...	...	6	4-00	1-83	5-83
Crookwell	13	14	27	11	...	2	11	3	27	8-20	7-50	15-70
Fairfield	8	6	14	5	9	...	...	...	14	2-15	3-62	5-77
Farrington	12	5	17	16	1	...	...	...	17	9-60	3-20	12-80
First Creek	6	6	12	5	7	...	...	...	12	3-88	2-33	6-21
Foxlowe	14	11	25	8	17	...	...	...	25	5-00	5-90	10-90
Gingomoney	4	8	12	4	6	2	...	...	12	3-60	7-50	11-10
Greig's Flat	8	13	21	16	4	1	...	...	21	7-10	11-23	18-33
Gullen	15	17	32	22	7	...	3	...	32	11-80	12-20	24-00
Harold's Cross	4	5	9	...	9	...	...	...	9	3-13	4-83	7-96
Hartley	9	15	24	24	...	...	...	...	24	3-72	7-16	10-88
Huntingdon	4	10	14	7	3	4	...	...	14	2-40	5-40	7-80
Jamboye	10	18	28	6	22	...	...	...	28	7-30	12-80	20-10
Jejedrick	4	11	15	6	4	5	...	...	15	2-00	5-00	7-00
Jerrabatgully	4	7	11	4	7	...	...	...	11	2-29	4-77	7-06
Jerricknorra	9	16	25	2	23	...	...	...	25	7-16	13-00	20-16
Kanimbla	11	10	21	19	...	2	...	...	21	4-50	4-85	9-35
Killawarra	6	9	15	8	...	7	...	...	15	5-04	7-81	12-85
Kippelaw	7	9	16	7	7	2	...	...	16	5-80	6-80	12-60
Lansdown River	5	9	14	12	...	...	2	...	14	4-41	7-92	12-33
Lochiel	10	9	19	11	7	1	...	...	19	3-23	8-00	16-23
Long Flat	6	7	13	9	4	...	...	...	13	3-04	6-13	9-17
Long Reach	7	13	20	7	13	...	...	...	20	3-80	8-90	12-70
Mamboos Island	5	8	13	12	...	...	1	...	13	3-69	5-11	8-80
Myall River (Upper)	8	13	21	1	16	4	...	...	21	3-94	9-64	13-58
Myall River (Lower)	7	7	14	5	6	...	3	...	14	3-86	4-96	8-82
Nerriga	18	19	37	9	28	...	...	...	37	13-00	13-16	26-16
Nithsdale .....	...	6	6	6	...	...	...	...	6	0-00	6-00	6-00
Norongo	7	5	12	7	5	...	...	...	12	7-00	5-00	12-00
Oranmier	14	12	26	10	16	...	...	...	26	7-08	7-17	14-25
Richlands	12	12	24	15	...	9	...	...	24	5-42	6-38	11-80
Rock View	9	10	19	...	14	...	...	5	19	4-60	5-20	9-80
Run of Water	17	12	29	24	3	...	2	...	29	11-70	7-20	18-90
Snapbook	2	9	11	2	6	1	2	...	11	2-00	7-10	9-10
Springfield	10	14	24	21	3	...	...	...	24	4-10	7-70	11-80
Stony Creek	2	2	4	...	4	...	...	...	4	1-30	1-75	3-05
Teesdale	7	5	12	6	...	3	3	...	12	3-50	3-00	6-50
Third Creek	10	14	24	9	15	...	...	...	24	7-00	10-66	17-66
Vernelly	4	3	7	...	7	...	...	...	7	4-00	3-00	7-00
Watagon	13	10	23	8	15	...	...	...	23	7-70	6-10	13-80
Wheeny Creek	5	7	12	8	4	...	...	...	12	3-90	5-40	9-30
Whinstone Valley	8	2	10	10	...	...	...	...	10	4-00	2-00	6-00
Wolumba River (U.)	14	10	24	15	9	...	...	...	24	5-39	5-55	10-94
Wolumba River (L.)	11	11	22	7	5	5	5	...	22	5-36	5-87	11-23
Wyndham	5	8	13	7	...	6	...	...	13	2-27	4-89	7-16
Yelbraith	9	11	20	8	...	12	...	...	20	5-55	5-60	11-15
	511	551	1062	528	386	96	44	8	1062	318-28	375-37	693-65

APPENDIX G.

LIST of Books sanctioned by the Council of Education for use in Public and Denominational Schools, in accordance with the requirements of Article 15, section II, of the Regulations of 27th February, 1867:—

First Book of Lessons.....	}	Published by the Board of National Education in Ireland.
Second Book of Lessons.....		
Sequel No. 1 to the Second Book of Lessons		
Sequel No. 2 to the Second Book of Lessons		
Third Book of Lessons		
Fourth Book of Lessons.....	}	published by J. J. Moore, Sydney.
Supplement to the Fourth Book of Lessons		
Australian Class Book, parts 1, 2, and 3; published by J. J. Moore, Sydney.	}	"Constable's Series"; published by J. Laurie, Edinburgh.
First English Reading Book (in three parts).....		
Second English Reading Book		
Third English Reading Book		
Fourth English Reading Book.....		
Fifth English Reading Book.....		

APPENDIX H.

1. Inspector's Report upon Schools in the Albury District.
2. Inspector's Report upon Schools in the Armidale District.
3. Inspector's Report upon Schools in the Bathurst District.
4. Inspector's Report upon Schools in the Camden District.
5. Inspector's Report upon Schools in the Cumberland District.
6. Inspector's Report upon Schools in the Goulburn District.
7. Inspector's Report upon Schools in the Maitland District.
8. Inspector's Report upon Schools in the Newcastle District.
9. Inspector's Report upon Schools in the Sydney District.

ALBURY DISTRICT.—GENERAL REPORT.

INSPECTOR'S REPORT on the Public, Provisional, and Certified Denominational Schools in the Albury District, for the year 1869.

I have the honor to submit, for the information and approval of the Council of Education, my Report for the past year.

The number of schools in this district at the close of the year was—

Twenty-one Public Schools,
Thirteen Provisional Schools, and
Seven Certified Denominational Schools—

in all, forty-one schools.

Public Schools at Hay and Jereelderie have been opened during the year. The Public School at Bungowannah was not in operation at the end of the year. The Public School at Tumbaramba was at the date fixed for my visit vacant, and was not therefore inspected during the year. The Public School at Jereelderie having been opened a few weeks only, when I was in the neighbourhood, was not visited.

During the year the following Provisional Schools have been established:—Adelong Crossing, Big Ben Creek, Lacmalac, Major's Plains, Tarramia, Wanganella, Wilcannia, and Wondalga.

The Provisional School at Urama was not open, in connection with the Council, during the year, and it is not therefore included in my list. The Provisional School at Ten-mile Creek was closed in June, on account of the small attendance, and since that time it has not been re-opened. The Provisional School at Adelong Crossing was closed at the end of the year in favour of a Public School erected at that place. The Provisional School at Wondalga was not officially recognized at the date of my visit, and it was not inspected.

The number and situation of the Certified Denominational Schools are not altered since my last report.

Application for the establishment of a Provisional School at Bungowannah had been made at the end of the year, and favourably reported on; but the school is not included in the list of schools already given, as it was not officially recognized until after the end of the year. At Mullengandra the building, which is to be used in the first instance for a Provisional School, was on the point of completion at the close of the year. Applications for the establishment of Provisional Schools at Gerogery and Huon (Dead Horse Creek) were reported on, but aid was refused by the Council on the ground that they were in fact Denominational Schools. The former belonged to the Lutheran Church, and was attended wholly by children of German parents; the latter belonged to the Roman Catholic Church.

At Sandy Creek, near Albury, an effort is being made to establish a Public School, and at the Billabong, to establish half-time schools, but in neither instance had buildings been erected at the end of the year. At Oberne the attempt to establish a Public School failed, not from want of a sufficient number of pupils, but from the difficulty of getting a suitable building. I am of opinion, however, that this is not an insuperable difficulty. At Coolac the attempt to open a Provisional School failed from want of sufficient encouragement to the teacher on the part of the parents.

The number of schools inspected during the year has been—

Nineteen Public Schools,
Twelve Provisional Schools, and
Seven Certified Denominational Schools,

making in all thirty-eight schools.

Of these, twenty-one were inspected twice—viz.: Eight Public, six Provisional, and seven Denominational Schools. The remaining seventeen were inspected once during the year. The following table shows the kind of visit paid to each class of school:—

Nature of Visit.	Class of School.			Total.
	Public.	Provisional.	Cert. Denom.	
For General and Regular Inspection	4	6	0	10
For Regular and Ordinary Inspection	8	3	7	18
For Regular Inspection only	6	1	0	7
For Ordinary Inspection only	1	2	0	3

Besides

Besides these there were ten visits of inquiry paid, chiefly to Provisional Schools. The nature of these visits may here be briefly stated:—The schools which were visited for general, in addition to the regular inspection, were either new schools or such as had not before been visited. Regular inspections were made chiefly with the object of ascertaining the attainments of the pupils; and at such visits the Inspector constituted himself the sole examiner. To see schools in their every-day aspect was the object of the ordinary inspections, at which the Inspector refrained, as a rule, from taking any active part in the work before him. Care was taken, however, to point out, at the close of the day, such defects as called for remark, and suggestions towards the remedy thereof were submitted verbally and in writing. Visits of inquiry were made for the purpose of reporting upon applications to the Council for aid in the establishment of schools.

In addition to the foregoing, incidental inspections have been paid to such schools as were on the various roads to and from head quarters.

The number of miles passed over in these journeys, 3,392.

The correspondence for the year amounts to 642 letters, &c.

The number of persons examined during the year is as follows:—

Six teachers in charge of schools,
Four pupil teachers,
Two candidates in training, and
Four applicants for appointment;

making in all sixteen.

ORGANIZATION.

Sites.—The newly-erected Public Schools have all had good sites chosen for them. At Wagga Wagga the proposed new Public School will occupy a situation superior in every respect to the present. The position of the Public School at Bungowannah is not sufficiently central, and this in a great measure has led to the closing of the school. The proposed Provisional School stands on a more suitable site. At Brungle the situation of the Provisional School is not central, but a better site has been applied for. The Provisional School at Wanganella is not well situated, but a better site could not be obtained without incurring considerable expense.

Buildings.—I am glad to be able to report great improvement in respect of these. At Balranald a residence is being erected and other improvements are being made. At Hay a new Vested Public School was near its completion at the end of the year. At Howlong a subscription list has been opened with the view to erect new and more suitable premises. At Lake Albert a very neat and commodious Public School, with residence, has been erected and opened, and the same has been the case at Thurgoona. At Tumut a large and well-furnished Public School has been opened. At Wentworth, a building similar to that at Hay was nearly finished at the end of the year; and at Wagga Wagga the foundation of a very superior school-room was about to be laid. There are now twelve Vested Public Schools in this district. As regards the Provisional Schools, four are held in indifferent buildings, the remainder in premises of a very fair description. Of the Certified Denominational Schools, three are too small for the proper accommodation of their pupils.

Playgrounds.—At the Model School a large shed has been recently erected. One other Public School is provided with the means of shelter from the sun and rain, but in a limited degree compared with the Model School. With these exceptions, however, none of the schools in the district have sheds or efficient means of protection for the pupils during recess time. In the schools situated in the western part of the district, the cultivation of trees is attended with considerable difficulty from the scarcity of moisture; but the schools in other localities might be readily enclosed with shrubs and trees, if proper efforts were put forth.

Furniture and Apparatus.—Of the Public Schools seventeen are well appointed. In respect of these, the remainder only partially so. All the new Public Schools are fitted up in strict accordance with the Council's plans and specifications. As regards the Provisional Schools, three are fairly furnished, but the rest only moderately so. It is, as a rule, a difficult matter to induce the Committees of these Schools to provide suitable furniture. Of the Certified Denominational Schools, four are well, and the rest tolerably well, furnished. Almost all the schools are supplied with the greater part of the apparatus required.

Books, Maps, &c.—In general, the schools are well supplied with these working materials. As before, when certain items of the stock run short, the fault is as a rule the teacher's, and it is an evidence of want of foresight on his part. With ordinary care, the amount allowed per annum by the Council is quite sufficient to provide and keep up a stock of materials equal to the demand.

Registers and Official Documents.—In the Public and Certified Denominational Schools these are, in the majority of instances, arranged and kept with a very fair degree of intelligence and accuracy. In the Provisional Schools, however, much trouble is experienced in the endeavour to secure neatness, completeness, and accuracy in the compilation of these documents.

DISCIPLINE.

Punctuality.—In general the attendance is in this respect fair. Where the pupils are found to be uniformly unpunctual, the fault lies, in a great degree, with the teacher; although the absence of bells has of course some effect adverse to the cultivation of punctual habits. The common means of punishment for the want of punctuality, is the keeping in of such pupils after school hours. To be effectual, however, tasks should always be assigned to these late pupils.

Regularity.—I cannot report much improvement in this respect. At two Public Schools the attendance was so small and irregular that for some months the 46th Article of the Council's Regulations had to be enforced; and one of these schools was ultimately closed on account of the inability to maintain the necessary average attendance. In sparsely populated places the inhabitants are often very indifferent in their efforts to keep up the attendance promised. Such persons are loud and persistent in the demand for the establishment of schools; but their zeal soon evaporates, when the object sought has been attained. One Provisional School had to be closed on this account, and the continuation of several others is extremely precarious. The number of pupils in the schools at the dates of inspection was as follows:—

Pupils.	Public.	Provisional.	Certified Denominational.	Total.
Enrolled.....	1,131	237	405	1,773
Present	896	224	300	1,420

Cleanliness.—This part of discipline may be considered to be, on the whole, satisfactory. There are of course degrees of tidiness, varying from good to tolerable, according to the personal habits of the teacher in the matter; but as I have not found any school to be positively untidy, to a degree calling for marked reprobation, I think I am justified in pronouncing the verdict above. I am pleased to see more care taken in cleaning the slates.

Order.—In twelve Public Schools the order is good; in three, tolerable; in the rest, it varies from fair to very fair. In two Provisional Schools it is good; in five it ranges between fair and very fair; in the rest it is tolerable. At five Certified Denominational Schools it is very fair; in two it is tolerable.

In

In assembling and dismissing the pupils, there is an improvement in most of the Denominational and in some of the Provisional Schools. I have, however, to complain that, in several schools the order is yet imperfect, in consequence of the neglect of the minor points thereof.

Government.—The general management of the greater number of the schools is carried on by the employment of moral force only. I have, however, found several teachers in the habit of carrying canes in their hands, to serve chiefly, I am bound to say, as pointers. This practice is, however, an injudicious one, and as such, I have invariably checked it. Canes and straps should be kept out of sight; nor should they be used for punishment, unless in a formal, discriminating, and judicial manner.

INSTRUCTION.

Classification.—Of the Public Schools, four have in each four classes; two have two classes only in each; the rest have three each. There were in four Provisional Schools three classes in each; in one there was only a first class; the others had two classes in each. In one Certified Denominational School there were four classes, but the remainder had a complement of three each. With the exception of the Model School and the Public School at Wagga Wagga, no school in the district had more than one department. In almost all the Public and Certified Denominational Schools the classification was appropriate, but in the Provisional Schools it was not so judiciously planned.

Subjects.—In four schools, object lessons are not taught; at twenty-two, singing is excluded from the course of instruction, and drawing at five schools. At four schools, "extra" subjects are taught to a portion of the scholars, viz., Latin, German, Geometry, and Algebra. The Tonic-sol-fa system of singing is taught at four schools, but not with any great success; at three schools the elder pupils draw on paper. Special religious instruction is given by clergymen of the Church of England, Presbyterian, and Wesleyan denominations, at four Public Schools. Needlework has been introduced into several schools since my last report. As a general rule, it may be stated that, with the exception of singing, all the prescribed subjects are taught in the Public and Certified Denominational Schools.

Occupation.—There is a visible improvement in most of the Public and Certified Denominational Schools, in the mode in which the time-tables and programmes are drawn up—both as regards the character of these documents and the form in which they are made out. Although in the Provisional Schools there is great room for improvement, in respect to the distribution of the time for, and the subjects of work, I am yet glad to see an attempt to conform to the requirements of the Council is manifest. The endeavour to systematize the work of instruction is a good sign. The lesson documents are, except in some of the Provisional Schools, arranged and drawn up, as a whole, with fair care; but in two Public Schools I found the lesson register had not been regularly used.

Method.—I cannot report any marked improvement in method, nor, on the other hand, any very decided falling off. While the number of untrained and uncertificated teachers remains so large it seems to be impossible to raise the standard in this direction to any great degree. In cases of bad method the chief causes remain unaltered: a lack of discrimination, a want of penetrative power; and, akin to these, a neglect of frequent and systematic revision. Having had during the year extended means of observing the every-day life of the majority of the schools, I am in a position to judge of the causes of failure—entire or partial—in the mode of teaching. It is however to be hoped that, in future, greater attention will be paid to the suggestions offered by the Inspector, on the occasion of his visits of ordinary inspection, especially by the untrained teachers. Every teacher can practice regular and frequent revision of the work done, and by this means discover the defects of his teaching, so far at least as the mere acquisition of knowledge is concerned.

The teachers and assistants are classified as under:—

Teachers of	First Class.		Second Class.		Third Class.			Not classified.
	Section A.	Section B.	Section A.	Section B.	Section A.	Section B.	Section C.	
Public Schools	1	1	3	11	4	4	1
Provisional Schools	13
Certified Denominational Schools.....	3	1	2	1

In this list there are four assistants, three of whom are in section A of Class III, and one in Section B of the same class.

Reading.—Of the pupils examined, about one-sixth were classed as good, about one-ninth as moderate to tolerable, and the rest as from fair to very fair. Compared with last year's standard, this result is not quite so high as might have been expected. I am, however, inclined to believe that the great increase in the number of Provisional Schools has brought down the standard of attainments in this as well as in other subjects. These schools being taught by untrained and—speaking generally—unskilled teachers, must of necessity reduce the average of the proficiency of the pupils. As regards the manner in which this subject is taught, I have to notice two great faults which are pretty general: one, a want of distinct enunciation; the other a lack of the power to give proper expression. The former fault is especially characteristic of the reading of the juniors, and the latter of the senior scholars. Another defect is the neglect to use, as they should be used, the spellings at the head of each lesson. Hence, at examination, the "oral spelling" is too often feeble and uncertain, both in the order of the component words and syllables, and the pronunciation of the whole word. Some teachers, especially those fresh from the training-school, fail to distribute in proper proportion the time given to the explanation of the words and sentences read and that set apart for reading proper. As the result, the main object of the lesson, viz., to teach reading—is not attained to the degree it should be. Amongst the girls there is still great difficulty encountered in getting a distinct and clear utterance.

Writing.—Of those examined, about one-eighth passed as good; about one-fourth, as from moderate to tolerable; the rest, as fair or very fair. Compared with last year's results, the number of pupils whose writing is good is smaller by one-half. It should, however, be borne in mind that the results described above include dictation; and in the new schools very few, if any, of the pupils reach a higher standard than fair in this branch. I find the faults of the last year again too prevalent; such, for instance, as a want of care in teaching the elements (as the table at foot shows); a tendency to practice small in preference to large hand. In dictation the chief fault lies in the neglect to revise with sufficient care the exercises of the classes. This important branch of writing loses its chief value unless the teacher marks the errors in punctuation and spelling, and insists upon these being corrected by the pupils.

Arithmetic.—About one-seventh of those presented for examination passed as good, about one-third as moderate or tolerable, the rest as from fair to very fair. On the whole it will be seen that this is a slight improvement upon the results obtained last year; but it should be noticed that the failures are large in the elementary stages of this subject. The want of care and intelligence in the teaching of the simpler rules is apparent from the fact that pupils of the higher classes often fail in working, with accuracy and readiness, sums in these rules; this is especially the case with notation. The slate-work appears to be generally done with more care and neatness than formerly. Mental arithmetic, however, does not in the majority of instances receive its proper share of attention; its relative as well as its absolute value is unduly estimated.

Grammar.—

Grammar.—Of the pupils presented for examination in this subject, about one-tenth were classed as good, one-third as either moderate or tolerable, and the remainder as fair or very fair; the proportion passed as good is not so great as it was last year. In Provisional Schools this subject is taught in a very indifferent manner, depending solely on oral teaching. The higher branches of this subject—analysis and composition—are in several schools wholly neglected from inability to teach them. In the elementary stages of grammar one or two faults (and often both) militate against success. The former is the want of a ready and an accurate knowledge of the definitions; the latter, the inability to apply such a knowledge in parsing from the reading lessons. In some advanced classes the analysis is taught entirely as though it were a separate subject; at all events it is not made to throw light upon the other divisions of grammar.

Geography.—About one-eighth examined were classed as good; about one-fourth as from moderate to tolerable; the rest as fair or very fair. The proportion of pupils passed as good is not so large as it was last year; but those pupils classed as moderate or tolerable form the same share both seasons. Maps are now in universal use; although, in a few schools, they are limited to those of this Colony or continent. I remark that, as formerly, in some schools—in teaching the elementary portions of this subject, there is a tendency to depart from the course prescribed by the standard of proficiency, in favour of some more showy description of teaching.

Object Lessons.—These are not given at six schools. Where they are taught, the result of examination showed that about one-fifteenth of the pupils passed as good, about one-fifth as either moderate or tolerable, while the remainder were put as fair or very fair. The proportion classed as good is this year lower. The aim of most of the teaching seems still to be the acquisition of certain technical facts, rather than the development of the thinking faculties, especially of the power of observation and judgment. In several schools there are no diagrams illustrating the subjects upon which these lessons should be given. Application has been made for supplies of the recently issued "Diagrams of Australian Natural History," to such teachers as possess the skill to use them to advantage. In one or two schools I found small cabinets of objects which had been collected by the teachers as subjects for lessons.

Singing.—I regret to have to report that at twenty-two schools this subject is not taught. About one-seventh of those instructed passed as good, about one-fifth as moderate or tolerable, and the remainder were classed as fair or very fair. At four schools the "Tonic Sol-fa" method of instruction is taught, but the scientific knowledge attained is small. I trust that teachers will see the advantage of adding this to the ordinary course of instruction. In the great majority of instances the singing (which is taught by ear) is confined to simple marching and didactic songs; in a few, part songs are practised.

Drawing.—This is not taught at five schools; at three it is practised both on paper and slates. Nearly one-twenty-fourth of the pupils examined passed as good, nearly one-eighth as moderate or tolerable, the rest were either fair or very fair. Higher results under the head moderate and tolerable were obtained this year, and lower under good. The ability to *teach* this subject is possessed by few teachers only.

Scripture Lessons.—The pupils of the third and fourth classes are the only members of the Public and Provisional Schools who are required to read these lessons, but in a few instances the second-class children are permitted to join the others. Of the number examined one-fourth were classed as good, nearly one-fourth as either moderate or tolerable, the rest as fair or very fair. This result is not quite so high as at last inspection. For the most part, however, the pupils exhibited an intelligent acquaintance with the subject.

Needlework.—Increased attention has during the year been given to this subject. The Model Public School at Albury and the C. D. Roman Catholic School at Tumut are especially distinguished for the success with which this subject has been taught.

The following is the Table of Attainments referred to above in speaking of the several subjects of instruction:—

Subjects.	Good.	Fair to Very Fair.	Moderate to Tolerable.	Total.
<i>Reading:—</i>				
Monosyllables.....	105	479	100	684
Easy Narrative.....	25	284	36	345
Ordinary Prose.....	72	198	16	286
<i>Writing:—</i>				
On Slates only.....	95	327	242	664
On Paper.....	61	519	54	634
<i>Arithmetic:—</i>				
Simple Rules.....	71	573	376	1,020
Compound Rules.....	65	98	14	177
Higher Rules.....	61	64	.....	125
<i>Grammar:—</i>				
Elementary.....	23	210	110	343
Advanced.....	40	134	109	283
<i>Geography:—</i>				
Elementary.....	78	267	97	442
Advanced.....	16	192	80	288
Object Lessons.....	75	778	260	1,113
Singing.....	91	438	147	676
Drawing.....	22	434	70	526
Scripture Lessons.....	60	84	68	212

Local Boards.—At all the examinations, with eight exceptions, some members of the Local Boards or Local Committees have been present; on several occasions all the members have been present. It appears that, as a rule, more interest is felt in the work of popular education than formerly. Still there are instances in which the members of these bodies of local supervision almost wholly neglect to perform the duties expected at their hands, with the single exception of signing certain documents. There is also an unwillingness to act as visitors on the part of many members.

On the whole, while it is to be regretted that greater progress has not been made in the instruction of the pupils, and a higher standard attained in the general management of the schools, it is satisfactory to find that the number of schools is increasing, and the material condition of these institutions greatly improved.

J. COBURN,
Inspector, Albury District.

Albury, 19th January, 1870.

APPENDIX.

DETAILED Statement of the Condition of the Schools inspected.

The remarks under head 1 relate to the material condition of the Schools.
 2 to their moral character.
 3 to the subjects and methods of instruction.
 4 to the proficiency of the pupils.

PUBLIC SCHOOLS.

ALBUEY (Model—Vested) :—Visited, 15th to 19th November.

Pupils enrolled :—Boys, 126 ; girls, 103 ; total, 229.
 Pupils present :—Boys, 111 ; girls, 86 ; total, 197.

1. The organization is now complete. Since the last inspection a play-shed has been erected, and both departments have been provided with suitable furniture. 2. The discipline is, throughout, in a very satisfactory state. 3. All the prescribed subjects are taught, as well as Latin, algebra, and mensuration. The method is earnest and intelligent. 4. The proficiency of the pupils ranges from very fair to good.

ADELONG (N.V.) :—Visited, 3rd and 4th June.

Pupils enrolled :—Boys, 43 ; girls, 21 ; total, 64.
 Pupils present :—Boys, 30 ; girls, 14 ; total, 44.

1. Although increased since last inspection, the furniture is incomplete—another desk, a book-press, and a blackboard and easel, being wanted. The classification is, in general, appropriate. 2. The discipline is not sufficiently thorough, the younger pupils being too noisy and restless. 3. The method is improved, but it is still too superficial in character. 4. The proficiency ranges from fair to very fair.

ADELONG, UPPER (V.) :—Visited, 7th June.

Pupils enrolled :—Boys, 20 ; girls, 17 ; total, 37.
 Pupils present :—Boys, 19 ; girls, 14 ; total, 33.

1. Another teacher has been placed in charge since my last visit. The desks have too much slope, but in all other respects the furniture is complete. The classification is not quite appropriate. 2. The order is imperfect, especially amongst the girls, and in its minor points. More firmness on the part of the teacher would remedy this. 3. The course of instruction is incomplete, and some of the lesson documents are neither neat nor entire. The method is too tame. 4. The proficiency ranges from tolerable to very fair.

BALRANALD (V.) :—Visited, 30th August.

Pupils enrolled :—Boys, 12 ; girls, 17 ; total, 29.
 Pupils present :—Boys, 12 ; girls, 17 ; total, 29.

1. The property has been conveyed to the Council, a contract for building a teacher's residence and for enclosing the premises has been taken, and suitable furniture has been provided. 2. The discipline is in a very satisfactory state, and the spirit of the school is pleasing. 3. The instruction is carefully and intelligently given. Needlework has been introduced since last inspection. 4. The range of the attainments is from fair to very fair.

BOWNA (N.V.) :—Visited, 20th October.

Pupils enrolled :—Boys, 12 ; girls, 12 ; total, 24.
 Pupils present :—Boys, 12 ; girls, 11 ; total, 23.

1. The organization has been greatly improved by the introduction of proper furniture ; new out-offices are however required, and the ground should be fenced in. 2. Since my last report another teacher has been placed in charge. The attendance is still kept down through the existence of a private Denominational (R.C.) school, on the adjoining allotment. The discipline, although improved, is still imperfect. 3. The course of instruction does not include singing. The method is tolerably intelligent. 4. The results range from tolerable to fair.

BUNGOWANNAH (N.V.) :—Visited, 14th May.

Pupils enrolled :—Boys, 17 ; girls, 15 ; total, 32.
 Pupils present :—Boys, 13 ; girls, 8 ; total, 21.

This was a visit for ordinary inspection only. The attendance up to this date had been so small that the 46th Regulation had been for some time enforced, and soon after my visit the school was closed. It had not been re-opened up to the end of the year ; and at that date an application for the establishment of a Provisional School, in a more central position, had been sent to the Council.

DENILIKUIN (V.) :—Visited, 16th and 17th August.

Pupils enrolled :—Boys, 52 ; girls, 25 ; total, 77.
 Pupils present :—Boys, 44 ; girls, 22 ; total, 66.

1. The condition of the premises is satisfactory, and the organization is complete. 2. The discipline is, on the whole, in a very fair state. 3. The classification would be better if the junior pupils were brought into closer contact with the head master. The method is generally effective. 4. Considering the age of the majority of the pupils—of whom more than one-half are in the first or second class—the results obtained may be described as being generally satisfactory.

EUSTON (N.V.) :—Visited, 2nd September.

Pupils enrolled :—Boys, 11 ; girls, 14 ; total, 25.
 Pupils present :—Boys, 11 ; girls, 13 ; total, 24.

1. The effort made to furnish the schoolroom, to build a dwelling-house for the teacher, and to convey the whole property to the Council, has not been successful. 2. The discipline is not sufficiently firm and even. 3. The course of instruction has been extended since my former visit. The method is earnest and fairly intelligent. 4. The proficiency of the pupils ranges from fair to very fair. Much discomfort is felt on account of the material condition of the building.

GUNDAGAI (V.) :—Visited, 21st June.

Pupils enrolled :—Boys, 43 ; girls, 37 ; total, 80.
Pupils present :—Boys, 20 ; girls, 15 ; total, 35.

1. Since my last visit another teacher has been appointed. The organization has been greatly improved, so far as the schoolroom is concerned, but new out-offices are much needed, and the residence wants to be repaired. 2. Although imperfect in its minor points the discipline is improved. In consequence of the re-opening of a Denominational (R.C.) school in the township, the attendance has of late somewhat fallen off. 3. A more vigorous and systematic method has been put in force by the present teacher ; and there is now good promise of great success. 4. The attainments are, on the whole, very fair.

HAY (N.V.) :—Visited, 12th August.

Pupils enrolled :—Boys, 30 ; girls, 32 ; total, 62.
Pupils present :—Boys, 25 ; girls, 21 ; total, 46.

1. This school was opened in February, in a temporary building. The room is too small, but it is very fairly furnished. A vested building, after designs by the Council's architect, is being erected, and by the beginning of next year it will be ready for occupation. 2. The discipline is much too lax. 3. The course of instruction is too limited, and although the teaching is earnest and fairly intelligent, the method is not the best under the circumstances. 4. The proficiency is only tolerable. Since my visit another teacher has been appointed.

HOWLONG (N.V.) :—Visited, 27th October.

Pupils enrolled :—Boys, 19 ; girls, 25 ; total, 44.
Pupils present :—Boys, 14 ; girls, 23 ; total, 37.

1. An effort has been made to build a suitable school ; but sufficient money has not been subscribed at present to enable the Local Board to apply for aid to the Council. 2. Owing to much illness the attendance has for some time been very fluctuating. With the exception of a want of punctuality the discipline is satisfactory. 3. The instruction is, in general, well regulated, and with the exception of singing all the prescribed subjects are taught. The majority of the pupils are very young. 4. The general results of the work done are very fair.

JERELDERIE (N.V.) :—Not visited.

Pupils enrolled :—Boys, 17 ; girls, 9 ; total, 26.

When in the neighbourhood this school had been so recently opened that no working materials had been supplied, and therefore I did not visit it. The numbers given above, represent the pupils admitted during the time the school has been in operation.

LAKE ALBERT (V.) :—Visited, 25th May.

Pupils enrolled :—Boys, 15 ; girls, 18 ; total, 33.
Pupils present :—Boys, 14 ; girls, 18 ; total, 32.

1. The new school, which is in every respect well adapted to the requirements of the locality, was opened in April. The organization is very complete. 2. The discipline, although weak, is somewhat improved since the new quarters have been occupied. 3. The teaching is earnestly and conscientiously conducted ; but, from lack of firmer discipline, the results are small in proportion. 4. The proficiency of the pupils ranges from tolerable to fair.

MENINDIE (N.V.) :—Visited, 14th September.

Pupils enrolled :—Boys, 22 ; girls, 15 ; total, 37.
Pupils present :—Boys, 18 ; girls, 15 ; total, 33.

1. The present building, which is lent by a member of the Local Committee, is too small for the proper accommodation of the pupils, more especially in the hot season. An attempt, however, to build a suitable school is being made. With the exception of the drawback named, and also the want of out-buildings, the organization is good. The room and its contents are very neatly kept. 2. The discipline is in a very satisfactory state ; and the spirit of the school is pleasing. 3. The teaching is conducted in an intelligent and careful manner. 4. The proficiency of the pupils ranges from very fair to good.

MOAMA (N.V.) :—Visited, 19th August.

Pupils enrolled :—Boys, 9 ; girls, 17 ; total, 26.
Pupils present :—Boys, 6 ; girls, 16 ; total, 22.

1. The organization is in a very satisfactory state. 2. The attendance is very much smaller than it was at the last inspection, owing to the departure of several families from the township. The discipline is improved, and it may now be considered as fairly satisfactory. 3. The teaching is careful and tolerably intelligent in its tone, but the course of instruction is incomplete. Most of the pupils are very young. 4. The proficiency ranges from tolerable to fair.

MOULAMEIN (V.) :—Visited, 26th August.

Pupils enrolled :—Boys, 17 ; girls, 7 ; total, 24.
Pupils present :—Boys, 17 ; girls, 5 ; total, 22.

1. No alteration has taken place in the organization since the last inspection. 2. The discipline is in general effective ; but the attendance has for some time past been very fluctuating and also somewhat diminishing in its character. 3. The course of instruction has been extended. The method is wanting in penetrative power to a considerable extent ; but the teaching is careful and earnest in its tone. 4. The state of the attainments varies from tolerable to very fair.

THURGOONA (V.) :—Visited, 19th and 22nd October.

Pupils enrolled :—Boys, 41 ; girls, 38 ; total, 79.
Pupils present :—Boys, 33 ; girls, 36 ; total, 69.

1. The present building, which consists of a school and residence, was opened in January. Having been built from the authorized design, it is thoroughly adapted to its required purpose, and the schoolroom is very completely fitted up. 2. The discipline is in all points satisfactory ; and the spirit of the school is pleasing. Notwithstanding the establishment of a Denominational School (R.C.) a short distance therefrom, the attendance of this school has increased since last inspection. 3. The course of instruction

instruction is complete; and, in addition to the prescribed subjects, a few of the pupils learn German, French, and Latin. After the examination some readings and recitations were given in the first tongue here named, to the manifest delight of many parents. 4. The proficiency of the pupils ranges from very fair to good.

TUMBARUMBA (N.V.) :—Not visited.

Pupils enrolled :—Boys, 20; girls, 10; total, 30.

The late teacher had left, just before my visit became due, and his successor had not arrived in time to open the school before the Christmas vacation. The numbers given above are those on the roll at the end of September.

TUMUT (V.) :—Visited, 10th June.

Pupils enrolled :—Boys, 29; girls, 19; total, 48.

Pupils present :—Boys, 12; girls, 11; total, 23.

Just after my visit, the present building was opened under a new teacher. A change was very greatly needed in every respect; and since the opening of the new school the attendance has very largely increased. The vested building is very commodious, and it is exceedingly well fitted. A residence is however needed to complete the new property.

WAGGA WAGGA (V.) :—Visited, 26th to 28th May.

Pupils enrolled :—Boys, 88; girls, 65; total, 153.

Pupils present :—Boys, 75; girls, 45; total, 120.

1. The present building being in every respect unsuited to the requirements of the place, an effort was made at this date to erect a suitable room on a better site. Although a considerable sum had to be raised in the locality, the effort had been so successful that at the end of the year the plans had been determined upon, and the building was about to be begun. 2. Considering the disadvantages of the present room, the discipline is very creditable in character. 3. The course of instruction might be slightly enlarged. Latin and algebra are taught to the fourth class as extra subjects. The method is, in general, intelligent and earnest; but the manner of the pupil teacher is too apathetic. 4. The proficiency of the pupils is in the girls' department very fair; while in the boys' it ranges from fair to good.

WENTWORTH (N.V.) :—Visited, 7th September.

Pupils enrolled :—Boys, 24; girls, 4; total, 28.

Pupils present :—Boys, 17; girls, 3; total, 20.

1. The present room is only equal to the accommodation of a few pupils. The foundation stone of a new vested school had, however, been just laid; so that this complaint will shortly cease to have any force. The organization is, considering the size of the room, good; and very great care is displayed in the carrying out the routine prescribed. 2. The state of the discipline is very good. 3. The method is intelligent in its tone; and the teacher is painstaking in his manner. He has, however, had charge for a few months only, while for many weeks the school was vacant. 4. The state of the attainments is fair.

PROVISIONAL SCHOOLS.

ADELONG CROSSING :—Visited, 17th June.

Pupils enrolled :—Boys, 10; girls, 6; total, 16.

Pupils present :—Boys, 9; girls, 5; total, 14.

1. This school was opened in March. The room is sufficiently large for its purpose; and it is fairly well furnished. It is, however, intended to be a temporary room only, as a Public School is being built. 2. The discipline is fair. 3. The method is tolerably intelligent and suitable, although the teacher has not been trained. 4. The proficiency of the pupils is fair.

BIG BEN CREEK :—Visited, 18th June.

Pupils enrolled :—Boys, 21; girls, 12; total, 33.

Pupils present :—Boys, 17; girls, 11; total, 28.

1. The building is of good size and shape; but the organization is incomplete. Out-offices, a floor, and additional furniture are required. The first supply of books, &c., had not been received at the date of this visit; but the prescribed routine was followed as far as possible. 2. The state of the discipline is very fair. 3. The teaching may be described as earnest and fairly intelligent in its tone. 4. The attainments vary from tolerable to very fair.

BRUNGLE :—Visited, 15th June.

Pupils enrolled :—Boys, 11; girls, 9; total, 20.

Pupils present :—Boys, 8; girls, 8; total, 16.

1. Since my last report the school has been removed to other premises. The change is not for the better, although the new room is large enough at present. A new school, properly furnished and in a central position, is much needed. 2. The discipline is tolerably good. 3. The curriculum is too limited; but the method is fairly well adapted to the ages of the pupils. 4. The results obtained range from fair to very fair.

COLLENDINA :—Visited, 4th August.

Pupils enrolled :—Boys, 6; girls, 11; total, 17.

Pupils present :—Boys, 6; girls, 11; total, 17.

1. Since last inspection, a brick floor has been laid down; but there is no additional furniture, nor is there any out-office. 2. The attendance has been very fluctuating; but in other respects the discipline is fair. 3. The subjects taught are comparatively few, and the method is not the most skilful; but the teacher is very careful and painstaking. 4. Many of the pupils are young. The general proficiency ranges from tolerable to fair.

GILMORE (UPPER) :—Visited, 8th June.

Pupils enrolled :—Boys, 13; girls, 15; total, 28.

Pupils present :—Boys, 8; girls, 13; total, 21.

1. The space for teaching has been recently enlarged, and an out-office put up; but the furniture remains in its former awkward position. The classification needs revision. 2. The state of the discipline is on the whole satisfactory. 3. Singing is not included in the course of instruction, but the method is skilful, and the teaching earnest and careful. 4. The proficiency of the pupils ranges from very fair to good.

LACMALAC :—Visited, 14th June.

Pupils enrolled :—Boys, 9 ; girls, 14 ; total, 23.

Pupils present :—Boys, 5 ; girls, 12 ; total, 17.

1. At the time of my visit the school had been taken into connection with the Council so short a time that the stock of working materials was very limited. Suitable furniture had been provided, but a wooden floor and out-buildings were found wanting. 2. The general management was, under the circumstances, creditable; and the teacher appeared to be desirous of conforming to the regulations of the Council. 3. The method was somewhat crude, but the manner was pleasing. 4. The results may be regarded as tolerably satisfactory.

MAJOR'S PLAINS :—Visited, 28th October.

Pupils enrolled :—Boys, 8 ; girls, 12 ; total, 20.

Pupils present :—Boys, 5 ; girls, 12 ; total, 17.

1. This school was placed under the Council early in the year. The building—a church—is suitable in size and form; but it is scantily furnished, and has, outside, no accommodation. 2. The pupils are well conducted, but the discipline is unsystematic. 3. The instruction is imparted with intelligence, and, considering that the teacher is untrained, with a fair degree of skill. 4. The attainments range from fair to very fair.

MULWALA :—Visited, 6th August.

Pupils enrolled :—Boys, 14 ; girls, 15 ; total, 29.

Pupils present :—Boys, 11 ; girls, 13 ; total, 24.

1. No alteration in the organization had been made at my last visit; but the Local Board had promised to provide suitable furniture before the close of the year. 2. The general management had been slightly improved; but the discipline is not systematic. 3. The instruction is faulty in two points: one, a neglect of regular class-teaching; the other, a want of rigid adherence to the standard of proficiency. 4. The results of examination are, in consequence, only tolerable.

TARRAMIA :—Visited, 5th August.

Pupils enrolled :—Boys, 11 ; girls, 7 ; total, 18.

Pupils present :—Boys, 9 ; girls, 5 ; total, 14.

1. This school was opened in February; but the books and lesser requisites were not received until May. The building is of good size and shape; but it has no floor, and the roof is too slight. The furniture is sufficient, but its shape is not the best. 2. The pupils are generally quiet and attentive; but not as the result of any system of discipline. 3. The great majority of the scholars are at work upon the bare elements of learning; none, at present, are out of the first class.

TEN-MILE CREEK :—Visited, 3rd May.

Pupils enrolled :—Boys, 8 ; girls, 8 ; total, 16.

The school was temporarily closed at this date. Since the end of June it has been vacant, owing to the want of proper support on the part of the residents.

WANGANELLA :—Visited, 10th August.

Pupils enrolled :—Boys, 13 ; girls, 11 ; total, 24.

At the date of this visit the school had not been officially recognized. The room is small, and the furniture scanty; but both these faults will doubtless soon be remedied.

WILCANNIA :—Visited, 16th September.

Pupils enrolled :—Boys, 9 ; girls, 18 ; total, 27.

Pupils present :—Boys, 7 ; girls, 11 ; total, 18.

1. The building is large and of suitable shape. It is fairly well furnished, and the organization is, in general, tolerably satisfactory in character. 2. The discipline is lax, and the tone of the school low in consequence. 3. The instruction is too limited in its range, and the method is not very skilful. The teacher, however, is very painstaking with his work and kind in his manner. He has had no training for this kind of work. 4. The proficiency of the pupils is moderate throughout.

WONDALGA :—Not visited.

The school was not at work when I was at this place. At the end of the year there was an attendance of twenty pupils, who were taught in a newly-built room.

ARMIDALE DISTRICT.

INSPECTOR'S General Report for 1869.

Sir,

I have the honor to submit, for the information of the Council of Education, my General Report for the year ending 31st December, 1869.

The district assigned to me is of vast extent, including within its boundaries the Tweed River, Tenterfield, and Yetman, on the north; Warialda and Wee Waa on the west; Wallabadah and Port Macquarie on the south; and the coast districts of the Hastings, McLeay, Bellinger, Clarence, and Richmond Rivers. Exclusive of hindrances to the work of inspection by floods and the slow means of communication which characterize the coast region, the district is so large, the centres of population are so far apart, and the increase in the number of schools is so great, as to render the efficiency of inspection almost impracticable.

The work of the year has been distributed as follows:—

Travelling (3,243 miles).....	86 days
Regular inspections	70 "
Examination of (20) teachers	15 "
Inquiries (20) and conferences (12)	10 "
Clerical work and incidental inspections.....	123 "
Holidays	8 "
Illness	1 "
Sundays	52 "
	<hr/>
	365 "

The present year has been a prosperous one in regard to the establishment of Public and Provisional Schools in districts previously destitute of the means of education; but there still remains much to be done in many squatting districts where Half-time Schools or itinerant teachers are much needed; and it behoves squatters and landed proprietors to "be up and doing" to stem the tide of ignorance among the pitiable children of their workmen and tenantry. During the year eighty schools have been in operation. Public Schools have been established at Woodford Leigh, Rainbow Reach, and

and Bowling Alley Point; Provisional Schools at Carroll, Coldstream, Fernbank, Limestone, Sancrox, Sherwood, Taloumbi, Wallaby Hills, and Woodburn; and Half-time Schools at Huntingdon and Beechwood. Early in the year the Provisional School at Bundarra was changed into a Public one, and the Goonoo Goonoo C.E. School, previously closed for low attendance, was opened as a Provisional School. Steps have also been taken to establish Public Schools at Nundle, Barraba, Yarrowell, Kinchela Creek, Darkwater Creek, Alumny Creek, Reid's Swamp, and the Bellinger River; and Provisional Schools at Moonbi Creek, McGowan Creek, Rock Vale, Attunga, Gosswich, Puddledock, McIntyre Flat, and Orundumby. It is gratifying and encouraging to remark that the increase of schools during the past two years has been 50 per cent. on those in operation at the close of 1867.

Owing to the increase of schools and travelling, the time occupied in making special inquiries in connection with existing and proposed new schools, and the consequent increase of office work, the business of inspection has not been as widely distributed as could be desired. Delays have been occasioned by floods, but more especially and unnecessarily by teachers failing to forward at the proper time correct quarterly returns of their schools. I may also be permitted to add (1) that it was not till the 17th January that I reached Armidale after a lengthy tour of four months, and with an accumulation of office work that, with other duties, occupied me till 17th March; and (2), that in addition to the ordinary visit I was instructed to pay a special one to the Hastings and Macleay districts, but for which last circumstance all the schools in my district would have been visited for regular inspection. As it is, only sixty of the eighty schools open at the close of the year have received such an inspection in addition to incidental visits (32) made to them whenever opportunities offered. Of the remaining twenty schools, eight have received incidental inspection, and among the rest are a few that were not established when I visited their districts. In the case of four schools it was considered expedient to inspect them on Saturdays; otherwise they would have been closed for the midsummer holidays. Referring to the incidental visits paid to schools, it is important to remark that in several instances the results have not been satisfactory. They have been such as to confirm my opinion that the present practice of giving notices to teachers is objectionable, on the ground that it impairs the efficiency of inspection.

The sites of the schools established during the year, and of those not reported upon last year, are in most cases suitable in point of freedom from floods, healthiness of situation, centrality, and convenience of approach, in which last particular those of Coldstream, Fernbank, Sancrox, and Taloumbi Provisional Schools are defective. A steady improvement in the character of school buildings has manifested itself during the year. Of Public Schools, new ones have been erected—one of brick at Rocky River, three of weatherboard at Woodford Dale, Woodford Leigh, and Bowling Alley Point, and one of slabs at Rainbow Reach—all of which are commodious and well designed, though a few of them show obvious signs of defective workmanship. Others are also in course of erection at Swan Creek, Bundarra, and Barraba, and the one at Armidale is about to be enlarged to meet the demands of boarders and an increased attendance. Those at North Grafton, South Grafton, and Tamworth, are much too small and otherwise unsuitable; and those at Inverell, Ballina, Wallabadah, and Port Macquarie, in need of repairs. It is very necessary also that some of the weatherboard ones should be painted outside; and it would add materially to their neatness, cleanliness, and comfort of appearance, if many of them were lined inside to hide the stanchions, and thus render an orderly arrangement of the diagrams, etc., practicable. Provisional School buildings are generally inferior to those of other schools in the district, both in appearance and structure, which arises from the difficulty of raising funds for their erection. Many of them are of slabs, with barked or shingled roofs, boarded floors, but no fire-places, and in some instances with small-hinged shutters instead of glazed windows. They are of such a character that, though provisional in name, yet permanently located in districts of settled and increasing populations, few of them will be suitable for Public School purposes, except as kitchens for the teachers, which fact suggests the expediency, for reasons of economy, of having all future such buildings built upon a uniform plan. In three instances school is held in the teachers' dining-rooms; and in two others, in rooms much too small for the purpose. At Tynedale, Dondingalong, and Limestone Creek, new and more suitable buildings have been provided, and the one at Redbank has been made more comfortable. The buildings of the two Half-time Schools are tolerably suitable. Those of Certified Denominational Schools are in general spacious, airy, and well lighted; but in eight cases out of thirteen they are used as churches, which is to some extent a source of trouble to the teachers, as well as of disorganization in their schools, owing to the presence of church furniture, and the necessity of placing it and removing it at appointed times. The residences of teachers, which are generally attached, and similar in material structure to the schoolhouses, are on the whole clean, and in reasonably good repair; but many of them, however, have rather a dingy and bare outer appearance, so unlike the pleasing looking dwelling, whose whitened walls, grass plats, gravelled walks, or flowers, are but half seen through shady trees. Only three Public School teachers are without residences, owing to the non-vested character of their schools—those at Wallabadah, Gundarimba, and Palmer Island; and the teacher at Bingera has but a miserable one-roomed bark hut with earthen floor. The residences of Provisional School teachers are generally very meagre in condition and accommodation, and there are as many as fourteen teachers out of twenty-five without them, which is much to be regretted on account of the comparatively small emoluments they receive. In three cases out of thirteen there are no residences in connection with Certified Denominational Schools, and in one of these the teacher complains that he is compelled to provide the schoolhouse free of rent. With regard to playgrounds little can be said in their favour, except those of Public Schools, which are, however, not as free of animadversion as they ought to be. Few people appear to appreciate the important moral influences which properly organized playgrounds exercise over their children, and it is displeasing to discern the indifference which is manifested with regard to the absolute necessity of providing lavatories and suitably commodious and arranged out-offices. Nearly one-half of the schools are without fences; weather-sheds there are none, though so much needed in the extremely warm parts of the district; and in forty-nine schools there is no supply of water other than that obtainable from the distant creek, river, or swamp, or probably the brackish well. Some of the schools are without a clock and a bell, and in extremely few cases are seen door-mats, foot-scrappers, or window blinds. In thirty schools there are no tables, chairs, or book-presses, and in twenty, unsuitable or insufficient supplies of hat-pegs. All the schools are well supplied with books, and fairly so with maps, diagrams, and other working materials, except many of the Provisional Schools, which are in need of diagrams.

The following tabular form exhibits the material condition of the schools:—

	Public.				Provisional and Half-time.				Church of England.			Roman Catholic.			Presbyterian.			Wesleyan.		
	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Failure.	Good.	Fair.	Failure.	Good.	Fair.	Failure.	Good.	Fair.	Failure.
Sites	34	16	...	...	8	18	...	...	5	2	...	2	...	1	...	...	1	1	...	...
Schoolhouses	18	14	8	...	3	10	13	...	4	2	1	...	2	...	1	...	...	1	1	...
Teachers' residences	17	13	7	...	...	2	10	...	...	4	1	...	...	...	...	...	...	...	1	...
Playgrounds	14	12	11	...	3	7	1	18	3	...	...	1	...	1	1	...	...	...	...	1
Out-offices	13	11	11	...	5	...	6	18	1	...	...	...	...	1	...	...	...	...	2	...
Furniture	26	19	5	...	...	2	18	...	4	4	1	...	...	1	...	...	...	...	2	...
Books and apparatus	14	15	1	...	...	16	10	...	4	3	...	1	...	1	...	...	...	1	1	...
School records	31	6	...	...	10	7	1	...	4	...	...	1	...	...	...	...	...	1	1	...

It is gratifying to remark that during the past two years the number of children attending the schools of the district is nearly double that for the year 1867. According, also, to the testimony of the teachers and to my own observations, which have not been of as wide a range as could be desired, the attendance has improved in punctuality; it is really good in some schools, whose scholars are to be seen in healthy amusement about the doors long before the time of opening. It is a noticeable feature, well known to experienced teachers, that children, imbued with a spirit for playground amusements, stand in the foremost rank of early comers; and it would be well if those teachers who complain of 10 o'clock scholars would study more the idiosyncrasies of their pupils, mingle more in their plays, and foster in them a spirit of activity and healthy rivalry, for it must not be overlooked that bush children at play is oftentimes a tame spectacle. As was remarked last year, pupils are less punctual in those schools marked for defective discipline and want of liveliness and vigour in the teachers, in those of river districts, and more so in those of the country than of the towns. In not a few instances, however, children are not wholly responsible for late coming; for either their homes are destitute of time-pieces, or their schools of bells, or they have to walk to school distances of two, three, or four miles. In order to suit the convenience of parents living at a distance, or requiring the indispensable aid of their children in the house, cow-yard, or field, it has been found necessary in some places to defer the opening of the school to half-past 9 or 10 o'clock, but such expediency is known to fail even with children living near the school. According to the yearly School Returns, no improvement is observable in the attendance, either in regularity or duration. Only two-thirds of the pupils are regular, or, to put it another way, each child on an average attends school only 150 days in the year; but what is a matter of graver consideration is, that nearly four-fifths of the children leave school at the age of ten years, at a time when, as experience shows, they only begin to appreciate the benefit of instruction, to feel their mental strength, and to apply themselves to study; and taking these two facts into consideration with a third one, that the methods of instruction given in far too many schools, chiefly Provisional, are of a mechanical character, it is obvious that comparatively few children leave school with that requisite amount of information and mental training necessary to qualify them to engage efficiently in the active pursuits of life.

NUMBERS OF PUPILS ENROLLED ON THE DAY OF EXAMINATION.

Schools.	Totals.		7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Public	895	852	402	349	135	110	78	104	99	82	63	76	118	131
Provisional	168	162	76	69	25	14	18	16	17	19	8	11	24	33
Half-time .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denominational	379	338	188	155	52	46	44	39	31	30	28	22	39	46
Totals.....	1442	1352	666	573	212	170	137	159	147	131	99	109	181	210

NUMBERS OF PUPILS PRESENT ON THE DAY OF EXAMINATION.

Schools.	Totals.		7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Public	694	656	307	263	116	86	57	76	74	67	57	62	83	102
Provisional	133	123	64	53	22	9	12	13	12	17	7	7	16	19
Half-time .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denominational	305	274	148	125	40	40	31	32	28	25	23	17	35	35
Totals.....	1132	1053	1119	446	178	135	100	121	114	109	87	86	134	156

CENTESIMAL ESTIMATE OF NUMBER OF PUPILS ENROLLED ON THE DAY OF EXAMINATION.

Schools.	Totals.		7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Public	100	100	45	41	15	12	8	12	11	9	7	9	14	17
Provisional	100	100	45	42	15	9	11	10	10	12	5	7	14	20
Half-time .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denominational	100	100	50	46	14	14	11	12	8	9	7	7	10	12
Totals.....	300	300	140	129	44	35	30	34	29	30	19	23	38	49

NUMBER OF PUPILS ON THE ROLL FOR THE QUARTER ENDING 25TH DECEMBER, 1869.

Schools.	Boys.	Girls.	Totals.	C.E.	R.C.	Pres.	Wes.	Others.	Totals.
Public	1,072	1,054	2,126	1,038	409	403	239	37	2,126
Provisional	282	299	581	269	102	127	71	12	581
Half-time	9	20	29	7	3	19	...	...	29
Denominational	421	394	815	401	221	100	79	14	815
Totals	1,784	1,767	3,551	1,715	735	649	389	63	3,551

Judging the schools from their appearance on the day of regular inspection, notice of which is given beforehand, most of them are in a satisfactory condition of cleanliness; the schoolrooms clean and swept; the apparatus orderly, though not always tastefully arranged; the furniture free of dust, and reasonably so of stains and scratches, and the scholars clean and decently attired. The condition of some of them, however, has been less satisfactory on the days of incidental inspection, when they have been visited unexpectedly; for it has been surprising in some instances to see so large a proportion of the children with bootless and dirty feet, long and ruffled hair, or without blouses or jackets. Some of these defects are doubtless

doubtlessly due to the negligence or poverty of the parents; but when one finds neighbouring schools attended by a similar class of children in a superior condition of neatness and cleanliness, the teachers are to be justly blamed for their want of sustained vigilance, tact, and firmness. Generally speaking, fair order is maintained in most of the schools, and the government appears to be of a mild and healthy character, for I remember to have seen but two or three instances of harshness. But, as observed last year, the discipline is not sufficiently vigilant and strict in the detection and correction of little errors in the speech, attitudes, and movements of the pupils, and in the distribution of school materials, defects in which latter particular are not unfrequently the source of undue noise, confusion, and loss of time. Drill, of an efficient character, is practised in few schools; and I regret to report, that in too many instances the supervision of pupils in the playground, or the orderly dismissal of them to their homes, is performed in too perfunctory a manner.

TABULAE view of the moral character of Schools.

SCHOOLS.	Cleanliness.			Order.		
	Good.	Fair.	Moderate.	Good.	Fair.	Moderate.
Public	22	9	2	14	16	1
Provisional	2	6	5	.....	9	4
Denominational	6	6	1	2	10	2

The classification of the pupils, according to their general attainments and intelligence, is fair; and the objectionable practice of dividing the classes into uselessly small sections is gradually disappearing. The first classes of most schools, however, are still subdivided into two sections for reading, which is quite unnecessary when that subject is well taught, for good oral teaching obviates the necessity for sub-classification, and teachers should remember that the efficiency of their labours varies inversely with the number of their classes. Some teachers adopt the objectionable plans either of re-classifying their pupils a little before the day of regular inspection, or of detaining children in the lower classes when they are fit for promotion. One feature in the classification that is of grave consideration, and one that shows signs of weakness in the teaching and the evils of irregular attendance is, that the ratios of pupils in the lower classes are excessively large; for of the 2,185 children, presented for examination, 48 per cent. of them were in the first class, 32 in the second, 18½ in the third, and only 1½ in the fourth.

TABLE showing the per-centages of pupils in the various classes of the different Schools:—

CLASSES.	Public.	Provisional.	Church of England.	Roman Catholic.	Presbyterian.	Wesleyan.
First	48	52	48	49	51	47
Second	30	35	38	34	30	32
Third	20	13	14	17	19	21
Fourth	2	.....	.....	.....	.....	.....

The occupation of the pupils appears to be in general tolerably well regulated. Time-tables and programmes of lessons are used in all the schools but eight, chiefly Provisional, and are in general constructed with improved though not sufficient care and forethought. The defects of most time-tables are want of strict conformity to the standards of proficiency, and of due provision for an equitable distribution of the teachers' labours among the classes. The programmes are still marked by the presence of dittos, or general statements in lieu of a systematic arrangement of lessons on each subject. Some teachers have been unable to produce all the programmes used during the year; and others, on occasions of incidental inspection, have been found using old ones, to save themselves the little trouble of framing new ones. The lesson registers are kept with apparent punctuality, but are as defective as the programmes, and in particulars useless. Some teachers, when unexpectedly visited, have been found departing from the time-table, and others are known to use other books than those named in the programmes; otherwise, I believe these documents to be faithfully observed by most of the teachers. The character of them in the different schools is as follows:—

Public.....14 good 14 fair 4 moderate.
 Provisional..... 3 " 9 "
 Denominational 2 " 8 " 2 "

In a few schools an improvement has shown itself in the teaching and in the attainments of the pupils; but in most of them, particularly Provisional and Denominational, the character of the instruction continues to be, as remarked in my last report, the least satisfactory feature of them. In still too many instances the teaching, though earnest and apparently diligent, is too mechanical and too deficient in inventiveness, as well as the power of interesting pupils and stimulating them to sustained mental exertion. Few teachers make sufficient use of the chalk and blackboard, show signs of preparedness in their lessons, or make due allowance in their programmes for the recapitulation of lessons and the periodical examination of pupils. The children in general evince fair attention and self reliance under examination, but their answering is usually deficient in promptness and thoughtfulness.

Reading.—As regards fluency and correctness of pronunciation, the reading has improved in most of the schools. In few of them however is it pleasing and intelligent. In the lower classes it is chiefly marked by a low and sometimes painfully inaudible intonation, a slovenliness of articulation, and an inattention to pauses; and in the upper by an inattention to emphasis and to the grouping of words according to their logical relations in the sentences read. These errors are owing to the defective method of treating the subject, especially in the earlier stages, to the objectionable practice of passing too quickly from one lesson to another, and to the little attention given to recitations and the explanation of the subject-matter of each lesson; but they are such as can be eradicated by painstaking and intelligent teachers, who are imbued with a full sense of the importance of reading as a means of self-instruction. In oral spelling, the proficiency of the pupils generally is both fairly satisfactory and improving; but I regret to report that little or no improvement has been made in the moderate knowledge of the meanings of words, or of the subject-matter of the lessons which they displayed last year.

Writing.—The examinations in writing and in other subjects capable of similar treatment have been stricter, though more tedious this year than last; the name and age, time in class, and proficiency of each child, have been noted in a book for future reference. The quality of the writing ranges from moderate to fair. In Public Schools it has improved, except in the third classes; but in the other schools it has rather fallen off. I am still of opinion that many teachers treat the subject more as a silent lesson than as one requiring close supervision and intelligent instruction. There are too many instances of first-class children being left to themselves practising writing on unruled slates, resting on their arms or knees; and too many signs of a careless and cursory inspection of the upper classes copy-books. Two noticeable faults are that children are allowed to write too much in a given time, and that they do not appear

appear to have, when questioned, a clear and distinct notion of the difference between writing and copying. The condition of the copy-books in point of cleanliness is generally satisfactory; but in some schools it is such as to reflect great discredit on the teachers, and it is not surprising that some parents should complain to me about the matter. Copy-books of varying sizes and qualities are used in each school, except where the teacher is enterprising enough to obtain from Sydney those of a superior and graduated character. But in several schools there are a few children without them, owing to the indifference or poverty of their parents, or to the fact that the teacher or storekeeper has none to sell. In the theme and the dictation exercises, which are of high importance as tests of a child's knowledge and thoughtfulness, and real progress in spelling, the writing is usually inferior to that in the copy-books, owing no doubt to the divided state of the attention required in them. In the more efficiently conducted schools the themes written by the more advanced pupils are pleasing both in matter and style; but in many schools they are meagre, and often indicative of the little remembrance which pupils retain of past lessons. In general the dictation exercises are tolerably satisfactory. In some schools they are neglected in the lower classes, and in most they are not so intelligently and effectively treated as to bring the errors of the whole class under the notice of its individual members.

Arithmetic.—Except in a few instances the proficiency of each pupil in this subject has been registered, and the same plan of dictating each question has been adopted this year as it was last. The proposed questions also have been of a simple and practical character, so simple that some teachers have been surprised at the low results obtained; and no incursions have been made into the regions of the higher arithmetic, before ascertaining that those of the lower have been well surveyed and learnt. Judging by results, little improvement is discernible in the teaching of the subject, except in a few Public Schools. The methods are too mechanical and feebly applied, and the important interests of the lower classes neglected. The replies of teachers to questions put to them, show that they follow text-books too slavishly, and that they neglect to use small numbers in their explanation of arithmetical processes, and in the questions they give their children for solution. In a few of the schools, where the subject is taught on first principles, the pupils exhibit signs of healthy intelligence; and it is to be hoped that all teachers will make themselves better acquainted with the method. In the knowledge of the common arithmetical tables and in power of mental calculation, the proficiency of the pupils generally is tolerable; the teaching of the tables, however, needs to be more intelligent, and of mental arithmetic more widely diffused and practical.

Grammar.—The proficiency of the pupils in this subject ranges from moderate to fair. In three of the schools it is not taught, and in thirty-five of them it is taught with indifferent efficiency. The superior teachers continue to treat the subject intelligently, and the children of Public Schools are better acquainted with its principles and terminology than those of Provisional or Denominational Schools; but the teaching is still wanting in precision as regards the correct spelling of grammatical terms. The teaching of analysis, though more widely diffused throughout the schools, is less intelligent and successful, than it ought to be, on account of its importance as a means of mental culture, which remark applies more especially to Provisional Schools, most of whose teachers are untrained and moderately acquainted with the subject. In some of the Public Schools the analysis of difficult pieces of prose and verse has been creditably done by the elder pupils; but I have seldom found the subject employed for elocutionary purposes, and as a means of improvement in composition. The exercise of paraphrasing proverbs, and the figurative and condensed passages occurring in the reading lessons is little practised, which is to be regretted, on account of the power it gives of laying bare the meaning of an author and of expressing it again in appropriate other language.

Geography.—Geography is taught in all the schools, but with little improved efficiency. The teaching of it varies in results from fair to indifferent, according as the teachers have been trained or untrained, but more particularly I think according to their study of the aim, matter, and method of their lessons, and their energy in giving them. Considering that the subject is so interesting to children and so highly instrumental in extending their language and knowledge, and in exercising their mental powers, it is to be regretted that it is not more intelligently taught. The younger pupils of most schools still show little acquaintance with their own localities or the features and relations of the simple physical phenomena around them, and few of them clearly understand either the plans of their schools and surrounding neighbourhoods, or the terms used in the geographical definitions. I find also that the knowledge of the elder ones is too exclusively limited to maps rather than to the appearances and relations of the things they represent; their memories are not sufficiently exercised in tracing the outlines and groupings of the lands and waters, nor their imaginations in realizing the varied aspects of distant countries. Maps are the only appliances in the schools for teaching the subject, only one instance occurring where there is a globe and a map of the district. It is desirable that each school should be furnished not only with a globe, compass, and a map of the district, but with the useful and cheap geographical diagrams published by Colton, of New York, and Groombridge, of London.

Object Lessons.—Object lessons are given in all the schools but five, four of which are Provisional and one Denominational. Except in a few Public Schools, no improvement is manifest in the results attending them. They are marked by the same defects as I described last year, most teachers still continuing to use them exclusively as means of conveying information on remote objects than as means of training the children to habits of observing, reflecting, and reasoning on matters in the world around them; and I have again to remark, that many teachers show a want of preparedness in the lessons they give before me. It is not unusual for me to see on school tables Ross's, Lakes's, or other manuals on object lessons, and in a few cases teachers have made use of one or the other in my presence. The possession of such books may be a healthy sign; but the use of them before a class is calculated to lower a teacher in the opinion of his pupils, and is viewed by others as a sign of negligence or incompetency. The careful preparation of lessons is absolutely necessary to success in teaching, and will in great measure compensate for defects of training, for skill in this art like all others is less the result of natural gifts than of patient labour. The words of Sir Joshua Reynolds, on imitation in Art, are worthy of the careful consideration of untrained teachers. He says: "It is very natural for those who are unacquainted with the cause of anything extraordinary to be astonished at the effect, and to consider it as a sort of magic. They who have never observed the gradation by which art is acquired; who see only what is the result of long labour and the application of an infinite number and infinite variety of acts, are apt to conclude from their entire inability to do the same at once, that it is not only inaccessible to themselves, but can be done by those only who have some gift of the nature of inspiration bestowed upon them."

Singing.—It is gratifying to report that during the year the teaching of this subject has been improved and more widely diffused among the schools of the district. It is now taught in two-thirds of the schools; but the interests of education demand that it should be taught in all; for it is pleasing both to pupils and parents, and is of high importance as a means of culture and moral training. Some teachers who do not teach it have expressed a desire to have the subject taught by itinerant teachers, but such a plan could not be efficiently carried out, except in the more numerous and closely connected schools of the Clarence River District. In some schools the pupils are taught singing from the tonic-solfa notation, and others, through the ear, the songs sung being generally of a simple and pleasing kind, though sometimes sung in rather too loud, harsh, and indistinct a manner.

Drawing.—Drawing also is taught in most of the schools with steadily improving results, the present proficiency of the pupils in general being fair. I am glad to find that several teachers, who complained last year of their inability to teach it, have introduced it into their schools by the aid of the Council's useful manuals; and that they bear testimony to the fact that it is highly interesting and instructive to the pupils and pleasing to their parents. I feel it due to a few teachers to express publicly my approbation of their zeal, patience, and intelligence in teaching the subject, as well as my pleasure in the success of their labours.

Sewing.—

Sewing.—The character of the sewing, both in quantity and quality, has been less satisfactory this year than it was last. In a few schools only is it taught with praiseworthy efficiency, and in some it appears to be a matter of secondary consideration. Some teacher's wives complain of the difficulty of inducing the parents to provide their children with suitable materials, whilst on the other hand some parents complain that their children's needlework is carelessly done, and that the teachers are inefficient. What truth there is in these complaints I am hardly able to judge; but I am still of opinion that in some schools sewing is not taught as intelligently as it ought to be. It seems to me desirable that each school under the charge of a married teacher should be furnished with simple materials, such as needles, thimbles, and coloured cottons, and with a book published under the Council's directions, and containing suitable instructions on sewing, illustrated by graduated specimens of needlework, such as are done by the best sewers in each class of one of the Council's Model Schools.

Latin and Geometry.—Latin and Geometry are taught in two Public Schools, and algebra in one, with tolerable success. The instruction in these is as yet elementary, and is given to a few pupils only, on account of the difficulty of retaining children at school till they are old enough to engage in such studies.

TABLE showing the Proficiency of the Pupils in the different Schools.

	Public.				Provisional.				Denominational.			
	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.
Reading	2	24	7	...	...	9	4	...	...	8	5	...
Writing	5	21	7	...	...	6	7	...	...	8	5	...
Dictation	5	21	7	...	...	5	7	1	...	7	6	...
Arithmetic	1	13	19	...	...	4	9	...	...	2	9	2
Grammar	1	14	17	1	...	3	9	1	...	2	10	1
Geography .....	...	20	13	...	...	2	10	1	...	2	11	...
Object Lessons	3	19	11	...	...	3	6	4	...	6	6	1
Singing	3	13	3	14	...	...	3	10	1	3	4	5
Drawing	4	23	3	3	...	1	3	9	1	8	3	1
Sewing	4	17	6	6	...	...	...	13	...	6	3	4
Latin .....	...	2	...	...	...	...	...	...	...	...	...	...
Geometry .....	...	2	...	...	...	...	...	...	...	...	...	...
Algebra .....	...	2	...	...	...	...	...	...	...	...	...	...

Teachers.—Five examinations of teachers have been held in central parts of my district during the year. They occupied fifteen days, and were attended by twenty teachers, four candidates, and five pupil teachers, some of whom failed to pass for want of improvement in their attainments and practical skill, or for the defective condition of their schools. The number of teachers employed in the schools at the close of the year was eighty-seven:—seventy-nine teachers, three assistant teachers, and five pupil teachers. The following is the classification of the teachers and the assistant teachers in the different schools:—

	Class I.		II.		III.			Probationers.
	Section A.	B.	A.	B.	A.	B.	C.	
Public	1	2	1	18	10	6	4
Provisional	3	1	22
Denominational	2	...	4	3	4

It is again my pleasing duty to report that all the teachers in my district are persons of good moral character; that they evince a ready disposition to please; and that, except in a few instances, they perform their duties with earnestness and tolerable average ability.

The character of the local supervision of the schools, though a little improved, is in general but moderately satisfactory. Some teachers still complain of the little interest manifested by their Local Boards in their schools. In a few instances, however, the members of Local Boards act with praiseworthy energy, perseverance, and self-denial in maintaining the character of their schools in point of good attendance and good material condition.

I have, &c.,
J. S. JONES,
 Inspector of Schools, Armidale District.

CENTESIMAL Estimate of the Proficiency of Pupils.

First Classes.

	Public.		Provisional.		Church of England.		Roman Catholic.		Presbyterian.		Wesleyan.	
	640		134		154		70		22		33	
	Avrge. Ages Boys Girls		Avrge. Ages Boys Girls		Average Ages Boys Girls		Average Ages Boys Girls		Average Ages Boys Girls		Average Ages Boys Girls	
	6.1	6.4	6.5	6.6	6.8	6.7	6.2	6.4	5	5.5	6.4	6.2
	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.
Reading—												
Enunciation	5	65	28	1	52	48	...	...	51	49	...	...
Spelling	33	53	13	1	19	54	25	2	8	92	...	...
Meaning of words	6	58	36	...	8	90	2	...	8	92	...	...
Knowledge of subject	13	61	26	...	25	73	2	...	47	53	...	...
Writing—												
On slates	22	46	32	...	33	65	2	...	30	70	...	...
Dictation	18	33	24	25	22	28	50	...	23	19	48	...
Arithmetic—												
Notation	16	49	22	13	9	15	58	18	...	22	71	7
Slate	11	33	36	20	13	64	23	...	22	56	22	...
Mental	10	48	40	2	24	74	2	...	29	71	...	...
Object lesson	8	51	37	4	...	60	40	...	...	60	40	...
Singing	3	35	21	41	...	40	60	...	24	...	76	...

Second Classes.

	Public. 405		Provisional. 89		Church of England. 123		Roman Catholic. 48		Presbyterian. 13		Wesleyan. 23														
	Avrge. Ages Boys Girls 8-3 8-5		Avrge. Ages Boys Girls 9 8-9		Average Ages. Boys Girls 8-7 9-1		Average Ages. Boys Girls 9-4 9-6		Average Ages. Boys Girls 11 10		Average Ages. Boys Girls 8-2 8-4														
	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.									
Reading—																									
Enunciation, &c.	10	65	25	...	12	49	39	...	84	16	5	...	75	25	...	...	100	...	...	...	100	...	...	...
Spelling	37	58	5	...	20	76	4	...	95	5	...	...	100	...	...	...	100	...	...	...	100	...	...	...
Meaning of words.....	6	62	33	...	12	8	80	...	100	...	...	...	75	25	...	...	100	...	...	...	100	...	...	...
Knowledge of subject	15	68	17	...	48	52	...	...	38	62	...	...	60	40	...	...	100	...	...	...	100	...	...	...
Writing—																									
Copies	28	50	22	...	48	52	...	...	67	33	...	25	75	25	...	...	100	...	...	...	52	48	...	...
Dictation	28	40	32	...	42	45	13	...	20	80	...	...	75	25	...	...	100	...	...	...	48	52	...	...
Arithmetic—																									
Notation	18	37	45	...	13	17	55	15	...	44	38	18	...	75	25	100	100
On slates	8	32	58	2	5	76	19	...	75	25	...	...	75	25	...	...	100	...	...	...	100	...	...	...
Mental operations ...	12	54	84	...	30	70	...	...	44	56	...	...	100	...	...	...	100	...	...	...	100	...	...	...
Grammar—																									
Definitions	5	32	55	8	12	12	53	23	...	14	72	14	...	35	65	100	52	48
Parsing	3	32	67	8	12	12	53	23	...	75	25	35	65	100	100
Geography—																									
Locality	40	60	...	...	12	75	13	...	16	78	6	...	100	...	...	...	100	...	...	...	100	...	...	...
Use of a map	18	80	2	...	12	75	13	...	94	6	...	...	100	...	...	...	100	...	...	...	100	...	...	...
Definitions	9	44	47	...	83	5	...	...	30	64	6	...	100	...	...	...	100	...	...	...	100	...	...	...
Object lesson	30	45	25	...	16	48	36	...	44	50	6	...	100	...	...	...	100	...	...	...	48	52	...	...
Singing	18	23	20	38	5	12	83	...	57	22	21	...	40	35	25	100	...	...	...	...	100	...	...	...
Drawing	8	76	8	8	12	81	57	...	63	37	...	...	75	25	...	...	100	...	...	...	48	52	...	...

Third Classes.

	Public. 275		Provisional. 33		Church of England. 45		Roman Catholic. 23		Presbyterian. 8		Wesleyan. 15													
	Avrge. Ages Boys Girls 11 10-8		Avrge. Ages Boys Girls 10-9 11-3		Average Ages. Boys Girls 10-9 11-6		Average Ages. Boys Girls 11 10-6		Average Ages. Boys Girls 11-5 13		Average Ages. Boys Girls 10-2 10-9													
	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.								
Reading—																								
Enunciation, &c.	12	75	13	...	9	31	60	...	37	63	...	...	100	...	...	...	100	...	...	...	47	53	...	...
Spelling	45	54	...	...	19	62	19	...	35	45	20	...	65	35	...	...	100	...	...	...	100	...	...	...
Meaning of words.....	5	69	26	...	28	72	...	...	35	65	...	...	65	35	...	...	100	...	...	...	100	...	...	...
Knowledge of subject	18	56	26	...	19	81	...	...	35	65	...	...	65	35	...	...	100	...	...	...	100	...	...	...
Writing—																								
Copies	19	75	6	...	9	72	19	...	17	63	20	...	100	...	...	...	100	...	...	...	47	53	...	...
Dictation	21	72	7	...	19	31	...	50	...	85	...	17	...	100	...	...	100	...	...	...	100	...	...	...
Arithmetic—																								
Notation	56	25	19	...	9	31	38	22	17	17	46	20	65	...	35	...	...	100	...	...	100	...	...	...
On slates	8	33	59	...	19	81	...	...	35	45	20	...	65	35	...	...	...	100	...	...	47	53	...	...
Mental	6	68	32	...	9	91	...	...	17	83	...	...	100	...	...	...	100	...	...	...	100	...	...	...
Grammar—																								
Accidence	7	45	48	...	19	62	19	...	...	80	20	...	65	35	...	...	...	100	...	...	53	47	...	...
Parsing	7	65	28	...	19	62	19	...	17	63	20	...	65	35	...	...	100	...	...	...	53	47	...	...
Analysis	2	44	43	11	9	29	62	...	...	69	31	...	100	...	...	...	100	...	...	...	100	...	...	...
Composition	2	58	38	2	18	19	53	...	...	52	17	31	...	35	65	...	100	...	...	...	47	53	...	...
Geography	8	48	44	...	19	60	31	...	35	65	...	...	35	65	...	...	100	...	...	...	47	53	...	...
Object lesson	32	42	26	...	28	41	31	...	69	11	20	...	35	65	...	...	100	...	...	...	47	53	...	...
Singing	17	42	12	29	25	75	...	...	37	35	28	...	35	65	...	100	...	...	...	...	100	...	...	...
Drawing	26	56	8	10	10	19	9	62	17	52	81	...	100	...	...	...	100	...	...	...	100	...	...	...
Scripture lesson	12	59	24	5	9	9	32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Fourth Classes.

	Public. 30		Provisional.		Church of England.		Roman Catholic.		Presbyterian.		Wesleyan.					
	Average Ages. Boys Girls		—		—		—		—		—					
	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.	Good.	Fair.	Moderate.	Failure.
Reading—																
Enunciation	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Meaning of words ...	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Derivation	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Knowledge of subject	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Writing—																
Copies	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dictation	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arithmetic—																
Notation	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
On slates .....	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...	...
Mental .....	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...	...
Grammar—																
Accidence	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Parsing	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Analysis	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Composition	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Geography	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Object lesson	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Singing	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Drawing	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Geometry	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Algebra	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Latin	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Scripture lesson	46	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ARMIDALE DISTRICT.

SUMMARY of Reports on Public Schools inspected in 1869.

ARMIDALE (V.) :—Visited, 5th, 6th, and 10th August, 1869.

1. The building needs pointing and painting ; otherwise it is in good condition. Increased accommodation for day pupils and boarders is urgently needed. The organization is good. 2. Except in a few matters of detail the prevailing tone of the school is very good. 3. The prescribed subjects are taught, inclusive of Latin, Algebra, and Geometry ; the instruction is well regulated ; the teaching is animated, painstaking, and intelligent, and the general proficiency of the pupils ranges from tolerable to very fair. The character of the attendance, sewing, singing, and drawing, is deserving of special praise.

BALLINA (V.)

This school was not visited for want of opportunity.

BENDEMBEE (V.) :—Visited, 12th July, 1869.

Numbers at the examination :—Boys, 12 ; girls, 14 ; total, 26.

1. The building is in good condition ; the schoolroom is rather small and the out-offices are not properly arranged. The supply of furniture and working materials is adequate. The organization is fair. 2. The moral character of the school is very fair, except in regard to the attendance. 3. The prescribed subjects are taught ; the instruction is appropriately regulated ; but the teaching, though earnest and diligent, is wanting in animation, vigour, and intelligence. The mental culture and general proficiency of the pupils range from moderate to tolerable.

BINGERA (N.V.) :—Visited, 28th August, 1869.

At the date of my visit this school was closed on account of the death of the teacher. 1. The organization of this school is defective in playground, out-offices, and supply of water. The furniture is scanty and ill arranged, and the stock of material appliances insufficient. The teacher's residence is a miserable bark hut.

BOWLING ALLEY POINT (V.) :—Visited, 8th August, 1869.

Numbers at the examination :—Boys, 24 ; girls, 39 ; total, 63.

1. The schoolhouse, with attached teacher's residence, is a well designed and amply furnished weatherboard structure. The organization is good. 2. The moral character of the school is pleasing. 3. The instruction is well regulated ; the lesson documents are constructed with exemplary care ; and the teaching is marked by zeal, painstaking, and fair skill. The general proficiency of the pupils is reasonably satisfactory, considering their limited school experience.

BUNDARRA (N.V.) :—Visited, 27th August, 1869.

Numbers at the examination :—Boys, 16 ; girls, 14 ; total, 30.

1. The organization is defective as regards the smallness of the building, the absence of playground, and supply of water, and the insufficiency of furniture and apparatus. A suitable schoolhouse, with attached teacher's residence, is in course of erection. 2. The discipline is healthy and promising ; but the attendance requires to be more regular. 3. Scripture lessons, singing, and drawing, are not taught, nor are the standards of proficiency strictly observed. The classification is defective ; the lesson documents are constructed with fair skill, and the teaching is painstaking and tolerably intelligent. The mental culture and general proficiency of the pupils are from small to moderate.

CASINO (V.)

This school was not visited for want of opportunity.

CHATSWORTH ISLAND (V.) :—Visited, 2nd December, 1869.

Numbers at the examination :—Boys, 18 ; girls, 31 ; total, 49.

1. The organization is in most respects good. 2. The moral tone is pleasing and steadily improving. 3. The prescribed subjects are taught with fair intelligence and more than ordinary energy and diligence ; and the lesson documents are arranged with care and efficiency ; but the classification is too low for the ages of the pupils. The general proficiency and mental culture are reasonably satisfactory.

EUROKA (V.)

This school was not visited for want of opportunity.

NORTH GRAFTON (V.) :—Visited, 16th, 17th, and 18th December, 1869.

1. The material organization remains as unsatisfactory as it was last year. 2. The discipline has much improved in firmness, vigilance, and efficiency ; the moral tone is healthy and pleasing. 3. The prescribed subjects are taught, inclusive of Latin and Geometry ; the instruction is regulated with very fair skill, and the teaching is painstaking and intelligent. The general proficiency of the pupils is very fair, and a marked improvement on that noted last year.

NORTH GRAFTON (Infants) (V.) :—Visited, 26th November and 18th December, 1869.

Numbers at the examination :—Boys, 34 ; girls, 34 ; total, 68.

1. The schoolroom is suitable, clean, and orderly, but somewhat in need of repairs. A book-press and additional hat-pegs are needed ; otherwise, the organization is on the whole fair. 2. The discipline is firm and gentle ; the pupils neat, clean, and orderly. The moral tone in general is pleasing. 3. The course of instruction is suitable and fairly well regulated, and the teaching is marked by fair intelligence, earnestness, and patience, but rather a lack of liveliness and inventiveness. 4. The general proficiency ranges from tolerable to fair.

SOUTH GRAFTON (N.V.) :—Visited, 19th November, 1869.

Numbers at the examination :—Boys, 36 ; girls, 41 ; total, 77.

1. The building is a slab structure, much too small for the numbers in attendance, and rendering therefore the erection of a suitable schoolhouse very necessary. The organization in other respects is fair. 2. As regards the appearance and behaviour of the pupils, and the almost faultless neatness and cleanliness of the schoolroom, the moral tone is very satisfactory. 3. The prescribed subjects are taught with quiet energy, industry, and fair skill, and the occupation of the pupils is judiciously regulated. 4. The pupils manifest a marked improvement in their attainments and general intelligence.

GUNDARIMBA (N.V.)

This school was not visited for want of opportunity.

INVERELL (V) :—Visited, —

Numbers at the examination :—Boys, 31 ; girls, 20 ; total, 51.

1. Repairs to the schoolhouse and residence are still needed. The defaced condition of the desks, walls, and windows, is unsatisfactory. The organization is fair. 2. The discipline is not as strict and vigilant as it ought to be, signs of laxity being observable in the very untidy appearance of some children, and the over free and easy conduct of others. The school operations are not performed with the requisite attention to quietness, order, and precision. 3. With the exception of singing, the prescribed subjects are taught with fair intelligence and energy, and the instruction is regulated with fair judgment. More care should be bestowed upon the writing. 4. The general proficiency of the pupils is fair.

KELLY'S PLAINS (V) :—Visited, 25th March, 1869.

Numbers at the examination :—Boys, 17 ; girls, 18 ; total, 35.

1. The schoolhouse and residence need painting, and the playground providing with a fence and well of water ; otherwise the organization is fair. 2. The pupils are clean and cheerful, fairly well behaved and orderly ; the schoolroom looks clean and orderly, and the school work is done with earnestness and fair efficiency. 3. The prescribed subjects are taught with lively energy, diligence, and fair skill. The instruction is better regulated, but little improvement is observable in the attainments of the pupils, owing to the irregularity of their attendance. 4. The general proficiency is tolerable.

N.B.—Since the date of inspection the efficiency of the Board has been much improved by the election of additional members, and steps have been taken to improve the material condition of the school.

KEMPSEY (V) :—Visited, 19th October, 1869.

Numbers at the examination :—Boys, 19 ; girls, 22 ; total, 41.

1. The schoolhouse and residence need painting. The out-offices are ill arranged. The school is well found in furniture and apparatus. The organization is fair. 2. The pupils are in general clean and decently attired ; and the schoolroom is clean and orderly. The school work is marked by cheerfulness and energy, but lack of precision and quietness. The conduct of the pupils, in the intervals of play, is not quite satisfactory. The moral tone in general is fair. 3. The instruction is regulated and imparted with fair skill and efficiency. 4. The general proficiency ranges from tolerable to fair.

LISMORE (V.)

This school was not visited for want of opportunity.

NARRABRI (V.) :—Visited, 9th June, 1869.

Numbers at the examination :—Boys, 23 ; girls, 10 ; total, 33.

1. This school is now held in a superior brick building, including teacher's residence and accommodation for boarders. It is abundantly supplied with suitable furniture and working materials. The organization is good. 2. The character of the attendance is not satisfactory, and the school operations are not performed with the requisite regard to order and quietness. The pupils are neat and clean ; the schoolroom is clean and orderly, and the discipline is tolerably effective, but rather harsh. 3. The prescribed subjects are taught, except singing ; but the standard of proficiency is not strictly followed. The classification, moreover, is defective, and the teaching only moderately effective. The school work requires to be done with more energy and painstaking. 4. The general proficiency of the pupils is moderate.

PALMER'S ISLAND (N.V.) :—Visited, 1st December, 1869.

Numbers at the examination :—Boys, 12 ; girls, 16 ; total, 28.

1. The organization is defective. There is neither teacher's residence, out-office, lavatory, supply of water, fence to playground, nor sufficient furniture. 2. Laxity of discipline is observable in the somewhat untidy condition of the children and the schoolroom, as well as in the dirty and scribbled state of the copy-books. The attendance is irregular, and the school operations are not performed with due regard to order and quietness. 3. The prescribed subjects are taught, except singing and sewing. The instruction is tolerably well regulated ; but the teaching is too mechanical, and the younger pupils are rather neglected. 4. The proficiency and mental culture of the pupils are moderate.

PORT MACQUARIE (Boys)—V. Visited, 3rd and 4th November, 1869.

Numbers at the examination :—Boys, 32.

1. The schoolhouse, teacher's residence, fence, out-offices, and well are still in need of repairs, and additional furniture is required. The organization is tolerable. 2. The pupils are clean, cheerful, and intelligent, decently attired, and fairly well-behaved. The discipline is healthy, but requires to be more vigilant in minor details of school routine. 3. The prescribed subjects are taught with earnestness, painstaking, and very fair intelligence ; and the instruction is judiciously regulated. 4. The general proficiency and mental culture of the pupils range from fair to very fair.

PORT MACQUARIE (Girls)—V. Visited, 3rd and 4th November, 1869.

Numbers at the examination :—Girls, 27.

1. The same remarks apply to this school as to the boys' in regard to its material defects. 2. The discipline is pleasing. 3. The prescribed subjects are taught with pleasing earnestness and painstaking, and very fair intelligence. The instruction is judiciously regulated. 4. The general proficiency of the pupils is fair, particularly in drawing, sewing, and singing.

RAINBOW REACH (V.) :—Visited, 21st October, 1869.

Numbers at the examination :—Boys, 9 ; girls, 17 ; total, 26.

1. The schoolhouse and attached teacher's residence are recently erected slab structures, suitable in design and accommodation, but rather rough in the workmanship. The schoolroom is well furnished, but the supply of apparatus is barely sufficient for present requirements. The playground needs clearing and fencing. 2. The discipline is healthy, and the moral tone of the school is promising and reasonably satisfactory.

satisfactory. 3. The prescribed subjects are taught, the instruction is well regulated, but the teaching, though painstaking and earnest, is too mechanical. 4. The general proficiency of the pupils is low, owing to their short school experience.

MACLEAN OR ROCKY MOUTH (V.) :—Visited, 3rd December, 1869.

Numbers at the examination :—Boys, 10 ; girls, 11 ; total, 21.

1. The building needs painting, the well deepening, and the play-ground clearing of tall rank grass. The schoolroom has been made too small by the teacher partitioning one half of it off for his residence. The organization is passable in general. 2. The attendance is low and the discipline lax. 3. The prescribed subjects are taught, except singing, but the instruction is not properly regulated, and the teaching is not sufficiently painstaking. 4. The general proficiency and mental culture of the pupils are moderate.

ROCKY RIVER (V.) :—Visited, 27th May, 1869.

Numbers at the examination :—Boys, 12 ; girls, 13 ; total, 25.

1. This school is now held in a substantial brick building, attached to which is a teacher's residence. There is a good supply of furniture and a sufficient one of apparatus. The organization is on the whole satisfactory. 2. The discipline is deficient in firmness, vigilance, and precision, in regard to the operations of the school. The pupils are tolerably neat, clean, and well behaved, but not diligent enough in their work. 3. The prescribed subjects are taught, except sewing and drawing ; the instruction is regulated with moderate skill, and the teaching is tolerably intelligent, but wanting in earnestness and energy. 4. The mental culture and general proficiency of the pupils are moderate.

SAUMAREZ CREEK (V.) :—Visited, 24th March, 1869.

Numbers at the examination :—Boys, 21 ; girls, 24 ; total, 45.

1. The situation of this school is healthy, but not central. The schoolhouse and attached residence have been repaired ; the supply of furniture and apparatus is adequate and in good condition, and the organization is in general very fair. 2. The pupils are clean, orderly, and well behaved ; the aspect of the schoolroom is pleasing, and the moral tone is good. 3. The prescribed course of instruction is followed and judiciously regulated, and the teaching is spirited, painstaking, and fairly intelligent. 4. The mental culture and general proficiency of the pupils range from tolerable to fair.

SEVEN OAKS (V.) :—Visited, 20th October, 1869.

Numbers at the examination :—Boys, 10 ; girls, 8 ; total, 18.

1. The buildings are suitable and in fair condition, and the furniture and apparatus adequate. The playground needs clearing. The organization is fair. 2. The attendance is unsatisfactory ; otherwise the discipline is healthy and the moral tone fair. 3. The prescribed subjects are taught, except singing ; and the instruction is regulated with fair judgment. The teaching is earnest and tolerably intelligent ; the lower classes, however, need more attention. 4. The mental culture and general proficiency of the pupils are from moderate to fair.

SMITH'S FLAT (N.V.) :—Visited, 29th November, 1869.

Numbers at the examination :—Boys, 17 ; girls, 15 ; total, 32.

1. The buildings are in good condition and the supply of furniture and apparatus adequate. The erection of a class-room and the fencing of the playground are needed. 2. The moral tone is pleasing. 3. The prescribed subjects are taught, except sewing and singing ; the instruction is judiciously regulated ; and the teaching is marked by pleasing diligent earnestness and very fair practical skill. 4. The general proficiency of the pupils is very fair.

SOUTHGATE (V.) :—Visited, 11th December, 1869.

Numbers at the examination :—Boys, 9 ; girls, 14 ; total, 23.

1. The playground needs stumping and the well cleaning ; otherwise the organization is good. 2. The discipline is lax and the moral tone unsatisfactory. 3. The prescribed subjects are taught, except singing and drawing, but the instruction is carelessly regulated and the teaching is not only empirical but deficient in liveliness, energy, and diligence. 4. The general proficiency and mental culture of the pupils are moderate.

STRONTIAN (N.V.) :—Visited, —

This school has been closed since the translation of its teacher to the school at Woodford Leigh.

SUMMERLAND (V.) :—Visited, 21st October, 1869.

Numbers at the examination :—Boys, 20 ; girls, 16 ; total, 36.

1. A verandah and repairs to the building are needed ; otherwise the organization is passable. 2. The moral tone is passable. 3. The prescribed subjects are taught, except singing ; the instruction is regulated with fair judgment ; but the teaching proves itself to be less diligent and painstaking than it was last year. 4. The proficiency of the pupils is moderate.

TAMWORTH (V.) :—Visited, 15th June, 1869.

Numbers at the examination :—Boys, 47 ; girls, 32 ; total, 79.

1. Repairs to the roof and well are needed. The schoolroom is much too small for the attendance. A classroom for special religious instruction is urgently needed. A good supply of working materials is provided. 2. The moral tone is pleasing. 3. The prescribed subjects are taught, except singing, and the instruction is regulated with fair skill. The teaching is painstaking and tolerably intelligent. 4. The general proficiency of the pupils ranges from moderate to tolerable.

TENTERFIELD (V.) :—Visited, 14th September, 1869.

Numbers at the examination :—Boys, 26 ; girls, 17 ; total, 43.

1. The buildings need painting, repairing, spouting, and guttering ; otherwise the organization is good. The discipline is strict, vigilant, and effective, but somewhat harsh. The moral tone is very fair. 3. The prescribed subjects are taught, except singing. The instruction is judiciously regulated and imparted with lively energy and fair intelligence. 4. The general proficiency of the pupils is tolerable.

TUCKI TUCKI (N.V.) :—

This school was not visited for want of opportunity.

ULMARRA (V.) :—Visited, 10th December, 1869.

Numbers at the examination :—Boys, 27 ; girls, 28 ; total, 56.

1. The buildings need to be repaired, painted, and freed of the white ant. A supply of good water is badly needed. In other respects the organization is satisfactory. 2. The pupils are clean, decently dressed, cheerful, and well behaved ; the schoolroom is also clean and orderly ; and the moral tone of the school is on the whole good.

UBALLA (V.) :—Visited, 25th May, 1869.

Numbers at the examination :—Boys, 26 ; girls, 26 ; total, 52.

1. This school is deserving of the high praise bestowed upon its appearance, plan, and general organization, and is a good type of what provincial towns' schools should be. 2. The moral tone is very satisfactory. 3. The prescribed subjects are taught with zeal, energy, painstaking, and tolerable efficiency. 4. The general proficiency of the pupils is passable.

VIOLET DALE (V.) :—Visited, 23rd March, 1869.

Numbers at the examination :—Boys, 19 ; girls, 9 ; total, 28.

1. The schoolhouse has been much improved, and a residence has been erected for the teacher. Out-offices are provided, but a supply of water is needed. The organization is fair. 2. The pupils are tolerably neat and clean, respectful in demeanour, but somewhat listless and diffident under examination. The attendance is unsatisfactory. The moral tone is passable. 3. The prescribed subjects are taught, and the instruction is tolerably well regulated. The teaching is marked by earnestness and tolerable intelligence, but the general proficiency of the pupils is only moderate.

WALCHA (V.) :—Visited, 3rd May, 1869.

Numbers at the examination :—Boys, 23 ; girls, 16 ; total, 39.

1. Recent repairs have placed the schoolhouse and teacher's residence in good order. The organization is, on the whole, very fair. 2. The pupils are clean and decently clad, and well behaved. The schoolroom is cleaner and more orderly in appearance, but the school operations require to be performed with greater exactness and quietness. The moral tone is passable. 3. The prescribed subjects are taught with tolerable diligence and fair intelligence. 4. The general proficiency of the pupils ranges from moderate to tolerable.

WALLABADAH (N.V.) :—Visited, 22nd June, 1869.

Numbers at the examination :—Boys, 22 ; girls, 21 ; total, 43.

1. The slabs of the schoolhouse need refitting. The playground also requires to be fenced and provided with lavatory, well, and an additional out-office. The furniture is good and adequate, and organization, in general, tolerable. 2. The moral tone is very satisfactory. 3. The prescribed subjects are taught, the teaching being well regulated, earnest, spirited, and fairly intelligent. 4. The general proficiency of the pupils is from tolerable to very fair.

WARIALDA (V.) :—Visited, 30th September, 1869.

Numbers at the examination :—Boys, 8 ; girls, 6 ; total, 14.

1. The material condition of the school has been improved, but a supply of water is much needed. The organization in other respects is fair. 2. The pupils are clean and decently dressed, well behaved, but neither regular nor punctual in attendance, nor properly regulated in their actions. The schoolroom is kept in cleaner and more orderly condition. 3. The prescribed subjects are taught, except singing and sewing ; the instruction is regulated with fair judgment, but the teaching is marked by a want of industry and intelligence. 4. The general proficiency of the pupils is moderate.

WAUCHOPE (N.V.) :—Visited, 20th April, 1869.

Numbers at the inspection :—Boys, 16 ; girls, 15 ; total, 31.

1. The organization is bad as regards the character of the school buildings and furniture, and the absence of play ground, out-offices, water, and lavatory. 2. The attendance has slightly improved, and the pupils are neat, clean, and well-behaved, but rather dull, diffident, and indiligent. 3. The prescribed subjects are taught, except singing and drawing ; the instruction is better regulated ; and the teaching has improved in earnestness and energy, though still too mechanical.

WOODFORD DALE (V.) :—Visited, 6th December, 1869.

Numbers at the examination :—Boys, 12 ; girls, 17 ; total, 29.

1. This school is now held in a well designed and furnished weatherboard building, with attached teacher's residence and suitably furnished playground. The organization is good. 2. The attendance is low ; the pupils are well-behaved and reasonably clean and tidy ; and the school-work is performed with fair efficiency. The moral tone is fair. 3. The prescribed subjects are taught, except singing, and the instruction is regulated and imparted with earnest industry and fair intelligence. 4. The attainments and mental culture of the pupils are passable.

WOODFORD LEIGH (V.) :—Visited, 7th December, 1869.

Numbers at the examination :—Boys, 12 ; girls, 21 ; total, 33.

1. A newly-established and well organized school. 2. The moral tone is in general pleasing. 3. The prescribed subjects are taught, except singing ; the instruction is arranged with fair skill ; and the teaching, though somewhat stiff and mechanical, is earnest, vigorous, and painstaking. 4. The general proficiency of the pupils is from tolerable to fair.

SUMMARY OF REPORTS ON PROVISIONAL SCHOOLS INSPECTED IN 1869.

ASHFORD (N.V.) :—Visited, 3rd September, 1869.

Numbers at the examination :—Boys, 8 ; girls, 14 ; total, 22.

1. The schoolhouse is a slab structure, commodious, eligibly situated, and in fair condition. The play-ground is without fence, out-offices, or water ; and the furniture is rough and inadequate. There is a tolerable supply of working materials. 2. As regards the appearance and behaviour of the pupils, the aspect of the schoolroom, and the character of the discipline and school routine, the moral tone is passable. 3. The prescribed subjects are taught with tolerable earnestness and ability, but the instruction is defectively regulated. 4. The mental culture and general proficiency of the pupils are moderate.

BUSH GROVE (N.V.) :—Visited, 8th December, 1869.

Numbers at the examination :—Boys, 16 ; girls, 13 ; total, 29.

1. A larger and better designed schoolhouse, with playground, supply of water, and lavatory, are much needed. 2. The attendance is steadily increasing, and the pupils are neat and clean, tolerably diligent, and well behaved. The schoolroom is clean and orderly, but the school operations are not performed with sufficient regularity. The moral tone is fair. 3. Instruction is given in all the subjects, except singing, and is regulated with fair judgment. The teaching is painstaking and moderately intelligent. 4. The mental culture of the pupils is moderate, and their general proficiency passable.

CARROLL (N.V.) :—

This school was not established when I visited its district.

COLDSTREAM (N.V.) :—Visited, 10th December, 1869.

This school was visited incidentally after school hours.

1. A fair weatherboard schoolhouse, but much too small for the attendance, one half of schoolroom being occupied by the teacher as a residence. The playground is fenced in, but not sufficiently cleared of fallen timber, and not provided with out-offices, water, and lavatory. The furniture is defective, but the supply of working materials tolerably adequate. The instruction is imperfectly regulated, and the teaching is apparently of indifferent quality.

CORAKI (V.) :—

This school was not visited for want of opportunity.

DARKWATER CREEK (N.V.) :—Visited, 29th October, 1869.

Numbers at the examination :—Boys, 14 ; girls, 11 ; total, 25.

1. This school is held in a small ill-conditioned slab hut. Out-offices, supply of water, lavatory, and additional furniture are needed. The supply of working materials is tolerable ; otherwise, the organization is indifferent. 2. The moral character of the school is moderate. 3. The instruction is very elementary, and is defectively regulated. The teaching is earnest, but mechanical. 4. The mental culture and proficiency of the pupils are low.

DONDINGALLONG (N.V.) :—Visited, 11th November, 1869.

A "regular inspection" of this school was not held for want of opportunity.

1. The schoolhouse is a newly-erected and suitable weatherboard building, well lighted, but defectively ventilated. There are no out-offices, lavatory, supply of water, and fenced in playground. The supply of apparatus and furniture is fair, but owing to the use of the school as a chapel, the furniture ill designed and arranged.

FERNBANK (N.V.) :—Visited, 8th November, 1869.

The school was closed on the 29th October, the teacher having resigned on account of the small attendance, low school fees, and bad house accommodation.

1. The schoolhouse is used as a chapel, and is fairly suitable. The working materials are sufficient for present requirements ; but additional furniture is needed. There are no out-offices, lavatory, supply of water, and playground. The teacher's residence is merely an enclosed small shed.

GOONOO GOONOO (N.V.) :—

This school has been re-opened as a Provisional School since my visit to the district.

KENTUCKY (N.V.) :—Visited, 13th July, 1869.

Numbers at the examination :—Boys, 13 ; girls, 8 ; total, 21.

1. The schoolhouse is a tolerably suitable slab structure. There is a fair supply of working materials and furniture, which latter is of approved description. Out-offices, lavatory, and supply of water are needed. 2. The moral tone is moderate. 3. The instruction is elementary, and badly regulated. The teaching is apparently earnest, but indifferently skilful. 4. The mental culture and general proficiency of the pupils are low.

LAWRENCE (N.V.) :—Visited, 6th December, 1869.

Numbers at the examination :—Boys, 13 ; girls, 9 ; total, 22.

1. The schoolroom has been enlarged but needs repairs to the ceiling and lining ; fence to playground, lavatory, supply of water, suitable out-offices, and book-press are required ; otherwise, the organization is fair. 2. The moral tone is less satisfactory than it was last year. 3. The prescribed subjects are taught, except singing and sewing. The lesson documents are framed with fair skill ; but the classification is defective. The teaching is painstaking, tolerably vigorous, and intelligent. 4. The mental culture and general proficiency of the pupils range from moderate to fair.

LIMESTONE (N.V.) :—Visited, 25th August, 1869.

Numbers at the examination :—Boys, 10 ; girls, 6 ; total, 16.

1. The school is held in a dirty and dilapidated hut. The furniture is defective in quality and quantity, and the supply of apparatus only moderate. The organization is bad. Tenders have, however, been accepted for the construction of suitable buildings and furniture. 2. The pupils are tolerably neat and clean, and subdued in demeanour, but the moral tone is unsatisfactory as regards the dirty and disorderly

orderly condition of the schoolroom and the irregularity of the school operations. 3. The prescribed subjects are taught, except singing, sewing, and drawing; but the standard course is not strictly followed. The teaching is empirical and moderately effective. 4. The mental culture of the pupils is moderate, and their general proficiency from moderate to tolerable.

NOWENDOC (N.V.) :—Visited, 30th April, 1869.

Numbers at the examination :—Boys, 9; girls, 8; total, 17.

1. A fair slab building, without fire-place, and inconveniently situated. There is neither playground, out-office, lavatory, nor supply of water, and the furniture is defective in quantity, design, and arrangement. The supply of working materials is insufficient. 2. The moral tone is passable. 3. The prescribed subjects are taught, except sewing. The instruction is regulated with tolerable skill, and the teaching is tolerably painstaking and intelligent. 4. The mental culture of the pupils is moderate, and their attainments range from small to moderate.

REDBANK (N.V.) :—Visited, 8th November, 1869.

Numbers at the examination :—Boys, 15; girls, 11; total, 26.

1. The schoolroom has been repaired and a playground with an out-office provided. A lavatory, supply of water, and a more suitable book-press are still needed, to render the organization passable. 2. The pupils in general are clean and orderly but rather diffident; the schoolroom is tolerably neat and clean; but the discipline is rather lax in the details of school management. 3. The instruction comprises the usual subjects, except singing and sewing, and is but moderately well regulated. The teaching also, though passable in point of energy and diligence, is but moderately skilful. 4. The mental culture and attainments of the pupils are moderate.

ROCKY MOUTH (N.V.) :—

This school was not visited for want of opportunity.

ROSE HILL (N.V.) :—

This school was not visited for want of opportunity.

SANCROX (N.V.) :—Visited, 8th November, 1869.

The inspection of this school was only incidental, on account of its very recent establishment.

1. The schoolhouse is a passable slab structure, well lighted and ventilated. The playground is not fenced in nor provided with out-offices, lavatory, or water, and the furniture is wanting in a book-press and hat-pegs. The apparatus is sufficient in diagrams and a blackboard and easel. Few of the pupils have had previous schooling.

SHERWOOD (N.V.) :—Visited, ———

This school was closed at the time I visited its district, on account of the teacher's illness.

1. The organization is very defective, the school being held in the teacher's dining-room, which is not properly furnished for the purpose. There is but a moderate stock of apparatus.

TALOUMBI (N.V.) :—Visited, 1st December, 1869.

I was unable to hold a regular inspection of this school for want of opportunity.

1. The schoolhouse is a comparatively suitable slab building, but not as yet properly furnished, nor provided with out-offices, lavatory, water, or fenced-in playground. 2. The schoolroom is clean and orderly. 3. The lesson documents are framed with moderate intelligence, and the teaching is moreover mechanical and moderately effective. 4. The mental culture and general proficiency of the pupils are moderate.

WALLABY HILLS (N.V.) :—Visited, 10th November, 1869.

Numbers at the examination :—Boys, 13; girls, 9; total, 22.

1. The schoolhouse is suitable, but the material organization is in other respects defective—the furniture rude, insufficient, and ill-arranged, the playground not fenced-in, nor provided with out-offices, lavatory, or water. The supply of working materials is moderate. 2. The pupils are clean and tolerably well-behaved; but in other respects the moral tone of the school is only moderate. 3. The prescribed subjects are taught, except singing, drawing, and object lessons. The instruction is defectively regulated; and the teaching, though earnest and diligent, is but moderately skilful. 4. The general proficiency of the pupils is moderate.

TYNEDALE (N.V.) :—

This school was not visited for want of opportunity.

WARDELL (N.V.) :—

This school was not visited for want of opportunity.

WOODFORD PARK (N.V.) :—Visited, 3rd December, 1869.

Numbers at the examination :—Boys, 8; girls, 14; total, 22.

1. The roof and floor need repairs, the schoolroom better lighting and ventilation, the playground fencing in, and providing with out-offices, water, and lavatory. The supply of furniture and apparatus is passable. The organization is moderate. 2. The schoolroom is clean and tolerably neat; the pupils are clean and well behaved, and the discipline is healthy; but the school operations are not performed with due precision and vigour. The moral tone is tolerable. 3. The prescribed subjects are taught, except singing, sewing, and drawing; but the instruction is indifferently regulated.

YAMBA (N.V.) :—Visited, 30th November, 1869.

Numbers at the examination :—Boys, 4; girls, 7; total, 11.

1. The organization is very defective. The schoolroom is very small, and ill-furnished; there is neither playground, out-offices, lavatory, nor water; and the time of the teacher is partly occupied in the pilot service. A peculiar feature of the school is, that there are no school fees. The supply of working materials

materials is moderate. 2. The pupils, though unaccustomed to drill in or out of school, are well-behaved, and particularly neat and clean; but diffident and low in mental culture. 3. The instruction is very elementary, and is not regulated by the necessary lesson documents. The classification is defective, and the teaching empirical and inefficient. 4. The attainments of the pupils are low.

YETMAN (N.V.) :—Visited, 2nd September, 1869.

Numbers at the examination :—Boys, 10; girls, 6; total, 16.

1. The organization is very defective, except as regards the supply of working materials. The school-room is ill furnished, without flooring, and used by the teacher as a sitting room and bedroom. The roof, moreover, is pervious to the rain, and the windows are of rude structure; besides which, there is no playground, and but indifferent out-offices. 2. The moral tone of the school is indifferent. 3. The prescribed subjects, excepting those of drawing and sewing, are taught with moderate skill; but the instruction is not regulated by the requisite lesson documents, nor is the classification judicious. 4. The mental culture and general proficiency of the pupils are only moderate.

HUNTINGDON & BEECHWOOD (Half-time) :—Visited, 21st April, 1869.

The Beechwood school was not established when I visited the district.

Numbers at the examination :—Boys, 3; girls, 4; total, 7.

1. The schoolhouse is tolerably suitable, but disadvantageously situated. The playground needs clearing and furnishing with out-offices, lavatory, and water. The supply of furniture is moderate, and of working materials, fair. The organization is moderate. 2. The attendance is low, irregular, and unpunctual. The pupils are clean and well-behaved, but not orderly in their movements. The school-room is neat and clean. The moral tone is passable. 3. The prescribed subjects (omitting singing, drawing, and sewing) are taught with tolerable skill. The classification and lesson documents are judicious. 4. The mental culture and general proficiency of the pupils are passable.

MEMORANDUM to the Secretary, Council of Education, Sydney.

GENERAL REPORT FOR 1869.

(B.C., No. 70-132.)

HEREWITH is forwarded the above Report, with the exception of Annex F, which will contain the detailed statement regarding schools, to be appended thereto. The drawing up of this Annex will occupy about a week.

I would further observe that as I only finished the Report at 11 p.m. to night, I have no time to revise or even to read it over, to-morrow being Sunday, previous to forwarding it. From want of time I have been unable to complete the closing paragraphs of the Report to my satisfaction.

Should the Council grant my request to proceed to Sydney, as requested, I would desire to revise it then.

Bathurst, 29 Jany., 1870.

J. M'CREIDIE,
Inspr., Bathurst District.

BATHURST DISTRICT.

INSPECTOR'S General Report of Schools for the year 1869.

THE early part of the year was occupied in writing the General Report of Schools for 1868, and in attending to arrears of work from the previous year. It was not, therefore, until the month of March, that the usual work of inspection began in accordance with the programme furnished to the Council.

1.—GENERAL DETAILS.

At the beginning of 1869 the following schools were in operation in the Bathurst District :—

Public Schools	59
Provisional Schools	24
Half-time Schools	2
Denominational Schools	22
Total	107

Of these, the Lithgow Valley and Macquarie Plains Non-vested Public Schools were closed during the year. The former was situated on the line of Railway, and was closed because of the opening of the section on which it was situated, and the consequent withdrawal of population from the locality. Aid was also withdrawn from the Provisional Schools at Rydal and Sodwalls, on account of the establishment of Public Schools at these places. The Church of England Schools at Fredericktown, Guntawang, O'Connell, and Rylstone, are now in operation as Public Schools, having been established as such on application from the residents of these localities.

Counting each department as a separate school, there were, at the end of the year, the following on the list of schools in the Bathurst District :—

Public Schools	70
Provisional Schools	32
Half-time Schools	4
Denominational Schools	19
Total	125

From these statements it will be seen that there has been an increase during the year of thirteen Public, ten Provisional, and two Half-time, Schools; and a decrease of four Church of England Denominational Schools.

The following were the numbers enrolled for the Quarters ending as undermentioned :—

For Quarter ending	Public, Provisional, and Half-time Schools.	Denominational Schools.	Totals.
December, 1868	3,462	1,683	5,145
March, 1869	3,702	1,619	5,321
June, 1869	3,793	1,525	5,318
September, 1869	3,900	1,568	5,468
December, 1869	4,164	1,574	5,738

It appears therefore, from a comparison of the numbers enrolled at the corresponding periods given of 1868 and 1869, that there has been an *increase* in the Public, Provisional, and Half-time Schools, of 702, and a *decrease* in Denominational Schools of 109, while there has been an *increase* on the whole, of 593.

Eighty-eight schools, as hereafter specified, were examined under the general or regular form of inspection.

Public Schools	55
Provisional Schools	15
Half-time Schools	2
Roman Catholic Schools	9
Church of England Schools	6
Presbyterian School	1
Total	<u>88</u>

Four schools, Public and Provisional, were also visited incidentally, thus making a total of ninety-two visits paid to schools during the year.

About thirty schools belonging to the district have therefore either not been visited at all, or have not undergone the usual inspection. This has arisen from the large amount of clerical work connected with the district, the distances to be traversed in reaching schools, and the time taken up in visiting localities to inquire respecting applications for schools, and to hold special investigations. However desirable it may be to visit every school in the district at least once a year, it is quite impracticable to do so, and give the time and attention required for other duties, which arise incidentally in the course of business, and constantly break in on the programme of inspection, rendering it impossible to visit the schools as laid down therein. In the circumstances, therefore, it has been my aim to inspect the more important schools, and those at a distance from Bathurst, which could not be attended to at an early date in 1870.

Hereto is appended, in a tabular form, a list of the schools which have either not been visited or inspected.

Name of School.	Kind.	Cause of Non-Inspection.
Burrowa	Pub.	New school—not open.
Burkeville	Pub.	Do.
Cullenbone	Pub.	Closed when I visited the locality.
Cunningar	Pub.	New school—not open.
Duramana	Pub.	New school—want of time.
Fredericktown	Pub.	Closed when I visited the locality.
Gulgong	Pub.	Closed.
Guntawang	Pub.	Incidentally visited.
Lawson's Creek	Pub.	Do.
Limekilns	Pub.	Do.
Mount Tarana	Pub.	New school—want of time.
Mutton's Falls	Pub.	Do.
Spring Grove	Pub.	Closed at the time of my visit.
Wattle Flat.....	Pub.	Want of time.
Coombing	H. T.	} New schools—want of time.
Teesdale	H. T.	
Bourke	Prov.	Want of time.
Cow Flats	Prov.	Want of time—new school.
Fitzgerald Valley	Prov.	Do.
Glanmire.....	Prov.	Want of time—new school.
Goolagong	Prov.	Do. do.
Ilford	Prov.	Incidentally visited.
Mackenzie's Creek.....	Prov.	Want of time.
Macquarie Plains	Prov.	Do.
Morungulan	Prov.	New school—opened after my visit to the locality.
Mountain Run	Prov.	Want of time.
Merrindee	Prov.	Closed when I visited the locality.
Newrea	Prov.	New school—opened after my visit to the locality.
Obley	Prov.	Do.
South Apsley	Prov.	Want of time.
Spring Terrace	Prov.	New school—want of time.
Trendon Grange	Prov.	Do. do.
Sofala	C. E.	} Want of time.
Sofala	R. C.	

THE following statement contains a detailed summary of the amount of work done during the year :—

Number of—	
Schools inspected (including incidental visits)	92
Pupils enrolled at the date of inspection	4,570
Pupils present at the date of inspection	3,641
Visits of inquiry and special investigations	48
Teachers, pupil teachers, and candidates examined	57
Reports, memoranda, &c.	1,753
Miles travelled	4,200

As supplementary to the above specific details of the manner in which my time has been occupied, it may be remarked that a considerable portion of an Inspector's time is spent, when travelling, in interviews with teachers and members of School Boards, attending meetings of the latter, inquiring into the means of education in the localities through which he may pass, and furnishing information to those who may be desirous of promoting the establishment of schools. But for the pressure of other duties, which do not admit of the necessary leisure, greater attention to these matters would be desirable.

Annex A may be consulted for details as to the numbers and ages, &c., of the pupils enrolled and present, at the date of inspection, in the several kinds of schools, and reference may be made to Annex F for a Summary of the Reports on Schools.

II.—INSPECTION.

Of the ninety-two schools inspected, more than three-fourths have undergone the regular examination; the remainder—with the exception of four, which were only incidentally visited—were subjected to inspection under the general form. No schools have received ordinary inspection, which is intended to follow the general and regular inspection, whenever practicable, and is well calculated to afford an Inspector

Inspector a clear insight into the every-day life and working of the school, of which he can only obtain glimpses on the occasion of the regular examination. To inspector and teacher alike, these would prove valuable. The former would be in a position to detect faults in discipline and methods of instruction not otherwise to be discovered, and the latter would profit by the suggestions and directions arising from the observations of the former. The earnest and faithful teacher would welcome such visits, and court the criticism resulting therefrom; the careless and indifferent would be roused to greater exertion and care; and all would receive benefit. As the Bathurst District now exists, however, nothing can be accomplished in this direction.

The character of the inspection has not differed from that of previous years. In examining to test the attainments of a class, the period of enrolment has been taken into account in forming an estimate of the results obtained, and constant reference made to the requirements of the Council.

The time occupied in examining a school has varied from four to nine hours a day, and in a few instances the examination has been continued on another day.

III.—ORGANIZATION.

Situations.—The situations of the large majority of Public and Denominational Schools are suitable but many of the Provisional Schools have faulty sites. This sometimes arises from want of attention and knowledge on the part of the promoters of the school, when selecting a site for their building, but often from the school being conducted in some old building, which is badly situated.

Of all the schools inspected in the usual way, sixty-eight are from fair to good, and twenty from tolerable to indifferent.

Buildings.—In the course of the year considerable improvement has taken place in regard to school-buildings. The Bathurst Girls' and Infants' Roman Catholic Schools are now conducted in new and suitable schoolrooms, belonging to the Convent recently erected at Bathurst; and the Bathurst Boys' and Mudgee Roman Catholic Schools have also been improved.

The following new Public Vested Schools have either been built during the year, or were in course of erection at its close:—Burrowa, Burkeville, Cunningar, Crudine, Guyong, Hill End, and Pipeclay Creek, while active steps have been taken to secure suitable Public School premises at Forbes, Grenfell, Gulgong, Marengo, Palmer's Oaky, Rydal, Rylstone, and Wilberree. Improvements or additions have been projected or carried out at Blayney, Dubbo, Evans' Plains, Molong, Mount Macquarie, Mudgee, Ophir Road, and Teapot Swamp Public Schools.

Of schools not inspected in the usual way, the new premises at Limekilns have been opened during the year, and a new Church of England schoolroom has been built at Sofala, while the Roman Catholic premises at the same place have been improved by the erection of an additional room. Considerable spirit and earnestness have been manifested along the line of railway, in the erection of Non-Vested Public School buildings. Of these, considering its temporary character, that at Sodwalls reflects credit on its promoters. The Public School buildings at Hargraves and Wattle Flat are in a wretched condition. New premises are urgently needed at these places as well as at Forbes and Grenfell. The Roman Catholic building at Wellington also needs replacing.

Teachers' Residences.—Of Public Schools, forty-six out of fifty-five are furnished with teachers' residences, and of the nine without them, all are of the Non-Vested kind, except Grenfell and Marchvale, which were also originally of that class. Ten Denominational Schools are provided with residences, which are the property of the denomination to which the schools belong. The teachers of the remaining six schools live in private houses, the rents of which, as I am informed, are, in most cases, paid by the Local Boards. Some of these residences are too small for the decent accommodation of a married teacher with a family, and a few are in a wretched condition as to repair and general appearance. Those connected with the Hargraves and Wattle Flat Public, and the Mudgee Roman Catholic, Schools, deserve prominent notice in this respect; their condition is disgraceful. Only a few Provisional Schools are furnished with residences.

Playgrounds.—Twenty playgrounds are unfenced, and several schools can scarcely be said to have any playground. Thirty fall to be classed under the heading of tolerable to indifferent, while fifty-seven range from fair to good. Dividing fences between the sections appropriated to boys and girls are rarely seen, although it is desirable that they should be found in every playground of sufficient size. In some cases the necessary outhouses are altogether wanting, and in many instances there are not *separate* closets for the sexes,—one divided by a partition of slabs, with wide openings between, being all that is frequently provided. In such circumstances common notions of delicacy can scarcely be entertained, nor habits of decency fostered as they should be by every teacher. In only one or two playgrounds are sheds to be found for the protection of the children from the weather, and I cannot recall to mind observing any systematic attempt at rendering the playground attractive by planting trees or flowers around its borders. Few teachers seem to understand or appreciate fully the value of the playground in this respect, or as affording scope for observing quietly and unobtrusively the tempers and general dispositions and characters of their pupils, as well as for encouraging kindly feelings, and fostering those social virtues which the intercourse of the playground is fitted to develop. Hence the supervision of the pupils when at play is commonly very slack, and in some instances is not attended to at all, the teacher contenting himself with inquiring into complaints, and punishing for faults, which would never have been committed in his presence. In this, as in most cases, "prevention is better than cure," and such superintendence is as much the teacher's duty as enforcing discipline, or imparting instruction in school.

Furniture and Apparatus.—On the whole, the supply of furniture and apparatus in Public and Denominational Schools is reasonably satisfactory, but only moderately so in Provisional Schools. The furniture in the former has been improved both in quantity and quality, and the stock of apparatus is more ample and of a better kind than it was during the previous year. Many Provisional Schools still need black-boards, but all other schools, with a single exception, have one or more. The exceptional case alluded to was caused by the teacher not applying in the usual way for it. In a few instances the supply of apparatus was not so complete as was to be wished, owing to the articles applied for not being in stock at the time.

Books and Registers.—In nearly all Public and Denominational Schools the supply of books is sufficient and suitable. It may be observed here, that the waste of books in some schools, as compared with others, is remarkable, and cannot but lead to the conclusion that the teachers of the schools referred to, do not exercise proper care in their preservation. In six-sevenths of the schools inspected, the records are from fair to good. In the Provisional Schools, as may be seen upon reference to Annex B, these documents are not well kept. This has arisen chiefly from ignorance, but occasionally from carelessness and sheer incompetency.

IV.—MORAL CHARACTER OF SCHOOLS.

Punctuality and Regularity.—In regard to punctuality, sixty-five of the schools inspected rank from fair to good. In this respect, therefore, the majority of schools appear to be in a reasonably satisfactory condition. It is difficult, however, to form an accurate estimate of the condition of a school in this matter from observation on the day of inspection, as the proposed visit for that purpose is almost invariably known beforehand, and pupils rarely come late on such an occasion. Were a daily record kept of all late arrivals, it would probably do something towards curing the evil, and also furnish correct information on the subject, which has to be gathered at present from other sources. As a rule, this feature in the discipline of a school is dependent on the personal influence and example of the teacher. When, therefore, he is respected and popular, and has acquired that moral influence which every earnest teacher should possess, there is generally little fault to be found in this particular.

Taking

Taking as a basis for calculation the returns for the various quarters during the year, it appears that the average attendance of the numbers enrolled has been 67 per cent. Several schools during some of the quarters have only reached a per-centage of 50, while a few of the larger and more important have reached, and occasionally exceeded, 80 per cent. of average attendance, which is perhaps satisfactory, taking absolutely necessary causes of absence into account. Viewed, however, as a whole, the regularity of the attendance at the schools in the Bathurst District cannot be regarded as satisfactory. In country districts the irregularity of his pupils is the most disheartening obstacle in the teacher's path, paralysing his best efforts, and causing him almost to give up his weary work in despair. The "task" of instruction, in such circumstances, is anything but "delightful," and soon becomes irksome to both pupil and teacher, while the progress made must be small, and the moral influence of the school produce but little effect. The teacher, by his personal character and moral influence, may be powerful in ensuring punctuality on the part of the pupil, but in the matter of regularity he is comparatively impotent, for here he has to contend with the ignorance, the apathy, and the pecuniary interests of the parent. To counteract the ruinous effects of this prevailing irregularity, and cause the education of many children who do not now attend any school, even when accessible to them, I believe some legislative enactment will be necessary to compel parents to do their duty in this matter. The practicability of such a measure may be doubted; but few will question that something of the kind is not only desirable but necessary. That public opinion is tending strongly in this direction in England, may be seen by the formation of the "National Education League," one of whose leading principles is that of compulsory education. The following are the words of one who has well earned the right to speak with effect on the subject:—"I am an advocate of compulsory education. I hold that no man has a right to bring up his child a burden, a nuisance, and a danger to society; and that if he is bound by law to feed its body, by law also he should be bound to educate and cultivate its mind. If he will breed up children as savages let him retire to the desert. For those employed in mines and mills and otherwise we have already a compulsory system; and there are thousands of poor, unhappy, neglected children that need it as much, or even more than these * * * Some talk much nonsense about the liberty of the subject, and how unpopular a compulsory system of education would be in a free country; but there is no compulsion to the willing—*volenti non fit injuria*. Those who are doing their duty by their children can have no objection to such a system; and those who are not, need it. At present the first 'having not the law are a law unto themselves.' The passing of a compulsory Act, therefore, would make no difference to them; but from long and extensive acquaintance with the condition of the ignorant and lapsed classes, I believe it to be indispensable to their improvement and elevation * * * The upper classes, who know very little of the poor, may oppose a compulsory system; but *I have not seen a sober, well-doing, intelligent man who did so. He knows the need of it.*"

Cleanliness.—The cleanliness of the pupils is generally found to be satisfactory. On the day of examination it is rare to find anyone that is not clean and tidy, and dressed with more or less neatness. As, however, on that day the pupils come specially prepared for the Inspector's visit, there is not an absolute certainty as to what is the normal condition of their cleanliness. This remark applies equally, of course, to the state of the schoolroom and apparatus. Were no intimation of such visits given, the real state as to cleanliness could be ascertained with more accuracy than it can be at present, except when incidental or ordinary inspections take place. The closets are often far from satisfactory in this respect, and the playground is sometimes found untidy from papers, &c., scattered about. In very few schools is there any provision made in the shape of washing apparatus for enforcing habits of cleanliness.

Order and Government.—In about two-thirds of the schools the order and government are from fair to good, the remainder being from tolerable to indifferent. In regard to the position of the desks and the arrangement of apparatus, &c., some improvement has been effected, and the order so far improved thereby, but there is still room for amendment in regard to order in many schools. The successful working of every school is dependent on the order and government maintained therein, and failure in these points on the part of the teacher is a fatal barrier to the production of good results. In fact instruction is thrown away where the order is bad and the government feeble and vacillating. Where they are satisfactory the demeanour of the pupils is quiet and cheerful; they are attentive while under instruction, which is thereby rendered effective, apply themselves vigorously to their work, obey orders with alacrity, perform the usual class movements with precision and promptitude, and carry on the class work with quiet energy and determination. This state of things is only found in a few of the best schools. In some instances whispering and prompting during lessons are attempted, a listlessness and mental inactivity prevail, while the marching in and out of school and the passing of materials, especially slates, are performed in a noisy and slovenly way, which shows a want of attention or disciplinary power on the part of the master. The lounging attitude of the pupils too, and the shuffling of feet beneath the desks, manifest an undesirable state of things, which the teacher cannot be too prompt or careful in correcting. Constant vigilance, and a uniform firmness of demeanour, together with making all possible previous arrangements to facilitate the working of the school, are necessary to reform these abuses. Corporal punishment is not often resorted to, other expedients being adopted for the correction of offenders, unless in exceptional cases. As a rule, the order and government in Provisional Schools are of a low type. Half-time Schools are more satisfactory in these respects. The cause of this is obvious, the teachers in the latter class of schools being regularly trained men, while those in the former are not.

There are but few schools in which a regular system of drill is practised. This is to be regretted, as it is a good corrective of slovenly habits, and a powerful agent in promoting the general discipline of a school.

V.—INSTRUCTION.

Classification and Occupation.—In respect of classification and occupation considerable improvement has taken place during the year in Public and Denominational Schools. The principles on which judicious classification should be based seem better understood by many and appear to have been carried into practice with fair success. The pupils seem, on the whole, more equally matched in point of attainments and mental development. Still, occasional instances are found of promotions being made before the pupils are ripe for removal, while on the other hand cases are sometimes met of children being detained in a class long after they should have been removed to another. In one school I found an entire class presented as a second, which was equal, in point of attainments, to a third in at least the second quarter of enrolment. The teacher expected commendation instead of blame in the matter, and seemed surprised that his classification should be condemned. He evidently looked for an excellent mark instead of reproof. In a few schools the tendency to form too many divisions in the first class still continues, but generally speaking this error is avoided. In Provisional Schools the classification is seldom of a satisfactory kind.

The occupation is regulated by a time-table and programmes of lessons for each class. Except in several Provisional Schools these documents are found in nearly every school in the district. For the most part the time-tables are formed with reasonable judgment, and on the appropriate principles of furnishing constant and suitable work to every child, subordinating the time allotted to each subject to its relative importance, and alternating the lessons so that the teacher shall be enabled to give his attention specially to each class in succession. Considerable improvement has taken place in some schools in the framing of the programmes of lessons, but there is still room for amendment in a large number of schools, and especially in those of the Provisional kind, in many of which, indeed, there is no attempt made to construct such documents. In the programmes for the first class the columns set apart for writing and arithmetic in the programme are rarely filled up satisfactorily, and indicate but small knowledge of the best modes of teaching these subjects to very young children. The entries are often vague and diffuse and almost useless as a guide for the work of the class. A programme should be so precise and clear that any stranger with an ordinary amount of intelligence in such matters could, without difficulty, understand it.

Methods.—

Methods.—As no inspections of the ordinary kind have taken place during the year, the quality of the methods in use can only be inferred from the results obtained on examination. Judging from these, they appear to be in a considerable number of schools of a reasonably satisfactory character. Except in the cases of untrained teachers in Public and Denominational Schools, and those conducting Provisional Schools, the methods appear to be more or less successful imitations of those of the modern kind. There are few thoroughly conversant with good methods, and at the same time capable of reducing them successfully to practice. Much depends on the character of the teacher as to his success in the application of the methods with which he is acquainted. Even moderately skilful methods, in the hands of an industrious and earnest teacher, will be productive of better results than good methods applied with small energy, industry, or intelligence. As has been said, "Character without methods never fails, we may rest assured, of at least partial success; but the most skilful methods, without the elements of personal character, will invariably fail to attain the great object of the school." Vigorous and intelligent questioning seems to have been more practised than heretofore. This with frequent repetition of previous work should always accompany any methods, and the intelligent teacher will not adhere slavishly to one particular mode of teaching a subject. Variety of treatment, with earnestness and penetrative force in the teaching, will invariably produce satisfactory results, where the irregularity of attendance does not prevent progress.

SUBJECTS.

The subjects taught are those prescribed by the Council, and include reading, writing, dictation, arithmetic, grammar, geography, object lessons, needlework, in the majority of schools, together with singing and drawing when the teachers are competent to teach them. Singing is practised in thirty-eight schools, and drawing in forty-two.

Reading.—The subject of reading is supposed to comprehend oral spelling, meanings of words, thorough explanation and mastery of the subject-matter of the lessons, and in its more advanced stages the giving of equivalent phrases, together with exercises in derivation and in paraphrasing suitable passages that may occur in the lesson. Spellings and meanings are fairly attended to in most schools, but the giving of synonymous expressions and derivation have too little prominence, while paraphrasing is scarcely at all practised. In regard to the art of reading, in some schools there has been a marked improvement, but in a large number the subject continues to be treated in an unsatisfactory manner. The same faults still exist in a large measure as in the previous year. The tone is low, drawling, and far from natural; the pronunciation is of a slovenly character; the enunciation wants firmness and deliberation, and is therefore indistinct; while emphasis and expression are total failures. Generally speaking, there seems to be a want of preparation on the part of the teacher, who should come before his class master of the lesson, both as to its subject-matter and the art of reading it. Reading *aloud* should be practised more *in* schools and *out of it*. "To tell a child to 'speak out' or to 'mind his stops' is an utterly useless expenditure of words." Read it before him, and he will imitate what he hears. It has been well said,—"If a schoolmaster wishes to learn to read well, let him first learn to read himself." The quality of reading among teachers themselves must first be raised before a decided improvement in their pupils will take place. In some schools the reading is materially injured by corrections being made while the pupil is reading. This should not be permitted. The attention of the class will be kept up as well by the pupils pointing out errors after each has read, and the reader will not be bewildered or confused by the interruptions.

The "Alphabetic Method" of teaching beginners, though irrational and absurd, still prevails. The *names* of the letters, and not the *sounds* are taught first, although the former have no connection, or but a slight one with the latter, and the child continues to "spell" his way onward through bee-a-tee, bat, see-a-tee, cat, &c., until by dint of sheer force of memory and association he gains in a laborious way some power of reading. When urged to introduce the phonic system, it is said,—"Parents would not understand the system and I should lose my scholars." The black-board is seldom used in giving lessons to beginners, and books are put too soon into their hands. One of the greatest drawbacks to securing good reading in the first class is the habit (a vicious result of the "Alphabetic Method") of spelling each word before pronouncing it. It is painful to listen to the "dry-drilled lesson, forced down word by word" in this fashion. I cannot forbear from quoting the following sentences regarding the phonic method:—"In learning to read according to the phonic method, the child, in addition to possessing all the advantages of the method ordinarily adopted at present, is furnished with an instrument—namely, *the sounds of the letters*—which he can *himself* apply with a view to fresh acquisitions. He thereby has his love of power and discovery gratified, and in the pleasing act of word elaboration, he finds an exercise of understanding, humble indeed in its object, but beneficial in its disciplinary effects, and most interesting to him.

Writing and Dictation.—The writing from copy on slates in the first class is now, generally speaking, of a better quality than before. More care is taken in the arranging of letters and words in the order of their simplicity, and slates are rarely found unruled, or pencils of an improper kind. Formerly the alphabet was gone over from A to Z in many instances, whereas now in all the better class of schools the alphabet is analyzed, and letters combined into words as soon as those given admit of it. As in reading, the quality of the writing depends much on the ability of the teacher in that respect, it being usually found that where the teacher excels in this subject, the writing is of a superior kind. The copy-books in use are often far from suitable, the head-lines being objectionable in various respects. A uniform and properly graduated series of copy-books is much needed. In a few schools the condition of the copy-books as to cleanliness, defacement of covers by writing and drawing of figures on them, is far from creditable, and exhibits gross carelessness. Dictation is generally fairly done in all the classes. The most marked improvement, however, in this particular, is discernible in the first class, greater prominence having been given to it in most schools than had been the previous practice. The value of this exercise in cultivating the attention is sometimes weakened by repeating the words several times. A few words at a time should be given, and they should be dictated *only once*. The revision of the work too requires more care in certain cases.

Arithmetic.—In the majority of schools notation is fairly taught. Some success has been attained in mental arithmetic in many schools, very marked advance having been made in a few. It still, however, requires a more practical direction than is generally given to it. It is found that a practical question of no great difficulty will puzzle and perplex pupils who can calculate with rapidity and accuracy prices of dozens and other stock questions of that class. This shows a weak point to which teachers should give attention. The same remark is applicable to slate arithmetic. The practical utility of the subject is not sufficiently impressed on the children's minds, and hence its value is not appreciated by them; considering the importance of the subject, and the amount of time devoted to it, the results obtained on the whole are not of a very satisfactory character. A more extensive use of the black-board is needed for explanation and illustration of principles, and the constant working of questions, many of which it would be well to make the class work out under mutual correction. The pupils in many instances are left too much and too long to their own unaided efforts, and the revision of previous work does not seem sufficiently attended to. Were teachers to discard books, study carefully the wants of their classes, and frame their questions accordingly, greater progress would be made, and the subject more thoroughly mastered. There seems a want of vigorous questioning, and an impression that such is not so necessary in this as other subjects.

Grammar.—In a few of the better class of schools this subject is well treated, and good results are obtained; but, on the whole, it can only be considered partially satisfactory. The attainments of the pupils therein, to the extent of about half of those examined, range from tolerable to indifferent. In Denominational Schools—except in a few instances—only moderate success has been attained in analysis. Except in the reproduction of object and other lessons, composition is little practised.

Geography.—

Geography.—On the whole, the geography of New South Wales is beginning to be tolerably mastered by the more advanced pupils, but there is too much cramming by rote in many schools. Of 1,771 examined in this subject, 833 are from tolerable to indifferent, and the remainder from fair to good, about 10 per cent. being good. In general the subject is taught orally, with the aid of maps, but the black-board seems to be little used by way of illustration; map drawing, on slates or otherwise, is not much practised.

Object Lessons.—This subject is represented as being taught in nearly every school, but in a large number it is more nominal than real. In only a few schools are these lessons given with intelligence and effect. It is true that a considerable amount of information is crammed into the pupils' minds, but the result, so far as strengthening and developing the mental powers, is meagre.

Singing and Drawing.—Singing is practised, as already stated, in thirty-eight schools, and drawing in forty-two. In about one-half of the number singing is taught by ear; in the remainder from the tonic-sol-fa notation. In several schools considerable proficiency has been attained. The drawing is principally on slates, only a small per-centage using paper. In a few schools the results are fair.

VI.—TEACHERS.

At the close of the year the number of teachers in the Bathurst District, holding the classifications indicated in the annexed table, was as follows:

CLASS I.		CLASS II.		CLASS III.			Pro-bationers.	Total.
Section A.	Section B.	Section A.	Section B.	Section A.	Section B.	Section C.		
.....	1	1	12	31	20	13	10	88

Besides these, there were in charge of Provisional Schools twenty-five teachers, none of which hold certificates, as they are not subject to examination. The total number of teachers therefore was 113. Eleven pupil teachers were also employed in the Public and Denominational Schools of the district.

Taken as a body, the teachers are, I believe, earnest and faithful in the discharge of their duties.

VII.—LOCAL SUPERVISION.

In Denominational Schools, as a rule, the Clergyman is careful in supervising the school, especially as regards the attendance. Some Public School Boards do their duty, and take much interest in the schools with which they are connected, but the majority are very remiss and apathetic.

J. McCREDIE,

Inspector, Bathurst District.

Bathurst, 29th January, 1870.

ANNEX A.

ATTENDANCE OF PUPILS.

Public Schools.

TABLE showing the Numbers and Ages of Pupils enrolled at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys enrolled	689	185	173	167	111	216	1,541
Girls do.	548	173	130	127	78	232	1,288
Totals of boys and girls enrolled	1,237	358	303	294	189	448	2,829

TABLE showing the Numbers and Ages of Pupils present at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys present	551	142	133	126	86	170	1,213
Girls do.	432	137	109	96	62	174	1,010
Totals of boys and girls present	983	279	247	222	148	344	2,223

Provisional Schools.

TABLE showing the Numbers and Ages of Pupils enrolled at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys enrolled	116	24	15	14	11	20	200
Girls do.	96	18	20	12	8	25	179
Totals of boys and girls enrolled	212	42	35	26	19	45	379

TABLE showing the Numbers and Ages of Pupils present at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys present	88	18	14	11	11	16	158
Girls do.	72	11	15	7	4	14	123
Totals of boys and girls present	160	29	29	18	15	30	281

Half-

Half-time Schools.

TABLE showing the Numbers and Ages of Pupils enrolled at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys enrolled	10	1	2	5	2	10	30
Girls do.	12	1	2	2	...	15	32
Totals of boys and girls enrolled	22	2	4	7	2	25	62

TABLE showing the Number and Ages of Pupils present at Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys present	5	1	1	3	1	5	16
Girls do.	9	1	2	2	...	10	24
Totals of boys and girls present	14	2	3	5	1	15	40

Denominational Schools.—(Church of England.)

TABLE showing the Numbers and Ages of Pupils enrolled at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years.	Totals.
Boys enrolled	116	28	22	21	20	26	233
Girls do.	109	24	14	24	17	20	208
Totals of boys and girls enrolled	225	52	36	45	37	46	441

TABLE showing the Numbers and Ages of Pupils present at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys present	92	25	20	22	17	21	197
Girls do.	82	19	10	19	14	19	163
Totals of boys and girls present	174	44	30	41	31	40	360

Roman Catholic.

TABLE showing the Numbers and Ages of Pupils enrolled at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys enrolled	139	60	41	27	32	56	355
Girls do.	190	47	49	28	33	63	410
Totals of boys and girls enrolled	329	107	90	55	65	119	765

TABLE showing the Numbers and Ages of Pupils present at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys present	112	52	34	23	27	45	293
Girls do.	164	43	45	27	25	61	365
Totals of boys and girls present	276	95	79	50	52	106	658

Bathurst Presbyterian School.

TABLE showing the Numbers and Ages of Pupils enrolled and present at the date of Examination.

Pupils.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys enrolled	27	4	2	5	5	9	52
Girls do.	16	6	6	1	5	8	42
Totals of boys and girls enrolled	43	10	8	6	10	17	94
Boys present	20	4	1	5	5	8	43
Girls do.	12	5	6	1	5	7	36
Totals of boys and girls present	32	9	7	6	10	15	79

TOTALS

TOTALS OF ALL SCHOOLS INSPECTED.

Enrolled.

Pupils.	Schools.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys enrolled }	Public, Provisional, and Half-time	815	210	190	186	124	246	1,771
	Denominational	282	92	65	53	57	91	640
	Totals.....	1,097	302	255	239	181	337	2,411
Girls enrolled }	Public, Provisional, and Half-time	656	192	152	141	86	272	1,499
	Denominational	315	77	69	53	55	91	660
	Totals.....	971	269	221	194	141	363	2,159
	Totals of boys and girls enrolled.....	2,068	571	476	433	322	700	4,570

Present.

Pupils.	Schools.	7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and over.	Totals.
Boys present }	Public, Provisional, and Half-time	644	161	153	140	98	191	1,387
	Denominational	224	81	55	50	49	74	533
	Totals.....	868	242	208	190	147	265	1,920
Girls present }	Public, Provisional, and Half-time	513	149	126	105	66	198	1,157
	Denominational	258	67	61	47	44	87	564
	Totals.....	771	216	187	152	110	285	1,721
	Totals of boys and girls present.....	1,639	458	395	342	257	550	3,641

ANNEX B.

MATERIAL CONDITION OF SCHOOLS.

PUBLIC.

Organization.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Situations	25	17	6	7
Buildings	20	13	12	10
Playgrounds	20	14	8	13
Furniture	23	12	7	13
Apparatus	19	16	14	6
Books	29	16	8	2
Registers	37	11	6	1

PROVISIONAL AND HALF-TIME.

Organization.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Situations .....	.....	1	5	11
Buildings .....	.....	2	3	12
Playgrounds .....	.....	1	4	12
Furniture .....	.....	.....	3	14
Apparatus .....	.....	.....	3	14
Books	1	1	7	8
Registers	3	.....	3	11

DENOMINATIONAL.

Organization.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Situations	9	3	2	2
Buildings	11	1	1	3
Playgrounds	4	.....	6	6
Furniture	5	2	5	4
Apparatus	7	5	3	1
Books	10	3	3	.....
Registers	8	4	4	.....

ALL

ALL SCHOOLS.

Organization.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Situations	34	21	13	20
Buildings	31	16	16	25
Playgrounds	24	15	18	31
Furniture	28	14	15	31
Apparatus	26	21	20	21
Books	40	20	18	10
Registers	48	15	13	12

ANNEX C.

MORAL CHARACTER OF SCHOOLS.

PUBLIC.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Regularity	7	11	18	19
Punctuality	13	15	17	10
Cleanliness.....	20	18	11	6
Order	15	16	14	10
Tone	11	13	17	14

PROVISIONAL AND HALF-TIME.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Regularity	3	2	3	9
Punctuality	3	3	4	7
Cleanliness.....	3	2	1	11
Order	1	1	1	14
Tone .....	.....	.....	2	15

DENOMINATIONAL.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Regularity	4	3	3	6
Punctuality	5	3	2	6
Cleanliness.....	8	2	4	2
Order	4	3	2	7
Tone	4	3	2	7

ALL SCHOOLS.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Regularity	14	16	31	27
Punctuality	21	21	23	23
Cleanliness.....	31	22	16	19
Order	20	20	17	31
Tone	15	16	21	36

ANNEX D.

THE INSTRUCTION.

PUBLIC SCHOOLS.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Classification	13	16	15	11
Occupation	12	17	14	12
Methods.....	11	15	13	16

PROVISIONAL AND HALF-TIME SCHOOLS.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Classification	3	2	12
Occupation	2	4	11
Methods.....	3	2	12

DENOMINATIONAL SCHOOLS.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Classification	4	5	3	4
Occupation	3	4	2	7
Methods.....	4	3	5	4

ALL SCHOOLS.

Details.	Good.	Very fair.	Fair.	Tolerable to Indifferent.
Classification	17	24	20	27
Occupation	15	23	20	30
Methods.....	15	21	20	32

ANNEX E.

ESTIMATED PROFICIENCY OF THE PUPILS.
PUBLIC SCHOOLS.

Subjects.	Good.	Fair to very fair.	Tolerable to Indifferent.	Totals.
Reading—				
Monosyllables	127	568	307	1,002
Easy narrative.....	78	347	260	685
Ordinary prose	82	310	62	454
Totals	287	1,225	629	2,141
Writing—				
On slates	146	631	373	1,150
In copy-books	172	602	202	976
Totals	318	1,233	575	2,126
Arithmetic—				
Simple rules.....	173	605	636	1,414
Compound rules	158	199	126	483
Higher rules	31	26	10	67
Totals	362	830	772	1,964
Grammar—				
Elementary	68	313	294	675
Advanced	55	236	139	430
Totals	123	549	433	1,105
Geography—				
Elementary	77	288	292	657
Advanced	51	208	181	440
Totals	128	496	473	1,097

PROVISIONAL AND HALF-TIME SCHOOLS.

Subjects.	Good.	Fair to very fair.	Tolerable to Indifferent.	Totals.
Reading—				
Monosyllables	31	138	169
Easy narrative.....	13	86	99
Ordinary prose	13	12	25
Totals	57	236	293
Writing—				
On slates	9	140	149
In copy-books	36	88	124
Totals	45	228	273
Arithmetic—				
Simple rules.....	27	210	237
Compound rules	13	12	25
Higher rules.....
Totals	40	222	262
Grammar—				
Elementary	7	82	89
Advanced	22	22
Totals	7	104	111
Geography—				
Elementary	11	78	89
Advanced	22	22
Totals	11	100	111

DENOMINATIONAL

DENOMINATIONAL SCHOOLS.

Subjects.	Good.	Fair to very fair.	Tolerable to Indifferent.	Totals.
Reading—				
Monosyllables	31	197	165	393
Easy narrative	25	128	156	309
Ordinary prose	26	174	68	268
Totals	82	499	389	970
Writing—				
On slates	47	187	181	415
In copy-books	54	293	174	521
Totals	101	480	355	936
Arithmetic—				
Simple rules	47	188	363	598
Compound rules	37	79	100	216
Higher rules	11	36	11	58
Totals	95	303	474	872
Grammar—				
Elementary	32	87	161	280
Advanced	12	126	136	274
Totals	44	213	297	554
Geography—				
Elementary	27	167	116	310
Advanced	39	70	144	253
Totals	66	237	260	563

ALL SCHOOLS.

Subjects.	Good.	Fair to very fair.	Tolerable to Indifferent.	Totals.
Reading—				
Monosyllables	158	796	610	1,564
Easy narrative	103	438	502	1,093
Ordinary prose	108	497	142	747
Totals	369	1,781	1,254	3,404
Writing—				
On slates	193	827	694	1,714
In copy-books	226	931	464	1,621
Totals	419	1,758	1,158	3,335
Arithmetic—				
Simple rules	220	820	1,209	2,249
Compound rules	195	291	238	724
Higher rules	42	62	21	125
Totals	457	1,173	1,468	3,098
Grammar—				
Elementary	100	407	537	1,044
Advanced	67	362	297	726
Totals	167	769	834	1,770
Geography—				
Elementary	104	466	486	1,056
Advanced	90	278	347	715
Totals	194	744	833	1,771

ANNEX F.

DETAILED Statement of the condition of Schools in the Bathurst District, visited in 1869.

PUBLIC SCHOOLS.

BATHURST (N.V.)—Infants :—Visited, 20th October, 1869.

Numbers enrolled :—Boys, 55 ; girls, 44 ; total, 99.

Numbers present :—Boys, 42 ; girls, 37 ; total, 79.

The schoolroom is much too small for the attendance, and is not furnished with a gallery. The want of a suitable playground is also a serious defect. The material condition is not satisfactory. The discipline is genial, and marked by firmness and vigilance. The teaching is characterized by energy, fair intelligence, and a systematic arrangement of subjects. The attainments range from fair to good, and the prevailing spirit of the school is pleasing. New vested premises are urgently needed, but inability to procure a suitable site has hitherto prevented any definite action in the matter.

BATHURST

BATHURST (N.V.)—Primary :—Visited, 21st October, 1869.

Numbers enrolled :—Boys, 84 ; girls, 54 ; total, 138.

Numbers present :—Boys, 70 ; girls, 47 ; total, 117.

The schoolroom is commodious and suitable, but there is still no playground belonging to the school. The order is good, and the discipline, on the whole, is fair. The lesson documents are judiciously framed, and the teaching is earnest and fairly skilful. The attainments are, on the whole, reasonably satisfactory, and the moral tone is very fair. The elements of Latin are taught to a few boys.

BINALONG (V.)—Visited, 13th April, 1869.

Numbers enrolled :—Boys, 22 ; girls, 18 ; total, 40.

Numbers present :—Boys, 22 ; girls, 18 ; total, 40.

The material condition of the school is, on the whole, reasonably satisfactory. The discipline is healthy, and the teaching is conducted with earnestness and industry, while the lesson documents are fairly framed. The average proficiency is fairly satisfactory, and the moral tone is fair.

BLAYNEY (V.)—Visited, 17th May, 1869.

Numbers enrolled :—Boys, 15 ; girls, 11 ; total, 26.

Numbers present :—Boys, 15 ; girls, 8 ; total, 23.

The material aspect of the school is good. Steps are being taken to enlarge the teacher's residence, which is rather small. The discipline is tolerable. Greater promptness and vigilance are desirable, and more attention to the minor points of order. The lesson documents are tolerably arranged, and the teaching is earnest and industrious, but fails in impressiveness. The proficiency and general spirit of the school are tolerable.

BOWENFELLS (V.) :—Visited, 23rd August, 1869.

Numbers enrolled :—Boys, 34 ; girls, 20 ; total, 54.

Numbers present :—Boys, 23 ; girls, 15 ; total, 38.

The school is well furnished, and supplied with necessary teaching appliances. The discipline continues effective, and the instructional documents are properly compiled. The proficiency is reasonably satisfactory, and the prevailing spirit of the school is pleasing. Owing to the removal of the population along the line of Railway, the attendance has been greatly diminished.

BURRUNDULLA (N.V.)—Visited, 3rd December, 1869.

Numbers enrolled :—Boys, 25 ; girls, 29 ; total, 54.

Numbers present :—Boys, 21 ; girls, 18 ; total, 39.

The organization has been improved in the matter of furniture, some new desks having been provided. The discipline is careful and marked by energy, and the lesson documents are fairly arranged. The average proficiency is from fair to very fair, and the prevailing tone of the school is healthy.

CADIA (V.)—Visited, 1st November, 1869.

Numbers enrolled :—Boys, 22 ; girls, 20 ; total, 42.

Numbers present :—Boys, 20 ; girls, 18 ; total, 38.

The schoolroom is well furnished and supplied with the necessary appliances for teaching. Materially, therefore, its condition is good. More attention to the minor points of order is needed, and the government is not sufficiently prompt and vigilant. The instruction is defective in care, industry, and thoroughness. The pupils, especially in the first class, do not answer well, and are indisposed to mental exertion. With a few exceptions their thinking powers are small. The results of the examination are unsatisfactory, and the moral tone of the school is not healthy.

CARCOAR (V.) :—Visited, 19th May, 1869.

Numbers enrolled :—Boys, 25 ; girls, 15 ; total, 40.

Numbers present :—Boys, 18 ; girls, 11 ; total, 29.

The material condition is, on the whole, good. The discipline is healthy, but more vigour in its application is desirable. The lesson documents are judiciously arranged, and the teaching is industrious. The attainments on the average range from fair to very fair, and the general spirit of the school is fairly pleasing. For reasons known to the Council the attendance has fallen off.

CARRAWA (V.) :—Visited, 22nd July, 1869.

Numbers enrolled :—Boys, 10 ; girls, 8 ; total, 18.

Numbers present :—Boys, 9 ; girls, 7 ; total, 16.

The school ground is not fenced, but otherwise the material state is respectable. The discipline lacks attention to detail, and the instruction is not guided by the usual documents. The proficiency and moral tone are moderate.

COWRA (V.) :—Visited, 23rd April, 1869.

Numbers enrolled :—Boys, 40 ; girls, 43 ; total, 83.

Numbers present :—Boys, 31 ; girls, 27 ; total, 58.

The playground has been fenced since last inspection. The material condition is good. The discipline is vigorous and healthy, and the instructional documents are well arranged. The attainments are satisfactory, and the moral tone is good.

CRUDINE (N.V.) :—Visited, 10th June, 1869.

Numbers enrolled :—Boys, 12 ; girls, 9 ; total, 21.

Numbers present :—Boys, 10 ; girls, 9 ; total, 19.

From the conduct of the contractor, the new Vested building is still unfinished, and the school is therefore held in a shepherd's hut. The government is firm, and the lesson documents are tolerably constructed. In the circumstances the attainments are tolerably satisfactory, and the moral tone is tolerable.

CUDGEGONG (N.V.) :—Visited, 6th December, 1869.

Numbers enrolled :—Boys, 18 ; girls, 14 ; total, 32.

Numbers present :—Boys, 17 ; girls, 12 ; total, 29.

The building is suitable, but the desks need repairing or replacing, and the playground is not fenced. The accommodation for the teacher is small and uncomfortable. The discipline is wanting in promptness and vigilance, and the instruction is not properly regulated. The attainments are unequal ; the average proficiency is from moderate to tolerable. The moral tone is only moderate, but has improved.

CURRAJONG (N.V.) :—Visited, 22nd March, 1869.

Numbers enrolled :—Boys, 21 ; girls, 11 ; total, 32.

Numbers present :—Boys, 16 ; girls, 9 ; total, 25.

The building is suitable, and the school is well furnished and supplied with apparatus. The playground is unfenced. The discipline is healthy, and the instruction is fairly regulated. The proficiency is reasonably satisfactory, and the spirit of the school is fairly pleasing.

DENNIS ISLAND (N.V.) :—Visited, 23rd July, 1869.

Numbers enrolled :—Boys, 19 ; girls, 13 ; total, 32.

Numbers present :—Boys, 17 ; girls, 13 ; total, 30.

The furniture is neither suitable nor properly arranged, and the teacher's residence is only partially floored. The discipline is fairly effective, but marred by the bad arrangement of the desks, and the necessary instructional documents are fairly drawn up. The attainments, are on the whole, reasonably satisfactory, considering the previous proficiency, and the general spirit of the school is fairly pleasing.

DUBBO (V.) :—Visited, 12th November, 1869.

Numbers enrolled :—Boys, 39 ; girls, 35 ; total, 74.

Numbers present :—Boys, 33 ; girls, 29 ; total, 62.

The premises have been repaired since last inspection, and may now be considered fairly satisfactory. The discipline is prompt and vigorous, and the lesson documents are arranged with fair skill. The pupils are spirited and fairly correct in answering. The average proficiency ranks from fair to very fair, and the moral tone is healthy.

EGLINTON (N.V.) :—Visited, 13th July, 1869.

Numbers enrolled :—Boys, 14 ; girls, 10 ; total, 24.

Numbers present :—Boys, 13 ; girls, 10 ; total, 23.

The teacher's residence is too small, but otherwise materially the school is fair. The discipline is firm and energetic, and the lesson documents are fairly framed. The average proficiency is from tolerable to fair, and the tone of the school is fairly pleasing.

EVANS' PLAINS (V.) :—Visited, 14th July, 1869.

Numbers enrolled :—Boys, 17 ; girls, 22 ; total, 39.

Numbers present :—Boys, 16 ; girls, 20 ; total, 36.

The teacher's dwelling needs repair, and the erection of a verandah is desirable ; otherwise there is no particular defect in its material aspect. The discipline is quiet, but firm and vigilant, and the instruction is well regulated. The attainments are reasonably satisfactory, and the moral tone is very fair.

FISH RIVER CREEK (V.) :—Visited, 20th September, 1869.

Numbers enrolled :—Boys, 16 ; girls, 23 ; total, 39.

Numbers present :—Boys, 9 ; girls, 12 ; total, 21.

Like most buildings converted to school purposes, the premises are only tolerably suitable. A supply of furniture is much needed. The discipline wants firmness, promptitude, and vigilance, and there are no lesson documents to guide the instruction. The attainments and moral tone are tolerable. On account of the inclemency of the weather the attendance was smaller than usual.

FORBES (N.V.) :—Visited, 15th March, 1869.

Numbers enrolled :—Boys, 70 ; girls, 53 ; total, 123.

Numbers present :—Boys, 38 ; girls, 29 ; total, 67.

The material condition is still unsatisfactory, though the building has been improved since last inspection. There are no closets, and the playground is unfenced. Active steps have since been taken to erect new vested premises. The discipline is fair, and the instruction is well regulated. The proficiency ranges, on the whole, from tolerable to fair, and the prevailing spirit of the school is pleasing.

GREENFELL (V.) :—Visited, 25th March, 1869.

Numbers enrolled :—Boys, 92 ; girls, 44 ; total, 136.

Numbers present :—Boys, 47 ; girls, 18 ; total, 65.

The building is too small, is not well situated, and is in bad repair. The playground is unfenced. Altogether the material condition is very unsatisfactory. The discipline is kindly, but prompt, and the instruction is properly regulated. Considering that the teacher has had no assistance, the attainments are reasonably satisfactory, and the moral tone is fair. The small attendance was owing to the prevalence of sickness among the children.

HARGRAVES (V.) :—Visited, 10th December, 1869.

Numbers enrolled :—Boys, 22 ; girls, 24 ; total, 46.

Numbers present :—Boys, 15 ; girls, 21 ; total, 36.

The premises are in a wretched condition, and urgently need replacing. Neither the schoolroom nor the teacher's residence will be fit for occupation next winter. The discipline is careful, and the instruction is tolerably regulated. The proficiency varies, for the most part, from tolerable to fair, and the moral tone is tolerably healthy.

KIRKCONNELL (V.) :—Visited, 13th August, 1869.

Numbers enrolled :—Boys, 30 ; girls, 28 ; total, 58.

Numbers present :—Boys, 29 ; girls, 28 ; total, 57.

The organization is good. The discipline is thorough, and the lesson documents are skilfully constructed, while the teaching is earnest and impressive. The attainments and general intelligence of the pupils are satisfactory, and the moral tone is good. In every respect this school is worthy of commendation.

LITHGOW VALLEY (N.V.) :—Visited, 25th August, 1869.

Numbers enrolled :—Boys, 12 ; girls, 22 ; total, 34.

Numbers present :—Boys, 7 ; girls, 15 ; total, 22.

Materially, the school is not satisfactory. The discipline is not effective, and the teaching is not guided by the necessary lesson documents. The attainments are, on the whole, meagre, and the teaching is mechanical. Good methods are unknown, and the moral tone is only moderate. The section of Railway on which the school is situated having been opened, the school has since been closed.

LOWTHER (V.) :—Visited, 30th August, 1869.

Numbers enrolled :—Boys, 10 ; girls, 15 ; total, 25.

Numbers present :—Boys, 9 ; girls, 13 ; total, 22.

The building has been left in a somewhat unfinished state ; otherwise, the material condition might have been pronounced good. The discipline is effective, and the lesson documents are fairly arranged. The average attainments are, in the circumstances, reasonably satisfactory, and the general tone is pleasing.

LUCKNOW (N.V.) :—Visited, 26th October, 1869.

Numbers enrolled :—Boys, 18 ; girls, 26 ; total, 44.

Numbers present :—Boys, 17 ; girls, 22 ; total, 39.

The supply of apparatus and furniture is tolerably sufficient, but the playground still remains unfenced. The discipline is wanting in firmness, decision, and energy, and the lesson documents are compiled with only moderate judgment. The average proficiency is tolerable, and the moral tone of the school is moderate.

MAIN CAMP (N.V.) :—Visited, 24th August, 1869.

Numbers enrolled :—Boys, 30 ; girls, 39 ; total, 69.

Numbers present :—Boys, 27 ; girls, 32 ; total, 59.

There is no proper playground, but otherwise the material condition is fair. The discipline is fairly effective, and the teaching is earnest, intelligent, and fairly regulated. The proficiency ranks from fair to very fair, and the prevailing spirit of the school is pleasing.

MARENGO (N.V.) :—Visited, 16th April, 1869.

Numbers enrolled :—Boys, 18 ; girls, 13 ; total, 31.

Numbers present :—Boys, 14 ; girls, 12 ; total, 26.

The building is unsuitable, in bad repair, and the playground is unfenced. The furniture is clumsy, and badly arranged. Materially, therefore, the condition of the school is not satisfactory. Steps are being taken for the erection of new premises. The discipline is tolerably effective, and the instruction is guided by the necessary lesson documents. The attainments are reasonably satisfactory, and the moral tone has improved.

MARCH VALE (V.) :—Visited, 29th October, 1869.

Numbers enrolled :—Boys, 16 ; girls, 16 ; total, 32.

Numbers present :—Boys, 14 ; girls, 14 ; total, 28.

The playground is unfenced, and there are no outhouses. The arrangement of furniture has been altered, but it is still capable of improvement. The discipline is tolerable, and the instruction is moderately regulated. The average proficiency is from moderate to tolerable, and the general spirit of the school is moderately pleasing.

MEADOW FLAT (V.) :—Visited, 17th August, 1869.

Numbers enrolled :—Boys, 18 ; girls, 13 ; total, 31.

Numbers present :—Boys, 14 ; girls, 8 ; total, 22.

The teacher's residence needs repair ; but otherwise, in a material point of view, the school is satisfactory. The discipline is passable, and the instruction is moderately regulated. The proficiency and general spirit of the school are tolerable.

MITCHELL'S CREEK (V.) :—Visited, 16th August, 1869.

Numbers enrolled :—Boys, 32 ; girls, 30 ; total, 62.

Numbers present :—Boys, 28 ; girls, 27 ; total, 55.

Materially, the school is in a fair condition. The discipline is firm and fairly sustained ; and the instructional documents are carefully compiled. The methods are suitable, and the teaching is industrious. The proficiency is reasonably satisfactory, and the moral tone is fair.

MOLONG (V.) :—Visited, 3rd November, 1869.

Numbers enrolled :—Boys, 48 ; girls, 33 ; total, 81.

Numbers present :—Boys, 35 ; girls, 26 ; total, 61.

New furniture is still wanted ; the schoolroom needs enlarging ; but otherwise, the material aspect of the school does not call for remark. The order and government are reasonably satisfactory ; and the instruction is careful, intelligent, and suitably regulated. The pupils answer with considerable spirit, and with fair correctness. The average proficiency is from fair to very fair ; and the prevailing spirit of the school is pleasing.

MOUNT MACQUARIE (V.) :—Visited, 18th May, 1869.

Numbers enrolled :—Boys, 15 ; girls, 13 ; total, 28.

Numbers present :—Boys, 10 ; girls, 13 ; total, 23.

The teacher's residence has been enlarged since last inspection. The discipline is marked by firmness and tact, and the instructional documents are tolerably arranged. The attainments are tolerably satisfactory, and the moral tone is fair.

MOUNT VITTORIA (N.V.) :—Visited, 2nd and 3rd September, 1869.

Numbers enrolled :—Boys, 48 ; girls, 28 ; total, 76.

Numbers present :—Boys, 38 ; girls, 21 ; total, 59.

For a school of a temporary character the material condition is reasonably good. The discipline is firm, prompt, and watchful, and the instruction is properly regulated. The average proficiency is fairly satisfactory, and the general spirit of the school is fairly pleasing.

MUDGE (V.)—Infants :—Visited, 29th November, 1869.

Numbers enrolled :—Boys, 52 ; girls, 39 ; total, 91.

Numbers present :—Boys, 40 ; girls, 32 ; total, 72.

The room is rather small for the attendance, which has considerably increased since last inspection. The organization may be considered fair. The discipline is kindly, but firm and prompt, and the instruction is fairly regulated. The average proficiency is fair, and the general spirit of the school is cheerful and pleasing.

MUDGE (V.)—Girls :—Visited, 30th November, 1869.

Numbers enrolled :—Girls, 53.

Numbers present :—Girls, 45.

The schoolroom, which is situated upstairs, is not a good one, and is particularly objectionable during the summer months. It is suitably supplied with the usual necessary teaching appliances. The discipline is firm and watchful, and the lesson documents are fairly compiled. The attainments range from fair to very fair, and the moral tone appears healthy. The erection of new schoolrooms appears desirable.

MUDGE (V.)—Boys :—Visited, 1st December, 1869.

Numbers enrolled :—Boys, 66.

Numbers present :—Boys, 58.

The entire premises are undergoing repairs, and a new closet is being erected for the boys' playground. The order is careful, and the discipline generally is watchful and well sustained. The teaching is earnest and guided by the requisite lesson documents, which are judiciously compiled. The proficiency of the second and third classes is fair—that of the fourth from fair to good. In addition to the subjects prescribed, the upper section of the fourth class receives instruction in elementary Latin and Algebra.

MURRUMBURRAH (N.V.) :—Visited, 12th April, 1869.

Numbers enrolled :—Boys, 10 ; girls, 12 ; total, 22.

Numbers present :—Boys, 7 ; girls, 11 ; total, 18.

The building is tolerably suitable, but is insufficiently furnished. The discipline is only moderately effective, and the instruction is not properly regulated. The attainments are not satisfactory, and the moral tone is only moderate. The school has been conducted for some months by another person, during the absence of the teacher.

O'CONNELL (N.V.) :—Visited, 17th June, 1869.

Numbers enrolled :—Boys, 19 ; girls, 19 ; total, 38.

Numbers present :—Boys, 12 ; girls, 11 ; total, 23.

The supply of furniture is not sufficient, but otherwise there is little to find fault with in the material condition of the school. The discipline is vigorous and watchful, and the lesson documents are judiciously framed. The proficiency is reasonably satisfactory, and the moral tone is very fair. Preliminary steps have been taken towards the erection of vested premises.

OPHIE ROAD (V.) :—Visited, 15th July, 1869.

Numbers enrolled :—Boys, 12 ; girls, 15 ; total, 27.

Numbers present :—Boys, 11 ; girls, 13 ; total, 24.

The fences are in bad repair, and the schoolroom needs lining and other repairs. The discipline and instruction are failures. The proficiency is not satisfactory, and the moral tone is only moderate. The teacher has since resigned.

ORANGE (V.) :—Visited, 28th October, 1869.

Numbers enrolled :—Boys, 58 ; girls, 16 ; total, 74.

Numbers present :—Boys, 48 ; girls, 10 ; total, 58.

The material condition of the school is good. The only noticeable want is that of a detached kitchen for the teacher's residence. The discipline is satisfactory, and the lesson documents are judiciously drawn up. The proficiency varies from tolerable to good, and the teaching is earnest and industrious. The prevailing spirit of the school is pleasing, though more animation is desirable.

PEEL (V.) :—Visited, 30th July, 1869.

Numbers enrolled :—Boys, 10 ; girls, 12 ; total, 22.

Numbers present :—Boys, 9 ; girls, 10 ; total, 19.

The roof leaks in some places, but otherwise the material condition is satisfactory. The discipline is marked by a quiet firmness, and the instruction is carefully regulated. The average proficiency is fair, and the moral tone is tolerable. For reasons known to the Council, but from no fault of the teacher, the attendance is small.

PIPECLAY CREEK (V.) :—Visited, 15th December, 1869.

Numbers enrolled :—Boys, 31 ; girls, 30 ; total, 61.

Numbers present :—Boys, 17 ; girls, 14 ; total, 31.

The schoolground is substantially fenced, and the school is now conducted in the new vested premises, which are suitable and properly furnished. A detached kitchen is still needed for the teacher's residence. The discipline is tolerably satisfactory, and the instruction is tolerably regulated. The average proficiency is from moderate to tolerable. Owing to the time of my visit being in the middle of harvest, the attendance was small, and the school did not show to advantage.

PLEASANT VALLEY (N.V.) :—Visited, 21st September, 1869.

Numbers enrolled :—Boys, 12 ; girls, 13 ; total, 25.

The organization has been improved by new and fairly suitable desks. The discipline is passable, and the instruction is tolerably regulated. The average proficiency is tolerable, and the moral tone is fair.

ROCKLEY (V.) :—Visited, 28th July, 1869.

Numbers enrolled :—Boys, 12 ; girls, 21 ; total, 33.

Numbers present :—Boys, 9 ; girls, 17 ; total, 26.

The playground is unfenced, and the building needs some repairs. The discipline is not sufficiently sustained or vigorous, and the teaching, though marked by industry, is defective in penetrative force. With some exceptions in the first class, the attainments are tolerably satisfactory, and the moral tone is passable.

RYDAL (N.V.) :—Visited, 18th August, 1869.

Numbers enrolled :—Boys, 28 ; girls, 21 ; total, 49.

Numbers present :—Boys, 23 ; girls, 21 ; total, 44.

The building, in which the school is temporarily conducted, is suitable, but unfurnished. There are no closets, or proper playground fenced in, and the supply of apparatus is scarcely sufficient. The discipline is firm and vigilant, and the instructional documents are suitably arranged. The proficiency in the circumstances is reasonably satisfactory, and the moral tone is fair.

RYLSTONE (N.V.) :—Visited, 17th December, 1869.

Numbers enrolled :—Boys, 19 ; girls, 28 ; total, 47.

Numbers present :—Boys, 15 ; girls, 20 ; total, 35.

The material condition is not satisfactory. The school is still conducted in temporary premises, the new vested building not being yet ready, though now in course of erection. The discipline is fairly effective, and the lesson documents exhibit careful arrangement. The proficiency varies from tolerable to very fair, the average being about fair, and the moral tone is fairly healthy.

SODWALLS (N.V.) :—Visited, 19th August, 1869.

Numbers enrolled :—Boys, 41 ; girls, 39 ; total, 80.

Numbers present :—Boys, 32 ; girls, 33 ; total, 65.

The building is suitable, and well furnished. A new class-room has been added since the date of inspection. For a school of a temporary character the organization is very satisfactory. The discipline is quiet, firm, and watchful, and the instruction is fairly regulated by the necessary guides. The average proficiency is fair, and the moral tone is very fair.

TAMBAROORA (V.) :—Visited, 7th June, 1869.

Numbers enrolled :—Boys, 36 ; girls, 31 ; total, 67.

Numbers present :—Boys, 19 ; girls, 22 ; total, 41.

The teacher's residence has been repaired, and is now habitable, and occupied by the teacher. New forms are needed. The government is fairly efficient, but the order is marred by unsuitable forms. The lesson documents are tolerably constructed, and the attainments are passable. The moral tone is tolerable.

TEAPOT SWAMP (V.) :—Visited, 21st July, 1869.

Numbers enrolled :—Boys, 13 ; girls, 13 ; total, 26.

Numbers present :—Boys, 13 ; girls, 10 ; total, 23.

Some repairs are needed to the building, but in most respects the material condition is satisfactory. The discipline is fair, and the instruction is tolerably regulated by the necessary documents. The attainments are fair, and the moral tone is tolerable.

WALLEROWANG (N.V.) :—Visited, 27th August, 1869.

Numbers enrolled :—Boys, 40 ; girls, 29 ; total, 69.

Numbers present :—Boys, 31 ; girls, 18 ; total, 49.

The furniture is clumsy, insufficient, and unsuitable ; but otherwise the material aspect of the school is fair. The discipline is feeble, and the instruction is not well regulated. The attainments are not satisfactory, and the moral tone is only moderate.

WARREN (N.V.) :—Visited, 15th November, 1869.

Numbers enrolled :—Boys, 14 ; girls, 25 ; total, 39.

Numbers present :—Boys, 11 ; girls, 22 ; total, 33.

The schoolroom is suitable, but is too small, and the teacher's residence needs lining. The playground is unfenced. The discipline needs more promptitude and energy, and attention to the minor details of order is necessary. The instruction is earnest and industrious, but not well regulated. The attainments are only partially satisfactory, and the moral tone is only moderate.

WELLINGTON (V.) :—Visited, 9th November, 1869.

Numbers enrolled :—Boys, 31 ; girls, 16 ; total, 47.

Numbers present :—Boys, 24 ; girls, 13 ; total, 37.

A more complete supply of apparatus is desirable, but otherwise the material condition is good.
The

The discipline has improved in energy and care, and the instruction is judiciously regulated. The average proficiency is fair, and the moral tone is healthy.

WHITE ROCK (N.V.) :—Visited, 22nd October, 1869.

Numbers enrolled :—Boys, 17 ; girls, 18 ; total, 35.

Numbers present :—Boys, 17 ; girls, 17 ; total, 34.

The teacher's residence has been improved since last inspection, and the schoolroom is fairly suitable, and is tolerably supplied with furniture. The discipline is wanting in firmness and vigilance, and the lesson documents are only moderately suitable. The attainments range from moderate to tolerable, and the moral tone is only moderate.

WINBURDALE (N.V.) :—Visited, 6th August, 1869.

Numbers enrolled :—Boys, 18 ; girls, 15 ; total, 33.

Numbers present :—Boys, 17 ; girls, 14 ; total, 31.

As regards its material aspect, the condition of the school is only moderate. The furniture is clumsy ; there is no proper playground, and the site is not a good one. The order and government are fair, and the usual instructional documents are judiciously framed. The results of the teaching and the general spirit of the school are fair.

WINDEYER (V.) :—Visited, 9th December, 1869.

Numbers enrolled :—Boys, 17 ; girls, 17 ; total, 34.

Numbers present :—Boys, 12 ; girls, 11 ; total, 23.

The playground needs clearing and fencing, and the verandah of the teacher's residence repairing. Otherwise, the school is fairly furnished and supplied with teaching requisites. The discipline is tolerably effective, but the pupils are improperly classified, and the instruction is only moderately regulated. The teaching is industrious, but wanting in intelligence and impressiveness. The attainments are tolerably satisfactory, and the moral tone is moderate.

YOUNG (V.) :—Visited, 7th April, 1869.

Numbers enrolled :—Boys, 36 ; girls, 20 ; total, 56.

Numbers present :—Boys, 34 ; girls, 18 ; total, 52.

The material condition of the school is good. The discipline is healthy, and the instruction is properly regulated. The proficiency is fairly satisfactory, and the prevailing spirit of the school is fairly pleasing.

INCIDENTAL INSPECTIONS.

GUNTAWANG (N.V.)—Visited, 13th December, 1869.

Numbers enrolled :—Boys, 25 ; girls, 23 ; total, 48.

Numbers present :—Boys, 21 ; girls, 15 ; total, 36.

The arrangement of furniture has been improved, and, as regards the school building, there is no particular defect. The teacher's residence needs repairs. The school records are properly kept, and the general work of the school appears to be carried on effectively. The school has only been a short time opened.

LAWSON'S CREEK (N.V.)—Visited, 17th December, 1869.

Numbers enrolled :—Boys, 18 ; girls, 13 ; total, 31.

The playground is still unfenced, and the general material condition is only moderate. The school records are fairly kept, but the lesson documents are not well framed. As my visit was made about 6 a.m., I had no opportunity of seeing the pupils at work.

LIMEKILNS (V.)—Visited, 11th June, 1869.

Numbers enrolled :—Boys, 24 ; girls, 18 ; total, 42.

Numbers present :—Boys, 8 ; girls, 16 ; total, 24.

The material condition of the school is, in nearly all respects, satisfactory. The records are neatly kept, and the lesson documents are fairly constructed. The order and discipline appear fairly effective.

HALF-TIME SCHOOLS.

HARTLEY :—Visited, 1st September, 1869.

Numbers enrolled :—Boys, 14 ; girls, 18 ; total, 32.

Numbers present :—Boys, 7 ; girls, 14 ; total, 21.

The school is conducted in the room of a private house, which is fairly suitable. The supply of furniture is tolerably sufficient, but the apparatus is somewhat defective. The discipline is fair, and the instruction is tolerably regulated. The attainments are satisfactory, and the moral tone is fair.

KANIMBLA :—Visited, 13th September, 1869.

Numbers enrolled :—Boys, 16 ; girls, 14 ; total, 30.

Numbers present :—Boys, 9 ; girls, 10 ; total, 19.

The building is suitable, and has been recently enlarged and improved. The furniture is scarcely sufficient, and the apparatus is but scanty. The playground is not furnished with the necessary outhouses. The discipline is effective, and the instruction is fairly regulated. For the time and kind of school, the proficiency is satisfactory, and the prevailing spirit of the school is pleasing.

J. MCCREDIE,
Inspector, Bathurst District.

PROVISIONAL SCHOOLS.

CANOBOLAS :—Visited, 9th March, 1869.

Numbers enrolled :—Boys, 16 ; girls, 11 ; total, 27.
Numbers present :—Boys, 14 ; girls, 6 ; total, 20.

The building is suitable, and in good repair. The desks are insufficient in quantity, and badly arranged. On the whole the material condition is fair. The discipline is firm, and the instruction is tolerably regulated. The proficiency is reasonably satisfactory, and the general spirit of the school is fairly pleasing.

CONDOBOLIN :—Visited, 18th March, 1869.

Numbers enrolled :—Boys, 14 ; girls, 15 ; total, 29.
Numbers present :—Boys, 8 ; girls, 5 ; total, 13.

The building is moderately suitable, and the schoolroom is tolerably furnished. The playground is partially fenced. The order and government have improved since last inspection, and the instruction is moderately arranged. The proficiency, in the circumstances, is reasonably satisfactory, and the prevailing spirit of the school is tolerably pleasing.

CROWTHER :—Visited, 20th April, 1869.

Numbers enrolled :—Boys, 3 ; girls, 6 ; total, 9.
Numbers present :—Boys, 3 ; girls, 4 ; total, 7.

The material state of the school is tolerable. The discipline is not effective, and the instruction is badly arranged. The attainments are meagre, and the moral tone of the school is low. This school has since been closed.

FISH RIVER CREEK :—Visited, 22nd September, 1869.

Numbers enrolled :—Boys, 13 ; girls, 11 ; total, 24.
Numbers present :—Boys, 10 ; girls, 9 ; total, 19.

The building is tolerably suitable, but it is only partially floored, and the furniture is of a wretched description, and badly arranged. The playground is neither cleared nor fenced, and is not furnished with the necessary out-houses. The discipline is not effective, and the instruction is unregulated. The attainments are meagre, and the moral tone is low.

FIVE ISLANDS :—Visited, 14th May, 1869.

Numbers enrolled :—Boys, 7 ; girls, 10 ; total, 17.
Numbers present :—Boys, 5 ; girls, 7 ; total, 12.

The building is tolerably suitable, but the playground is unfenced, and unfurnished with the necessary outhouses. The discipline is not effective, and the instruction is not properly regulated. The proficiency is not satisfactory, and the moral tone is low. This school has since been closed.

IRONBARKS :—Visited, 11th March, 1869.

Numbers enrolled :—Boys, 19 ; girls, 24 ; total, 43.
Numbers present :—Boys, 9 ; girls, 9 ; total, 18.

The material condition is moderate. The site is not good, and the playground is unfenced, and without the requisite offices. The furniture is neither sufficient, suitable, nor properly arranged. The discipline is mild, and only moderately effective, and the instruction is not well regulated. The proficiency and moral tone are moderate.

LAGOON, CAMPBELL'S RIVER :—Visited, 16th July, 1869.

Numbers enrolled :—Boys, 3 ; girls, 9 ; total, 12.
Numbers present :—Boy, 1 ; girls, 8 ; total, 9.

The building is tolerably suitable, but the supply of furniture is only moderate. The playground is not fenced, and the closet is in bad repair. The discipline is feeble, and the instruction is indifferently regulated. The attainments are small, and the teaching is wanting in intelligence and vigour. The moral tone is low.

MIDDLE RIVER HILL :—Visited, 26th August, 1869.

Numbers enrolled :—Boys, 25 ; girls, 17 ; total, 42.
Numbers present :—Boys, 20 ; girls, 10 ; total, 30.

This is a temporary school on the line of railway. The material condition is very unsatisfactory, but its temporary character prevents any improvement. The discipline is not effective, and the instruction is badly regulated. The attainments are small, and the moral tone is moderate.

MUNDORAMA PONDS :—Visited, 20th May, 1869.

Numbers enrolled :—Boys, 11 ; girls, 7 ; total, 18.
Numbers present :—Boys, 10 ; girls, 4 ; total, 14.

The building is tolerably suitable, but there are no closets. The discipline is effective, and the lesson documents are fairly compiled. For the time the proficiency is satisfactory, and the moral tone is fair.

NUBBYGYN :—Visited, 10th March, 1869.

Numbers enrolled :—Boys, 9 ; girls, 9 ; total, 18.
Numbers present :—Boys, 6 ; girls, 6 ; total, 12.

The material condition is only moderate. There are no closets, and the furniture is unsuitable. There is no properly fenced playground. The pupils are tolerably orderly and attentive. The discipline is moderate, but the instructional documents are not properly arranged. The proficiency, in the circumstances, is moderately satisfactory, and the prevailing spirit of the school is tolerably pleasing.

PYRAMUL :—

PYRAMUL :—Visited, 9th June, 1869.

Numbers enrolled :—Boys, 18 ; girls, 14 ; total, 32.

Numbers present :—Boys, 16 ; girls, 11 ; total, 27.

The schoolroom is tolerably suitable, but needs flooring and suitable furniture. There is no proper playground, and closets have not been provided. The order and government are indifferent, and the instruction is not regulated. The attainments are small. The school, when visited, had only been recently aided, and books and apparatus had not been received ; it therefore appeared to disadvantage.

STONY CREEK :—Visited, 9th April, 1869.

Numbers enrolled :—Boys, 17 ; girls, 14 ; total, 31.

Numbers present :—Boys, 17 ; girls, 14 ; total, 31.

The material condition is indifferent. The building is only moderately suitable, and is badly supplied with furniture, which is not properly arranged. There are no closets, and the playground is unfenced. The discipline is feeble, and the instruction is not regulated. The attainments are meagre, and the moral tone is low.

THREE-MILE RUSH :—Visited, 5th April, 1869.

Numbers enrolled :—Boys, 20 ; girls, 8 ; total, 28.

Numbers present :—Boys, 20 ; girls, 8 ; total, 28.

At the date of inspection the building was in an unfinished state, and needed flooring, a fire-place, and furniture. The playground was unfenced, and without the necessary offices. The discipline is feeble, and the lesson documents are not properly arranged. The proficiency is moderate, and the moral tone is low. The school had only been opened a short time.

VITTOBIA :—Visited, 8th March, 1869.

Numbers enrolled :—Boys, 11 ; girls, 9 ; total, 20.

Numbers present :—Boys, 8 ; girls, 5 ; total, 13.

The school is conducted in a bush hut, which is in bad repair, and neither suitable nor sufficiently furnished. The school has since been removed to a new building. The pupils are not punctual, and are only tolerably clean. The discipline is feeble, and the teaching is mechanical and badly regulated. The attainments are meagre, and the moral tone is low.

WISEMAN'S CREEK :—Visited, 24th September, 1869.

Numbers enrolled :—Boys, 12 ; girls, 17 ; total, 29.

Numbers present :—Boys, 11 ; girls, 16 ; total, 27.

The building is moderately suitable, but is not properly furnished. Even a sufficient quantity of forms has not been provided. The pupils are neither orderly nor attentive. The discipline is wanting in firmness and vigilance, and the instruction is not regulated by the necessary documents. The attainments are meagre, and the moral tone is low.

INCIDENTAL INSPECTION.**ILFOED :—Visited, 18th December, 1869.**

Numbers enrolled :—Boys, 15 ; girls, 16 ; total, 31.

The building is tolerably suitable, but is not properly furnished or well situated. There is no playground, owing to its position, being close to the Mudgee Road, and no ground behind the building being available for that purpose. The records are tolerably kept. As my visit took place the day after the school had closed for the Christmas holidays, I did not see the pupils at work.

J. MCCREDIE,

Inspector, Bathurst District.

CAMDEN DISTRICT.—GENERAL REPORT FOR 1869.

On the 31st December, 1869, there were 109 schools or 113 departments on the list for this district, viz. :—Forty-nine Public, one Half-time, fifteen Provisional, and forty-eight Certified Denominational Schools. Of these, four (two Public and two Provisional) had been added to the list in the year.

In the early part of the year I was engaged in completing reports and other work left over from 1868 ; and in the months of September, October, and November, I was unable, through continued ill-health, to undertake all the work of inspection I had intended ; consequently, the number of schools inspected in the year is considerably less than it would otherwise have been.

Numerical statement, showing work done in the year—

Number of schools on the list in the year	109
Number of pupils enrolled in the year	8,039
Average number of pupils enrolled for each quarter in the year	5,809
Number of teachers, pupil teachers, and assistants	128
Number of visits for inspection and inquiry	90
Number of teachers, pupil teachers, and candidates, superintended at examination	66
Total distance travelled in the year, 3,702 miles.	

INSPECTION OF SCHOOLS.

Fifty-one schools were visited for the regular examination in the year, viz. :—Nineteen Public, seven Provisional, and twenty-five Certified Denominational.

The ages of the pupils enrolled, and also of those present at examination, in these schools, is shown in the following tables.

TABLE I.—PUPILS ENROLLED.

Schools.	Pupils— 7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and above.	Totals.
Public	399	128	115	105	79	131	957
Provisional	73	28	22	13	21	26	183
Certified Denominational—C.E. ...	283	105	74	70	70	117	719
" R.C. ...	214	61	59	51	60	83	528
" Pres. ...	10	6	3	4	6	8	37
" Wes. ...	51	13	18	10	5	10	107
Totals	1,030	341	291	253	241	375	2,531

TABLE

TABLE II.—PUPILS PRESENT.

Schools.	Pupils— 7 years and under.	8 years.	9 years.	10 years.	11 years.	12 years and above.	Totals.
Public	316	96	86	78	58	83	717
Provisional	57	23	17	7	15	12	131
Certified Denominational—C.E.	229	87	57	52	51	97	573
" R.C.	143	47	45	33	40	50	358
" Pres.	9	5	2	4	4	6	30
" Wes.	33	9	10	4	4	6	66
Totals.....	787	267	217	178	172	254	1,875

CONDITION OF THE SCHOOLS.

I.—MATERIAL CONDITION.

Considerable improvements in the material condition of the Public Schools in this district have been effected in the year. Wollongong building has been extensively altered and repaired. New buildings of a suitable character have been erected at Botany, Bulli, Glenmore, Lower Picton, and Rose Valley; and the necessary arrangements have been made for the erection of others at Kiama, Shellharbour, and Kangaroo Valley. Substantial improvements have also been made in the school premises at Fairy Meadow, Marshall Mount, Peterboro', and Violet Hill. Many of the non-vested premises are, however, still in a very unsatisfactory state—both as regards buildings and furniture. At Liverpool and Pyree particularly, new premises are greatly needed. The schools there are large and important, but the premises in use are very inadequate and unsuitable. As regards Certified Denominational School premises, material improvements have, in several instances, been effected during the year, but much still remains to be done to render the premises suitable for school purposes. There are in this district twenty-one schools where residences are not provided for the teachers, viz. :—Eight Public Schools and thirteen Certified Denominational Schools.

TABLE showing the material condition of Schools inspected :—

Schools.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public—Vested	4	5	2
" Non-vested .....	.....	2	6
Provisional .....	.....	2	5
Certified Denominational—C.E.	4	3	5
" R.C.	1	7	2
" Pres. ....	.....	.....	1
" Wes. ....	.....	2	.....
Totals.....	9	21	21

II.—DISCIPLINE.

1. *Attendance.*—In the schools inspected the pupils are on the whole fairly *punctual* in their attendance, but their *regularity* is still unsatisfactory. The present system of school fees is, undoubtedly, one great hindrance to the pupils' regularity of attendance. Those parents who are careless about the payment of fees—and many are so—are, as a rule, equally careless about the regularity of their children's attendance at school. Again, some parents who pay fees very regularly for the time their children are actually at school, make it a rule (for the purpose of saving the week's fee) to keep the children from school the whole week whenever circumstances may have prevented their attendance on the first day of the week; and indeed, when children have attended the first day, but were unable to attend on the following days in the week, I have known parents in one part of this district to send the teacher *one penny* (the week's fee being six-pence) for the one day the child had attended.

An enactment, enforcing a small local rate for education, in lieu of the present system of paying fees to the teacher, would, no doubt, greatly improve the regularity of the pupil's attendance; at the same time, however, I am still of opinion that, to effectively remedy the evil complained of, it would be necessary the enactment should also make school attendance compulsory.

2. *Cleanliness.*—With one or two exceptions, I found this part of school discipline well attended to by the teachers in all the schools visited.

3. *Order and Government.*—In one-half the Public Schools, and in one-third of the Certified Denominational Schools inspected, the government was *kind* and *firm*, and the *order* good. In the other Public Schools—two excepted—these matters were tolerably well attended to. In three Provisional Schools, and in six Certified Denominational Schools, the *government* was merely nominal, and the *order* was decidedly unsatisfactory.

TABLE showing the discipline of the Schools inspected.

Schools.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public	10	6	2
Provisional .....	.....	4	3
Certified Denominational—C.E.	6	4	2
" R.C.	1	5	4
" Presbyterian	1	.....	.....
" Wesleyan.....	.....	2	.....
Totals	18	21	11

III.—INSTRUCTION.

1. *Classification and Occupation.*—In two-thirds of the Public Schools, in one Provisional School, and in two-fifths of the Certified Denominational Schools, the classification of the pupils had been carefully attended to, and the school work was regulated (in several instances very judiciously) by the necessary instructional documents. Many teachers however do not yet understand the proper use, or the construction of time-tables and lesson programmes; and although in nearly all cases these documents are posted in the schoolroom, in accordance with the letter of the regulations, in several instances they are but little used afterwards in regulating the school-work. The lesson-register also is often kept very imperfectly—in some cases uselessly.

2. *Subjects and Methods.*—Singing and drawing are not taught in a number of schools, viz., singing in eight Public, and in eleven Certified Denominational, Schools; drawing in two Public, and in eight Certified Denominational, Schools. In Provisional Schools only the ordinary subjects are taught. With these exceptions, all the prescribed subjects are included in the work of the schools visited. Geometry, Algebra, and Latin, are also taught to upper sections of the third or fourth classes in three Public, and in two Certified Denominational, Schools. In about one-half of the schools visited, the methods in use may be described as ranging from tolerable to good; in one-fourth as moderate; and in the remaining one-fourth as indifferent or bad.

Reading.—The proficiency of the pupils in this subject is, on the whole, only moderately satisfactory. In a few schools—Public and Certified Denominational—the pupils read well, and have a very fair knowledge of the language and subject-matter of the lessons. Some progress is being made in nearly all the schools, but in a large majority of them much still remains to be done before the pupils can be considered as up to the standard. Careful and systematic teaching of this subject is not yet sufficiently practised in the junior classes.

Writing.—An improvement in the teaching of this subject is discernible. In three-fourths of the Public, in one-half the Provisional, and in two-thirds of the Certified Denominational, Schools the writing ranges from fair to good. Writing from dictation may also be considered as fairly satisfactory in fully two-thirds of the schools visited.

Arithmetic.—The general proficiency of the pupils in arithmetic is only moderate. Intelligent and systematic teaching of the subject is only met with in a few schools, hence the general results are unsatisfactory. Some teachers (generally new beginners) give too much assistance to their pupils, or afford them too little opportunity of thinking and working for themselves. After explaining a principle, and working one or two exercises on the black-board, to demonstrate its application, such teachers appear to think that their pupils have thoroughly mastered that part of the subject, and are ready to receive further instruction. This is of course a great mistake, which is only found out when an examination of the pupils is held; and as such teachers are not in the habit of examining their pupils themselves on their past work, it generally happens that the inefficiency of their teaching is only demonstrated at the regular examination of the school by the Inspector. Of course the teachers are greatly astonished at the failure of their teaching, and are apt to complain of the pupil's stupidity, when they themselves only are to blame in the matter. Again, other teachers (chiefly those who have not been trained) make a mistake in the opposite direction. They give little or no teaching or explanation of principles, but keep the pupils working mechanically from rule. Under these teachers class-work is not practised, but each pupil is left exclusively to his own unaided effort. When an examination takes place there is of course a failure, unless each question be put in the exact routine form to which the pupils are accustomed. Further, an intelligent system of mental arithmetic is but little practised by a majority of the teachers. Teachers appear to forget that mental arithmetic should precede slate arithmetic, and that prominence should be given to it at every stage of the pupil's progress.

Grammar.—As regards this subject, too much at a time is often attempted by teachers, and the methods generally used present the subject to the pupils in a very dry and uninteresting form; the results therefore are but moderately satisfactory. The following legitimate objects in teaching grammar in the common schools should be constantly kept in view by the teachers, viz. :—

(a.) Mental discipline.

(b.) The more thorough understanding of the reading lesson, or the art of composition.

To secure the first, thoroughness in the work is absolutely necessary. The second can only be attained by analytical parsing, aided by actual practice in constructing sentences, &c.

Geography.—In one-half the Public, and in one-third the Certified Denominational, Schools, this subject is fairly well taught. In the other schools visited, the teaching and results may be described as indifferent.

Object lesson, Singing, and Drawing.—The proficiency of the pupils in these subjects is, on the whole, very moderate. In only six of the schools visited, the proficiency ranges from fair to good.

Needlework is taught wherever the teacher is a married man, or where there is a female teacher. The proficiency is, on the whole, tolerably satisfactory.

TABLE, showing the state of the Schools as to instruction.

Schools.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public.....	8	8	2
Provisional.....	1	3	3
Certified Denominational—C.E.	6	4	2
" R.C.	2	5	3
" Pres. ....	.....	1	.....
" Wes. ....	.....	1	1
	17	22	11

Table showing the proficiency of the Pupils.

Schools.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public.....	10	6	2
Provisional.....	1	3	3
Certified Denominational—C.E.	6	4	2
" R.C.	1	5	4
" Pres. ....	.....	1	.....
" Wes. ....	.....	1	1
	18	20	12

SCHOOL FEES.

The total amount of school fees received by the teachers in the year was £3,287 16s. 4½d. Of the number of pupils (8,039) enrolled in the year, 1,174 are returned as "free scholars." In a large majority of the schools in the district the nominal rate of fee ranges from sixpence to a shilling per week for each child; and in a few it is as low as threepence per week; but the amount actually received gives less than threepence per week for each pupil of the average (5,809) enrolment. The information shown in the following table, with reference to school fees, may, perhaps be useful.

Schools.	Number of pupils enrolled in the year.	Number of free scholars in year's enrolment.	Per-centages of free scholars.	Average number of pupils enrolled for each quarter in the year.	Year's amount of fees received from the different schools.	Average amount paid locally for a year's instruction for each pupil.
Public	3,564	404	11	2,609	£ s. d. 1,484 0 7½	s. d. 11 4
Half-time	30	30	.....	18	.....	.....
Provisional	524	157	30	404	160 7 9	7 11
Cert. Den.—C.E.	2,112	223	10	1,443	974 12 5	13 6
„ R.C.	1,318	330	25	1,005	464 8 6½	9 3
„ Pres.	263	8	3	175	107 0 5½	12 3
„ Wes.	228	22	10	155	97 5 1	12 6

TEACHERS.

Forty-eight teachers, ten pupil teachers, and eight candidates were examined in the year. The number of teachers—including assistants and pupil teachers—employed in the schools of this district is 128. Their classification is shown in the following table.

TABLE, showing the classification of Teachers.

Schools.	Class I.		Class II.		Class III.			Probationers.	Pupil Teachers.	Totals.
	A.	B.	A.	B.	A.	B.	C.			
Public	2	4	6	28	2	5	3	8	58
Half-time	1	.....	1
Provisional	1	13	.....	14
Cert. Den.—C.E.	1	10	5	5	4	3	28
„ R.C.	3	5	11	1	.....	20
„ Pres.	2	2	...	.....	.....	4
„ Wes.	3	...	.....	.....	3
Totals	2	4	7	43	17	22	22	11	128

LOCAL SUPERVISION.

Local supervision is exercised beneficially in two-thirds of the schools visited; in the remaining one-third it is of a useless character.

Separate detailed statements for Public and Certified Denominational Schools, showing the condition of each school at the time of inspection, will be found appended to this Report.

J. HUFFER,
Inspector.

CAMDEN DISTRICT.—INSPECTOR'S REPORT.

APPENDIX A.

DETAILED Statement of the condition of Public and Provisional Schools, inspected in 1869.

The remarks under head 1 relate to the material condition of the schools; under 2, to their moral condition; under 3, to the subjects and methods of instruction; under 4, to the proficiency of the pupils.

ASHFIELD (N.V.) :—Visited, 9th December, 1869.

Numbers present :—Boys, 27; girls, 10; total, 37.

1. The material condition of the school premises is unsatisfactory. A new building is much needed. 2. The pupils are only moderately regular; otherwise, the discipline is good. 3. The prescribed subjects are taught; the methods are appropriate. 4. The general proficiency of the pupils ranges from fair to very fair.

AVONDALE (V.) :—Visited, 10th August, 1869.

Numbers present :—Boys, 19; girls, 20; total, 39.

1. The school buildings are in moderate repair. The furniture is suitable and sufficient. 2. The discipline is fair. 3. Singing is not taught; otherwise, the necessary instruction is carried on with zeal and industry. 4. The proficiency is, on the whole, satisfactory.

ARNcliffe (N.V.) :—Visited, 14th December, 1869.

Numbers present :—Boys, 14; girls, 9; total, 23.

1. The schoolroom-floor has been boarded; otherwise, the premises and furniture are in the same unsatisfactory condition as at last inspection. 2. The discipline is fair. 3. The prescribed subjects are taught with tolerable skill. 4. The results range from tolerable to very fair.

BERKELEY

BERKELEY (V.) :—Visited, 6th August, 1869.

Numbers present :—Boys, 23 ; girls, 18 ; total, 41.

1. Some shingling and other repairs are much needed, and the whole buildings should be painted.
2. The discipline is satisfactory.
3. The instruction is well attended to.
4. The pupils' attainments are very fair.

BANKSTOWN (N.V.) :—Visited, 15th November, 1869.

Numbers present :—Boys, 23 ; girls, 23 ; total, 46.

1. The teacher's residence should be enlarged, and a verandah and additional out-buildings are also needed. The supply of furniture and other requisites is fairly satisfactory.
2. The discipline is fairly healthy.
3. Singing is not taught; otherwise, the instruction is tolerably satisfactory.
4. The pupils' proficiency is tolerable.

CAMDEN (V.) :—Visited, 6th May, 1869.

Numbers present :—Boys, 34 ; girls, 22 ; total, 56.

1. The furniture is only moderately suitable; otherwise, the material condition of the school is satisfactory.
2. The pupils are fairly regular and punctual in their attendance, and the general tone of the school is healthy.
3. The prescribed subjects are taught.
4. Some of the third class pupils are well advanced in the subjects of fourth and fifth classes; but in the first and second classes the pupils' attainments are only moderate.

FAIRY MEADOW :—Visited, 14th June, 1869.

Numbers present :—Boys, 32 ; girls, 12 ; total, 44.

1. Extensive repairs and improvements to the premises were being carried out at the date of inspection. The material condition of the school is now satisfactory.
2. The discipline is fair. On the day of inspection it was raining heavily, consequently the attendance was smaller than it would otherwise have been.
3. The instruction is carried on with energy and care.
4. On the whole, the results are very fairly satisfactory.

GLEDWOOD (V.) :—Visited, 5th May, 1869.

Numbers present :—Boys, 5 ; girls, 6 ; total, 11.

1. The material condition of the school is tolerable.
2. The discipline is weak and ineffective.
3. The teacher is fairly well informed, but he is very unskilful.
4. The proficiency of the pupils is very unsatisfactory.

JAMBEROO (V.) :—Visited, 20th September, 1869.

Numbers present :—Boys, 13 ; girls, 12 ; total, 25.

1. The teacher's residence is too small; the schoolroom needs repairs and painting, and the playground should be divided for the sexes.
2. The enrolment of pupils is much smaller than it should be, and those enrolled are only moderately regular in their attendance; otherwise, the discipline is fair.
3. The prescribed subjects are taught. The methods are appropriate.
4. The pupils' attainments are fair—one boy is well advanced in fourth class subjects.

LIVERPOOL (N.V.) :—Visited, 26th April, 1869.

Numbers present :—Boys, 26 ; girls, 28 ; total, 54.

1. The schoolroom is too small, and it is badly furnished. There is no residence for the teacher. New premises are greatly needed.
2. The discipline is fair.
3. The prescribed subjects are taught. The methods are fairly appropriate.
4. Considering the circumstances of the school the progress made is satisfactory.

MARSHALL MOUNT :—Visited, 10th August, 1869.

Numbers present :—Boys, 18 ; girls, 19 ; total, 37.

1. The building has been painted and colored, and otherwise improved; but a verandah to the residence side of the structure is still much needed. There is a good supply of furniture and requisites.
2. The pupils are only moderately regular and punctual; otherwise, the discipline is good.
3. The instruction is carried on with intelligence and care.
4. The proficiency is fairly satisfactory.

MOUNT KEIRA (N.V.) :—Visited, 16th September, 1869.

Numbers present :—Boys, 18 ; girls, 13 ; total, 31.

1. New desks and forms have been provided; and there is a fair supply of other requisites; otherwise, the material condition is bad.
2. The discipline is fair.
3. The instruction is carried on with earnestness and fair skill.
4. The general proficiency is fair.

MEROO (N.V.) :—Visited, 22nd September, 1869.

Numbers present :—Boys, 16 ; girls, 20 ; total, 36.

1. The school premises are too small; otherwise, their material condition is fairly satisfactory.
2. The discipline is good.
3. The prescribed subjects are taught with energy and skill.
4. The proficiency is very fair.

PICTON, UPPER (V.) :—Visited, 24th March, 1869.

Numbers present :—Boys, 24 ; girls, 8 ; total, 32.

1. The premises are greatly in need of repairs, and new furniture should be provided.
2. The discipline is fairly healthy.
3. The prescribed subjects are taught with intelligence and zeal.
4. The general proficiency is fairly satisfactory.

PICTON,

PICTON, LOWER (N.V.) :—Visited, 22nd March, 1869.

Numbers present :—Boys, 36 ; girls, 37 ; total, 73.

1. New vested buildings were completed and occupied shortly after the date of inspection, consequently the material condition of the school is now satisfactory. 2. The discipline is only moderate. 3. The teacher is fairly well informed, and he works with much energy ; his methods, however, are very defective. 4. The proficiency of the pupils is very small. (When the school was removed to the vested buildings, a new teacher was appointed.)

PETERBORO' (N.V.) :—Visited, 23rd September, 1869.

Numbers present :—Boys, 39 ; girls, 22 ; total, 61.

1. This school has been re-opened in a new slab structure, which the residents have erected in place of the dilapidated building formerly in use. The site is not central, and the material condition of the school, as improved—furniture and requisites excepted—is very unsatisfactory. In its present situation the school is, to some extent, a rival school to the one at Shellharbour. 2. The discipline is healthy. 3. The prescribed subjects are taught—singing excepted. The methods are appropriate. 4. The proficiency of the pupils ranges from fair to very fair.

STONY CREEK (V.) :—Visited, 4th September, 1869.

Numbers present :—Boys, 15 ; girls, 10 ; total, 25.

1. The material condition of the school—furniture and requisites excepted—is unsatisfactory. 2. The discipline is moderately healthy. 3. The prescribed subjects are taught—singing excepted. The methods are tolerably appropriate. 4. The general proficiency is tolerable.

VIOLET HILL (V.) :—Visited, 11th August, 1869.

Numbers present :—Boys, 19 ; girls, 27 ; total, 46.

1. Some necessary repairs having been carried out since the date of inspection, the material condition of the school is now fairly satisfactory. 2. The discipline is tolerably healthy. 3. The instruction is carried on with care and industry. 4. The general proficiency is fair.

PROVISIONAL SCHOOLS.

BROWNLOW HILL :—Visited, 3rd May, 1869.

Numbers present :—Boys, 10 ; girls, 10 ; total, 20.

1. The material condition of the school is moderate. 2. The discipline is bad. 3. The instruction is mechanical and inefficient. 4. The proficiency is very moderate.

BOTANY HEADS :—Visited, 11th December, 1869.

Numbers present :—Boys, 14 ; girls, 5 ; total, 19.

1. The school is at present carried on in a part of the Customs' officer's residence, but a suitable schoolroom is to be provided as soon as practicable. 2. The discipline is fair. 3. The instruction is carried on with intelligence and earnestness. 4. The proficiency is fairly satisfactory.

BARGO, WEST :—Visited, 18th December, 1869.

Numbers present :—Boys, 8 ; girls, 5 ; total, 13.

1. The material condition of the school, requisites excepted, is very moderate. 2. The pupils are not regular in their attendance. The general discipline is weak and ineffective. 3. The teacher is unskilful. 4. The proficiency of the pupils is small.

CORDEAUX RIVER :—Visited, 5th August, 1869.

Numbers present :—Boys, 6 ; girls, 10 ; total, 16.

1. The building and furniture in use are of a very rough description, but the residents promise that better provision shall be made as soon as practicable. 2. The discipline is moderately healthy. 3. The instruction is carried on with much industry, and painstaking. 4. The proficiency is tolerable.

MOORFIELDS :—Visited, 10th December, 1869.

Numbers present :—Boys, 8 ; girls, 8 ; total, 16.

1. The material condition is fair. 2. The discipline is tolerably healthy. 3. The teaching is carried on with earnestness and industry. 4. The progress made under the present teacher is fairly satisfactory.

SAGGART FIELD :—Visited, 13th September, 1869.

Numbers present :—Boys, 8 ; girls, 14 ; total, 22.

1. The material condition is only moderate. 2. The discipline is very weak and ineffective. 3. The teacher's attainments and skill are small. 4. The general proficiency of the pupils is very unsatisfactory.

THERESA PARK :—Visited, 3rd May, 1869.

Numbers present :—Boys, 14 ; girls, 11 ; total, 25.

1. The material condition is tolerable. 2. The discipline is fair. 3. The instruction is carried on with much industry, and painstaking. 4. The proficiency is fair.

F. HUFFER,
Inspector.

CUMBERLAND

CUMBERLAND DISTRICT—GENERAL REPORT.

INSPECTOR'S General Report upon the condition of Schools in the Cumberland District, for the year 1869.

So far as number is concerned, the schools remain much the same as last year; but there is a considerable increase both in the numbers of pupils enrolled and in the daily average attendance. A goodly increase has also taken place in the amount of money paid to the teachers in the shape of school fees. The following tables exhibit the numbers and descriptions of schools, the numbers of pupils enrolled, the daily average attendance, and the fees paid in 1869 and 1868 respectively:—

1. In 1869—

No. of Schools.	Description of Schools.	No. of Pupils Enrolled.	Daily Average Attendance.	Amount of School fees paid.
				£ s. d.
25	Public Schools	2,375	1,226·8	1,315 1 9
11	Provisional Schools	415	197·1	151 16 2
2	Half-time Schools	36	18·0	4 18 0
20	Church of England Schools.....	1,908	924·8	1,055 4 10
14	Roman Catholic Schools	1,216	584·9	378 11 0
4	Presbyterian Schools	306	164·8	131 15 5
5	Wesleyan Schools	368	188·8	202 17 0
81	TOTAL.....	6,624	3,305·2	3,240 4 2

2. In 1868—

No. of Schools.	Description of Schools.	No. of Pupils Enrolled.	Daily Average Attendance.	Amount of School fees paid.
				£ s. d.
24	Public Schools	2,072	963·1	1,047 2 4½
9	Provisional Schools	260	91·4	44 13 3½
2	Half-time Schools	33	16·6	2 6 8
21	Church of England Schools.....	1,945	950·3	1,024 18 5
14	Roman Catholic Schools	1,134	539·9	338 3 6
5	Presbyterian Schools.....	296	179·8	137 11 4
5	Wesleyan Schools.....	422	198·5	229 8 5
80	TOTAL.....	6,126	2,939·6	2,824 4 0

One of the twenty-five Public Schools—the new Public School at Dundas—was opened on the 23rd of September. It has therefore been in operation but one quarter. Two others—those at Castlereagh and St. Alban's—were closed during a portion of the year. As therefore the average attendances at these three schools during the periods of their operation, have been distributed over the whole year, in making up the total average in all Public Schools for 1869, that average is thereby diminished. The same has occurred, though in a less degree, in the case of the Church of England Schools, one of the twenty, that at Hunter's Hill, having been closed at the end of June, whilst its average attendance up to that time has been distributed over the whole year. This school at Hunter's Hill has had its place taken temporarily during the erection of Public School buildings by a Provisional School, which, with one of the same class opened at Guildford, about the middle of the year, has increased the number of Provisional Schools from nine, as at the end of 1868, to eleven, at the end of 1869. The Provisional School at Lower Portland was closed for want of a teacher, for several months. The course already indicated, in reckoning the total average attendance for the whole year, has been observed in the case of the Provisional Schools, and hence also their average attendance is apparently much smaller, when compared with the numbers enrolled, than it would otherwise be. As regards the other four descriptions of schools, no such reducing calculation has had to be adopted, inasmuch as they have all been open during the whole year, and yet one of these, and that the most numerous as regards schools, bears unfavourable comparison in point of attendance with those whose averages have been reduced in the manner described. A reference to the amount of fees paid gives deeper colouring to the unfavourable aspect of the comparison.

In connection with what has been stated respecting existing schools, it is proper here to notice what is doing as regards new schools. It has already been remarked that one new Public School has been opened. Another is in course of erection in Windsor, and it is expected that it will be completed and ready for being opened in February, 1870. Considerable progress has also been made towards the establishment of Public Schools at Enfield, Hunter's Hill, and Burwood, all of which are likely to be in full working order before the end of next year.

II.—THE WORK OF INSPECTION.

Within the year seventy-eight schools have been regularly examined, and of the reports stately furnished upon their condition, a summary will be found in the tabular annexes and detailed statement at the close of this Report. To many of these schools several incidental visits of inspection were paid; and in the case of not a few there was the ordinary inspection, whose object was to study the every-day life of the schools so inspected, by carefully observing their whole discipline and instruction when under the sole management of their respective teachers. In the case of these inspections no notice of their times had to be sent before-hand, as is required in the case of the regular inspections; and it is worthy of remark, although not creditable to the teachers, that in some of the schools there was a very considerable inferiority of aspect to that which they presented at the regular inspections, of which previous notice had been given.

Three schools were not examined,—the Provisional School at Lower Portland; the Church of England School at Hunter's Hill; and the Public School at Dundas. The first of these had been for a time closed. After the lapse of some months it was removed to a different situation, and placed under a new teacher, when it was visited and reported upon with a view to its re-establishment. The Church of England School at Hunter's Hill had been discontinued before the time appointed for its examination had arrived; and the Public School at Dundas had not been opened till the beginning of the last quarter of the year,—so that it could scarcely be in a condition for examination. With these three exceptions, therefore, all the schools in the district were examined during the year.

In addition to the inspection and examination of schools, there was the annual examination of teachers. The number examined, including pupil teachers and applicants for the office of pupil teacher, was sixty-seven. Forty out of this number were teachers, of whom nineteen received promotion; seven were pupil teachers, all of whom were advanced one grade; and twenty were applicants for office, of whom four were appointed to situations; and a fifth will likely be appointed at the beginning of the year,

The

The number and classification of teachers at the end of the year are the following :—

TEACHERS IN PUBLIC AND HALF-TIME SCHOOLS.

1st Class.		2nd Class.		3rd Class.			Probationers and Pupil Teachers.
Section A.	Section B.	Section A.	Section B.	Section A.	Section B.	Section C.	
.....	1	1	4	12	9	2	9

TEACHERS IN DENOMINATIONAL SCHOOLS.

1st Class.		2nd Class.		3rd Class.			Probationers and Pupil Teachers.
Section A.	Section B.	Section A.	Section B.	Section A.	Section B.	Section C.	
.....	18	10	11	11

Of the thirty-eight teachers and pupil teachers in the twenty-five Public and two Half-time Schools, nine teachers and six pupil teachers have been promoted in the course of the year ; of the fifty teachers, including one pupil teacher, in the forty-two Certified Denominational Schools, eleven, including the pupil teacher, have been advanced. To these eighty-eight teachers have to be added the eleven teachers in the eleven Provisional Schools, who are not subject to examination and consequently not classified. Thus at the close of the year there were in operation eighty schools under the charge of ninety-nine teachers.

Among so large a number of teachers as this, considerable variety of character, competency, and efficiency may reasonably be expected. All are not alike naturally gifted for the teaching profession ; all are not alike educated and trained for it ; nor are all equally industrious in and devoted to the performance of its momentous duties. But amid this diversity there has been manifested throughout the year a general harmony of desire and determination to do good work. With few exceptions they have been punctual and regular, faithful and industrious, in the performance of their duties ; and in point of moral character and social position they stand well generally in their respective spheres.

III.—ORGANIZATION.

In several particulars the material condition and general organization of many of the schools have been improved. New buildings have been erected and new furniture provided for the Public School at Petersham, and the Presbyterian School at the Parramatta Junction. It is much to be regretted that no class-room has been embraced in the building for the Petersham Public School. Inconvenience and annoyance have already been experienced, from the circumstance that special religious instruction is given in the schoolroom to a small portion of the pupils, whilst the ordinary business of the school is being carried on by the teacher. If special religious instruction be so much valued, as professedly it is, surely those who desire it might make an effort to provide a remedy for such a case as this, and have the necessary class-room erected.

In the case of a number of schools the furniture has been increased and improved ; but there is still ground for complaint, that in several schools the furnishing is unsatisfactory in character and insufficient in quantity. This remark applies mainly though not exclusively to Denominational Schools. In nearly all the schools there is now a good supply of apparatus and books ; and in the great majority of instances the teachers are careful in the management of the property placed in their charge.

IV.—DISCIPLINE.

On this depends—far more than is generally felt—the true usefulness of a school. Without proper discipline established and firmly yet gently maintained, the moral character of a school cannot stand high ; and its efficiency for imparting knowledge must be very seriously impaired. It is a great mistake with many, and even with some of those who swell the religious instruction cry, to regard schools as mere institutions for imparting a certain amount of information, be it secular, religious, or both. The grand aim of all schooling should be to develop and cultivate and train the various powers and faculties of the immortal mind. To do this involves the communication of knowledge ; but it involves what is of far more consequence—the guiding of the mind rightly to comprehend and use that and any other kind of knowledge that may be presented to it. This cannot be done without inculcating those habits and traits of character which give moral beauty and worth to an individual scholar or school. That a teacher be in a position to bring about the best results intellectually and morally, pre-supposes on his part a hearty acquiescence in the power of religious truth, a continuous conformity to its requirements and obligations in his walk and conversation, and a being influenced by it in all his school teaching and intercourse. A well regulated character in the teacher, constantly presented to the pupils, will do more to mould their character aright than any amount of verbal teaching. It may not be unimportant here to note a few of the elements of character which it is the province of the school to aid in cultivating and developing. They are punctuality and regularity of attendance ; cleanliness and tidiness of personal appearance ; attention, diligence, and self-reliance at lessons ; kindness, forbearance, honesty, and truthfulness in all their intercourse with their fellows. To form such habits as these is the aim of school discipline, and in proportion as this aim is reached, will the moral worth of the school and its efficiency in imparting knowledge be high or low, great or little. It must not be supposed, however, that the most perfect school discipline is capable, of itself, of effecting all that has been here indicated. It needs, as it claims and deserves, the cordial aid of proper home influence and authority. Give it this, and humanly speaking, nothing can prevent a most salutary change being wrought in the whole moral and intellectual aspect of the school system of the Colony. Many teachers fully realize this, and during the year they have sought the sympathy and support of parents in their endeavours to form in their pupils those correct habits which, whilst they benefit them at school, will be their introduction to positions of influence and honor in after life. This appeal to parents has not been made in vain, but in the case of several it has met with a cordial response. Throughout the year the character of the attendance has frequently been interfered with by rainy weather, but, as a whole, improvement has been manifested. In many instances there is also better order maintained, and more systematic working observed in the whole routine of school duty. To several schools even yet this remark is inapplicable. Their teachers either do not know what order implies, or they are not careful to secure it. They either do not comprehend the value of quiet, orderly, industrious, working, or they are devoid of the moral qualities and professional attainments requisite to beget it.

The

The following may be regarded as a reasonably accurate estimate of the moral character of all the schools examined :—

Of thirty-six Public, Provisional, and Half-time Schools, twenty-eight rank from fair to good, and eight from indifferent to tolerable.

Of nineteen Church of England Schools, thirteen rank from fair to good, and six from indifferent to tolerable.

Of fourteen Roman Catholic Schools, five rank from fair to good, and nine from indifferent to tolerable.

Of four Presbyterian Schools, three rank from fair to good, and one is tolerable.

Of five Wesleyan Schools, four rank from fair to good, and one is tolerable.

The average daily attendance is a tolerably good index of the moral condition of a school ; but, as there are ways of keeping up this attendance, of questionable character no doubt, and difficult to deal with, because difficult clearly to trace, it is by no means the invariable evidence that the moral condition of a school professing to show it, is either fair or even tolerable. The subjoined table gives the state of the several classes of schools as regards numbers and fees. It is drawn from the returns furnished for the last quarter of the year 1869 :—

Schools.	Numbers of Pupils enrolled.	Daily average attendance.	Amount of fees paid.	Rate per head.
25 Public	1,847	1240.6	£ s. d. 333 0 2	s. d. 5 4
11 Provisional	360	226.9	46 11 2	4 1
2 Half-time	22	17.7	.....	.....
19 Church of England.....	1,343	908.8	257 0 9	5 7½
14 Roman Catholic	883	601.1	105 1 0	3 5½
4 Presbyterian	243	175.1	31 7 9	3 8
5 Wesleyan	255	183.3	58 17 3	6 5
80	4,953	3353.5	831 18 1	.....

The following table contains similar information for the last quarter of 1868 :—

Schools.	Numbers of Pupils enrolled.	Daily average attendance.	Amount of fees paid.	Rate per head.
24 Public	1,633	1134.6	£ s. d. 317 9 5	s. d. 5 7
9 Provisional	221	161.5	19 13 10	2 5
2 Half-time	22	14.4	2 6 8	3 1
21 Church of England.....	1,369	936.1	270 16 11	5 9
14 Roman Catholic	870	586.8	97 14 4	3 4½
4 Presbyterian	230	166.0	33 6 10	3 11½
5 Wesleyan	288	204.3	59 15 7	5 10
79	4,633	3203.7	801 3 7	.....

A comparison of these two tables is in favour of 1869 ; 320 more pupils have been enrolled ; the average attendance has been 149.8, and the school fees have been £30 14s. 6d. more than for the same period in 1868. At all schools, other than Denominational, there has been an increase in the enrolment of 353 in the average attendance of 174.7 ; and in the fees of £40 1s. 5d. At all Denominational Schools, taken collectively, there is shown a decrease of 33 in enrolment, 24.9 in average attendance ; and in fees of £9 6s. 11d. at the end of the last quarter of 1869, as compared with the same period in 1868. It will no doubt be observed that the increase in average attendance and school fees, although considerable, is not commensurate with the increase in the numbers enrolled. This, however, is accounted for by the fact of there having been a good deal of rainy weather during the last quarter of 1869. This diminished the average attendance, and as a consequence the fees ; bearing this in mind then, it will readily be admitted that very fair progress is being made in extending the advantages of education, and that the value and influence of the school are being more generally realized.

V. INSTRUCTION.

It has already been observed that very much of the efficiency and value of instruction depends upon the discipline and moral character of a school. Whilst this is true, there are other things to be taken into account in forming an estimate of its condition. There is the arrangement of the pupils into classes—mistake here is seriously injurious ; to place pupils in a class below their attainments retards progress ; and to place them in one too high tends to discourage. It is the part, therefore, of a skilful teacher, to see that his classes are composed of pupils whose attainments and capacities are reasonably similar ; and to this point, by many teachers during the year greater attention has been paid. There are still some teachers in Denominational Schools mainly, who, whilst they have a nominal classification shown in their records, do not adhere to it in their teaching.

Again,—a correct classification having been secured, the subjects of instruction require to be carefully adapted to the several classes. This is done by properly graduated programmes ; and these, to be of full value, demand more judgment in their construction than in many cases has yet been bestowed upon them. A goodly number of teachers, however, appears fully sensible of the importance of these documents and studies to make them really useful. When such documents are judiciously arranged and strictly followed, the results of the teaching are usually satisfactory. Further, and still essential to profitable and efficient teaching, there is the mode of working. This implies a knowledge of the structure of mind ; of its various powers and faculties to some extent at least ; it implies a thorough comprehension of the objects or lessons to be presented ; and above all it implies an earnest unwearying determination to discover how, with the strongest probability of success, these lessons may be laid open to the comprehension of the pupils. There is perhaps no element in a teacher's practical skill, that demands his more serious and continued attention than this—how best to make his work tell in the genuine progress of his pupils. As a valuable help in this direction, regular preparation of all lessons to be given may be recommended. Skeleton lessons, embracing the salient points, or those that deserve most prominence, drawn up by the teacher at home from the work laid down in his programmes for the following day, will be found vastly helpful towards an economising of school-time and rendering school-duties more interesting and profitable. In this way teachers find themselves in a position to give their lessons with greater clearness, regularity, and confidence. The pupils come to comprehend this, mutual sympathy is engendered, and good results follow. A tendency in this direction is becoming apparent, and greater anxiety and earnestness to acquire and to practise appropriate and effective methods are manifested by many of the teachers.

Reading.—

Reading.—Fair attention generally is paid to the teaching of reading. The efforts to teach reading well are in the case of several teachers ineffectual from two causes—they do not begin to teach it early enough, and they do not themselves exemplify it. That scholars may become good readers, more care than is usual requires to be taken with them at the very outset, in accustoming them to the clear and accurate perception and enunciation of sounds, as represented by letters, syllables, and words. Carelessness and slovenliness here, as is too often the case, form a serious obstacle to after attempts at good reading. The ear has become familiar with inaccurate sounds, and the habit of improper, indistinct, enunciation has been acquired, which it is exceedingly difficult to eradicate or overcome. The second obstacle to success in teaching reading well, is the failure, on the part of teachers, to furnish patterns of good reading to their scholars. Pleasing, accurate, and attractive reading is an art which teachers may acquire by care and study; with the abundant aids, of which they may avail themselves, and frequent practice, they may readily qualify themselves for being more successful in teaching this subject in their schools.

Whilst, however, it is of much importance that reading as an art be well taught, this is not all that is implied in teaching reading. No reading lesson is taught, however well the mechanical part may have been performed, until its full import have been comprehended by the learner; this necessitates skilful exposition and judicious questioning on the part of the teacher, and thus is reading rendered an invaluable means of developing, refining, and storing the mind. It is satisfactory to find, that improvement is perceptible in the directions indicated; and that in a fair proportion of the schools the teaching of reading, both as an art and as a means of intellectual culture, is better attended to, and more successfully performed.

Writing.—Considerable care is shown in most schools that the writing look well. It is felt that it is one of the subjects through which the general public judges of the worth and efficiency of a school. The ordinary visitor admires and praises neat writing and clean copy-books, and records a favourable opinion of the school. That such frequently happens is no ground of fault; it is rather desirable that through any of the subjects of instruction schools create a favourable impression. They are the more likely to command support and to be useful. But it must be observed that there is to be met with neat writing in carefully and cleanly kept books, worthy of admiration and praise in so far, and not by any means entitled to be regarded as good writing. There may be the want of regular slope, proper shape, and seemly correct joining either in the several letters that compose the words, or in the words themselves. This strikes the eye of the critical observer whilst it escapes the notice of the ordinary visitor. The estimate of the former is consequently less laudatory than that of the latter, and in some instances received by the teacher with less favour and confidence. Still this discrepancy of estimates does good. It compels observation and inquiry; and it leads in many cases to voluntary admission, that after all the estimate of the closer observer was the correct one. In this way teachers are led to look more minutely and carefully to the formation of the very elements of letters and their various combinations. Here improvement has to be noted. The blackboard is more frequently called into requisition, in order to point out the component parts of letters and their combinations, and to guide from these to the formation of words. This is clearly the proper plan to proceed, from the elementary and more simple to the composite and more difficult.

Under the head of writing it must be remarked that in many of the schools more attention is paid to exercises in dictation. These exercises, when properly gone through, are of vast importance, not merely as regards writing, but as regards spelling and punctuation. There are still several schools in which this is little realized. No dictation is given to the first class, and very little to the second. Even in the case of the third the exercise is of such a kind as to be of little value. Such cases are few, comparatively; but the sooner they disappear the better.

Arithmetic.—Beginning with notation, it has to be stated at the outset that in many of the Public, and several of the Denominational, Schools, there has been improvement. In several schools, however, there is still cause for complaint, that notation is very imperfectly taught; and the evil effect of this runs through the more advanced processes in these schools. Another cause of complaint has not yet been removed from several schools,—that of putting text-books on arithmetic into the hands of the pupils, and allowing them to take thence exercises, and work them as best they can. A more worthless method of teaching arithmetic cannot well be conceived. Pupils thus get into a way of doing exercises of a certain type, with little thought and less reasoning; hence, when a simple exercise is read out, or placed upon the blackboard for them to do, they do not understand it, and often make the most stupid attempts to do it. In a large majority of the schools, however, there is a fair approximation to correct and effective methods of teaching this subject. The blackboard is freely used, and the pupils are accustomed to assign reasons for the various steps in their arithmetic exercises. In several schools fair progress is made in the more advanced rules.

Grammar.—The same practice which has been condemned in the case of arithmetic—the improper use of text-books—is met with in the teaching of grammar, but in fewer instances than formerly. Upon the whole it may be stated that during the year grammar has been taught with more intelligence and better effect than in the preceding year. The subject of analysis is not very well understood by many of the teachers, and, as a consequence, it is not very fully or profitably taught; but there has been shown a tolerably general disposition among the teachers to improve in this department. Were teachers to practise writing short articles upon particular subjects, and carefully to study why they place certain words or clauses in certain positions and relations in their sentences, and the effects of these words or clauses upon other and what other parts of their sentences, they would understand analysis better themselves, and so be better fitted for the profitable teaching of it in their schools.

Geography.—With the exception of three or four Denominational and six Provisional Schools, in which little attention is paid to this subject, the teaching of geography, speaking generally, ranks from tolerable to fair. A few schools exceed, and a few fall below, this estimate; but upon the year there has been evident improvement. There is, however, room for recommending a more frequent use of the blackboard in teaching geography. Outlining maps upon it in the presence of the class, and accustoming the pupils to do this for themselves, would be a vastly more efficacious and profitable way of teaching geography than keeping boys and girls for weeks drawing and painting maps for mere exhibition.

Object Lessons.—There are a few teachers who do not attempt the giving of object lessons, assigning as a reason their inability from ignorance of the way of doing it; and there are a few who profess to give these lessons, but they might as well not be attempted. In a good proportion of the schools the case is favourably different. The giving and the reproduction of lessons on objects are attended with beneficial results; they are found to stimulate and develop the thinking and reasoning faculties of the pupils, and to help them in transferring their ideas to writing. The benefits of object lessons would be far greater were the teachers to give more attention to their preparation. An object lesson, to be well given, must be well and regularly arranged in the teacher's own mind before it can, with any reasonable hope of profit, be submitted to a class.

Singing.—In only a very few of the schools is not some endeavour made to teach singing. It is indeed true that very much of the teaching consists in the mere practice of singing by ear, and in so far it is tolerably successful; but in a considerable number of schools singing is taught and practised on the tonic-sol-fa system, and with good effect.

Drawing.—The teaching of drawing, although pretty general, is not in the majority of schools very profitable. Instead of the lessons being given to classes, according to their advancement, by the teacher, through figures drawn by him on the blackboard, they are too frequently given, if it can be so called, by laying prints before the pupils that they may copy or imitate them. This may teach children something of mere copying, but it cannot give them any intelligent ideas of drawing. In about a third of the schools this subject is taught in a manner ranging from tolerable to fair; in a few, the character and value of the teaching is higher; but in the remainder it is only moderate.

Needlework.—

Needlework.—Very fair specimens of needlework are now to be seen from the hands of the girls in many of the schools. A reasonable amount of time and attention is paid to this subject in nearly all the schools, and generally satisfactory results follow.

Scripture.—The scripture lessons are steadily read in all the Public Schools, and in not a few of the Denominational Schools. It is frequently very gratifying to find how accurate and extensive is the acquaintance with Bible truth that is possessed in many schools through the use of these lessons.

VI.—LOCAL SUPERVISION.

Little change has taken place in this particular since last year. It is matter of regret that Local Boards generally meet with so little support and encouragement from the body of the parents. The want of this is peculiarly felt in the case of needed repairs to premises. It is often difficult to collect even small amounts for repairs; and some Boards, rather than subject themselves to disagreeable refusals, have the repairs effected at their own cost. This is not as it should be. Parents and others interested in the cause of education ought to support the Local Boards in the efficient performance of their important and gratuitous work.

VII.—RESULTS OF INSPECTION.

Several changes by removals to other schools have taken place among the teachers during the year. A fair proportion of teachers has received promotion; a reasonable number of schools has advanced in proficiency; and, excepting in a very few instances, the schools generally have been better attended and better supported than during the previous year.

ALEXR. L. FORBES, A.M.,
Inspector of Schools,
Cumberland District.

Richmond, 26 January, 1870.

ANNEX A.

TABLES showing the Material Condition of Schools.

1.—PUBLIC SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	14	8	2	.....
Buildings	11	8	3	2
Playgrounds	11	7	3	3
Furniture	11	9	4	.....
Apparatus	18	6	.....	.....
Books	22	1	1	.....
Registers	18	3	2	1

2.—CHURCH OF ENGLAND SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	11	6	2	.....
Buildings	9	6	3	1
Playgrounds	7	5	3	4
Furniture	4	11	3	1
Apparatus	9	8	2	.....
Books	11	7	1	.....
Registers	7	9	2	1

3.—ROMAN CATHOLIC SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	10	4	.....	.....
Buildings	5	7	1	1
Playgrounds	5	3	.....	6
Furniture .....	.....	5	5	4
Apparatus	2	6	6	.....
Books	3	9	2	.....
Registers	2	6	4	2

4.—PRESBYTERIAN SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	3	1	.....	.....
Buildings	2	1	.....	1
Playgrounds	1	.....	2	1
Furniture	2	1	1	.....
Apparatus	3	1	.....	.....
Books	4	.....	.....	.....
Registers	2	2	.....	.....

5.—WESLEYAN SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	4	1	.....	.....
Buildings	4	1	.....	.....
Playgrounds	1	.....	3	1
Furniture	2	1	2	.....
Apparatus	4	1	.....	.....
Books	5	.....	.....	.....
Registers	3	2	.....	.....

6.—PROVISIONAL SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	2	6	1	1
Buildings	2	2	4	2
Playgrounds	2	2	4	2
Furniture	1	1	3	5
Apparatus .....	.....	2	7	1
Books	5	4	1	.....
Registers	2	4	2	2

7.—HALF-TIME SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations .....	.....	2	.....	.....
Buildings .....	.....	1	1	.....
Playgrounds .....	.....	.....	2	.....
Furniture .....	.....	.....	.....	2
Apparatus .....	.....	1	1	.....
Books	2	.....	.....	.....
Registers	2	.....	.....	.....

8.—TOTALS OF PUBLIC, PROVISIONAL, AND HALF-TIME SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	16	16	3	1
Buildings	13	11	8	4
Playgrounds	13	9	9	5
Furniture	12	10	7	7
Apparatus	18	9	8	1
Books	29	5	2	.....
Registers	22	7	4	3

9.—TOTALS OF CERTIFIED DENOMINATIONAL SCHOOLS.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	28	12	2	.....
Buildings	20	15	4	3
Playgrounds	14	8	8	12
Furniture	8	18	11	5
Apparatus	18	16	8	.....
Books	23	16	3	.....
Registers	14	19	6	3

ANNEX B.

TABLES showing the Ages of Pupils on the Rolls, and present at Examination.

1.—IN PUBLIC SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	345	310	99	92	104	83	95	70	80	72	166	150	889	777	1,666
Present	263	239	81	75	81	63	74	54	67	54	130	108	696	593	1,289

2.—IN CHURCH OF ENGLAND SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	259	185	90	75	90	90	76	71	77	60	127	92	719	573	1,292
Present	212	150	70	57	78	63	59	53	59	42	103	72	581	437	1,018

3.—IN ROMAN CATHOLIC SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	198	156	41	35	45	35	58	33	32	46	66	61	440	366	806
Present	144	115	32	26	33	24	43	25	24	34	47	49	323	273	596

4.—IN PRESBYTERIAN SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	56	43	13	14	9	12	5	12	7	10	17	15	107	106	213
Present	48	32	11	13	9	10	5	9	4	7	12	13	89	84	173

5.—IN WESLEYAN SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	53	42	14	14	17	9	18	13	18	5	25	24	145	107	252
Present	44	31	13	11	13	8	14	12	16	3	22	15	122	80	202

6.—IN PROVISIONAL SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	67	58	16	14	18	15	17	12	8	13	23	33	149	145	294
Present	58	42	14	14	15	10	13	11	8	10	16	25	124	112	236

7.—IN HALF-TIME SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	7	2	1	3	1	1	...	...	3	...	...	3	12	9	21
Present	7	2	...	3	1	1	...	...	3	...	...	3	11	9	20

8.—TOTALS IN PUBLIC, PROVISIONAL, AND HALF-TIME SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	419	370	116	109	123	99	112	82	91	85	189	186	1,050	931	1,981
Present	328	283	95	92	97	74	87	65	78	64	146	136	831	714	1,545

9.—TOTALS IN ALL CERTIFIED DENOMINATIONAL SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	566	426	158	138	161	146	157	129	134	121	335	292	1,411	1,152	2,563
Present	448	328	126	107	133	105	121	99	103	86	184	149	1,115	874	1,989

10.—TOTALS IN ALL SCHOOLS.

Ages.	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Totals.		
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	
Enrolled	985	796	274	247	284	245	269	211	225	206	524	478	2,461	2,083	4,544
Present	776	611	221	199	230	179	208	164	181	150	330	285	1,946	1,588	3,534

ANNEX C.

TABLES showing the Moral Character of the Schools.

1.—OF PUBLIC SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	7	14	2	1
Punctuality	11	11	1	1
Cleanliness.....	12	10	2	.....
Order	15	7	2	.....
Moral tone.....	12	8	4	.....

2.—OF CHURCH OF ENGLAND SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	6	8	4	1
Punctuality	6	7	5	1
Cleanliness.....	4	9	4	2
Order	5	8	5	1
Moral tone.....	4	7	5	3

3.—OF ROMAN CATHOLIC SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	4	4	6
Punctuality	5	3	6
Cleanliness.....	3	4	2	5
Order	3	5	6
Moral tone.....	5	5	4

4.—OF PRESBYTERIAN SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	2	1	1	.....
Punctuality	1	2	1	.....
Cleanliness.....	3	1	.....	.....
Order	1	2	1	.....
Moral tone.....	1	2	1	.....

5.—OF WESLEYAN SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	1	2	2	.....
Punctuality	1	3	1	.....
Cleanliness.....	3	2	.....	.....
Order	2	2	1	.....
Moral tone.....	2	2	1	.....

6.—OF PROVISIONAL SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	6	2	2
Punctuality	6	2	2
Cleanliness.....	7	1	2
Order	4	5	1
Moral tone.....	3	4	3

7.—HALF-TIME SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	2	.....	.....
Punctuality	2	.....	.....
Cleanliness	2	.....	.....
Order	2	.....	.....
Moral tone.....	2	.....	.....

8.—OF PUBLIC, PROVISIONAL, AND HALF-TIME SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	7	22	4	3
Punctuality	11	19	3	3
Cleanliness	12	19	3	2
Order	15	13	7	1
Moral tone.....	12	13	8	3

9.—OF ALL DENOMINATIONAL SCHOOLS (CERTIFIED).

Details.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	9	15	11	7
Punctuality	8	17	10	7
Cleanliness	13	16	6	7
Order	8	15	12	7
Moral tone.....	7	16	12	7

ANNEX D.

TABLE showing the character of the instruction.

1.—IN PUBLIC SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	14	8	2	.....
Occupation	19	4	1	.....
Methods.....	7	15	1	1

2.—IN CHURCH OF ENGLAND SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	7	8	4	.....
Occupation	8	9	2	.....
Methods.....	4	7	6	2

3.—IN ROMAN CATHOLIC SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification .....	.....	4	6	4
Occupation	2	2	5	5
Methods.....	.....	4	7	3

4.—IN PRESBYTERIAN SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	1	1	2	.....
Occupation	1	2	1	.....
Methods	1	1	2	.....

5.—IN WESLEYAN SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	2	2	1	.....
Occupation	3	1	1	.....
Methods.....	2	2	1	.....

6.—IN PROVISIONAL SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	4	4	2
Occupation	3	5	2
Methods.....	3	5	2

7.—IN HALF-TIME SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	2	.....	.....
Occupation	2	.....	.....
Methods.....	2	.....	.....

8.—IN ALL PUBLIC, PROVISIONAL, AND HALF-TIME SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	14	14	6	2
Occupation	19	9	6	2
Methods.....	7	20	6	3

9.—IN ALL CERTIFIED DENOMINATIONAL SCHOOLS.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	10	15	13	4
Occupation	14	14	9	5
Methods.....	7	14	16	5

ANNEX E.

TABLES showing the Proficiency of the Pupils in the subjects of Examination.

1.—IN PUBLIC SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables.....	148	210	144	69	571
Easy narrative	89	134	91	26	340
Ordinary prose	114	128	69	25	336
Writing—					
On slates.....	215	178	107	84	584
In copy-books	206	245	127	82	660
Arithmetic—					
Simple rules	173	189	145	138	645
Compound rules	57	97	81	40	275
Higher rules	28	34	23	17	102
Grammar—					
Elementary.....	95	112	93	44	344
Advanced	85	114	79	47	325
Geography—					
Elementary.....	84	125	97	38	344
Advanced	123	103	71	28	325
Other subjects—					
Scripture	145	131	40	.....	316
Singing	117	221	157	203	698
Drawing	79	146	198	154	577
Needlework	74	152	127	61	414

2.—IN CHURCH OF ENGLAND CERTIFIED SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables.....	63	145	138	95	441
Easy narrative	48	113	97	66	324
Ordinary prose	40	85	64	28	217
Writing—					
On slates.....	62	131	144	113	450
In copy-books	96	151	173	100	520
Arithmetic—					
Simple rules	67	159	95	143	464
Compound rules	25	54	75	59	213
Higher rules	16	10	7	5	38
Grammar—					
Elementary.....	42	103	104	79	328
Advanced	27	61	70	55	213
Geography—					
Elementary.....	46	93	101	69	309
Advanced	33	79	73	28	213
Other subjects—					
Singing	67	179	107	103	456
Drawing	37	98	106	134	375
Needlework.....	49	67	118	98	332

3.—IN ROMAN CATHOLIC CERTIFIED SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables.....	24	48	66	95	233
Easy narrative	25	46	83	38	192
Ordinary prose	11	40	42	23	116
Writing—					
On slates.....	29	57	75	96	257
In copy-books.....	37	47	91	94	269
Arithmetic—					
Simple rules	23	54	76	85	238
Compound rules	11	20	26	59	116
Higher rules	5	3	7	9	24
Grammar—					
Elementary.....	24	29	54	55	162
Advanced	18	23	25	50	116
Geography—					
Elementary.....	19	45	57	41	162
Advanced	11	21	41	43	116
Other subjects—					
Singing	21	34	55	97	207
Drawing	11	28	33	56	128
Needlework	16	24	87	45	172

4.—IN PRESBYTERIAN CERTIFIED SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables.....	16	23	19	13	71
Easy narrative	10	15	18	15	58
Ordinary prose	8	11	10	5	34
Writing—					
On slates.....	16	12	18	17	63
In copy-books.....	14	15	25	38	92
Arithmetic—					
Simple rules	10	24	33	24	91
Compound rules.....	2	6	11	7	26
Higher rules	2	3	2	.....	7
Grammar—					
Elementary.....	5	16	17	14	52
Advanced	6	7	10	2	25
Geography—					
Elementary.....	10	16	19	7	52
Advanced	4	7	10	4	25
Other subjects—					
Singing	11	15	14	17	57
Drawing	3	13	11	9	36
Needlework	8	15	27	16	66

5.—IN WESLEYAN CERTIFIED SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables	11	16	17	9	53
Easy narrative	10	17	27	19	73
Ordinary prose	20	15	19	14	68
Writing—					
On slates	10	9	13	17	49
In copy-books	23	34	35	49	141
Arithmetic—					
Simple rules	16	27	39	35	117
Compound rules	6	11	23	15	55
Higher rules	5	6	4	3	18
Grammar—					
Elementary	17	16	18	22	73
Advanced	16	19	17	16	68
Geography—					
Elementary	7	13	23	30	73
Advanced	9	18	26	15	68
Other subjects—					
Singing	28	30	19	27	104
Drawing	17	28	15	35	95
Needlework	9	12	14	9	44

6.—IN PROVISIONAL AND HALF-TIME SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables	15	25	39	27	106
Easy narrative	5	17	45	27	94
Ordinary prose	3	11	16	6	36
Writing—					
On slates	11	23	36	29	99
In copy-books	16	40	51	23	130
Arithmetic—					
Simple rules	10	24	57	71	162
Compound rules	2	5	10	11	28
Higher rules .....	.....	.....	.....	.....	.....
Grammar—					
Elementary	9	26	24	35	94
Advanced	3	7	12	14	36
Geography—					
Elementary	11	23	30	30	94
Advanced	4	7	11	14	36
Other subjects—					
Singing .....	.....	.....	.....	.....	.....
Drawing .....	.....	6	10	10	26
Needlework	6	14	24	27	71
Scripture	4	16	28	.....	48

7.—IN PUBLIC, PROVISIONAL, AND HALF-TIME SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables	163	235	183	96	677
Easy narrative	94	151	136	53	434
Ordinary prose	117	139	85	31	372
Writing—					
On slates	226	201	143	113	683
In copy-books	222	285	178	105	690
Arithmetic—					
Simple rules	183	213	202	209	807
Compound rules	59	102	91	51	303
Higher rules	28	34	23	17	102
Grammar—					
Elementary	104	138	117	79	438
Advanced	91	121	91	61	361
Geography—					
Elementary	95	148	127	68	438
Advanced	127	110	82	42	361
Other subjects—					
Scripture	149	147	68	.....	364
Singing	117	221	157	203	698
Drawing	79	152	208	164	603
Needlework	80	166	151	88	485

8.—IN ALL CERTIFIED DENOMINATIONAL SCHOOLS.

Subjects.	Good.	Fair.	Tolerable.	Indifferent.	Total.
Reading—					
Monosyllables	114	232	240	212	798
Easy narrative	93	191	225	138	647
Ordinary prose	79	151	135	70	435
Writing—					
On slates	117	209	250	243	819
In copy-books	170	247	324	281	1,022
Arithmetic—					
Simple rules	116	264	243	287	910
Compound rules	44	91	135	140	410
Higher rules	28	22	20	17	87
Grammar—					
Elementary	88	164	193	170	615
Advanced	67	110	122	123	422
Geography—					
Elementary	82	167	200	147	596
Advanced	57	125	150	90	422
Other subjects—					
Singing	127	258	195	244	824
Drawing	68	167	165	234	634
Needlework	82	118	246	168	614

DETAILED Statement of the condition of Schools in the Cumberland District, inspected during the Year 1869.

1.—PUBLIC SCHOOLS.

CASTLEREAGH :—Visited, 21st July.

Present at examination :—Boys, 9 ; girls, 9 ; total, 18.

1. The school buildings have received some repairs since last inspection ; but their condition is still unsatisfactory. 2. An improvement has taken place in the attendance. It is larger and more regular, although it was small on the day of the examination through unfavourable weather. 3. The aim of the teaching is to make the pupils receive and comprehend the lessons presented to them, and for these ends the methods employed are tolerably suitable. 4. The proficiency ranks between tolerable and fair.

COLYTON :—Visited, 16th April.

Present at examination :—Boys, 12 ; girls, 24 ; total, 36.

1. Taken as a whole the premises are good, although they stand in need of considerable repairs. 2. The pupils are clean and tidy in dress and appearance, but they are somewhat wanting in diligence and self-reliance. 3. Whilst in themselves the methods employed are fair, it is desirable that more animation and energy be manifested in their application. 4. The proficiency reaches to nearly fair generally ; in some subjects it exceeds that limit.

DOBROYDE :—Visited, 25th June.

Present at examination :—Boys, 7 ; girls, 24 ; total, 31.

1. The school building is good, and well supplied with all requisites. 2. The discipline has not perceptibly improved since last examination. 3. The usual subjects are taught, but without sufficient penetrativeness. 4. The attainments are little beyond tolerable. Self-reliant diligent working is not a characteristic of the pupils.

DURAL :—Visited, 10th June.

Present at examination :—Boys, 20 ; girls, 24 ; total, 44.

1. The school premises require several repairs and improvements. So far as the teacher is responsible, the organization is tolerably satisfactory. 2. The instruction, which embraces the ordinary subjects, is imparted with earnestness. 3. The moral aspect of the school demands attention. Regularity, punctuality, and cleanliness are open to improvement. 4. The pupils have not learnt to rely upon themselves in endeavouring to answer questions. Their attainments range from indifferent to fair.

FIVE DOCK :—Visited, 12th August.

Present at examination :—Boys, 32 ; girls, 24 ; total, 56.

1. The school building, which is likewise the Church, is good. It is well and suitably furnished, and plentifully supplied with apparatus and books. 2. The attendance of the pupils is fairly regular and punctual. They are generally clean, orderly, and diligent. 3. The prescribed subjects, with the exception of music, are taught, and the methods are careful and fairly effective. 4. The attainments rise to nearly fair.

FREEMAN'S REACH :—Visited, 8th June.

Present at examination :—Boys, 30 ; girls, 29 ; total, 59.

1. The material condition of the premises generally has been improved. The schoolroom needs enlarging. 2. The demeanour of the children, and the spirit that prevails among them, are in the main pleasing. 3. The methods practised are fairly effective ; all the prescribed subjects, except music, are taught. 4. The proficiency ranks from tolerable to very fair ; as a whole it is nearly very fair.

LLONDEILO :—

LLONDEILO :—Visited, 28th April.

Present at examination :—Boys, 10 ; girls, 7 ; total, 17.

1. The schoolhouse is in fair condition, and the teacher's residence has been considerably improved. 2. The attendance, which for some time had been very irregular, is now very small. 3. The instruction is imparted with fidelity and steadiness, but animation and energy are wanting to render it more penetrative. 4. The proficiency is little beyond moderate.

LOWER HAWKESBURY :—Visited, 20th September.

Present at examination :—Boys, 15 ; girls, 17 ; total, 32.

1. The building is good ; but as it was primarily erected for a church, and as it contains the church pews and other church furniture, it is found to be somewhat difficult properly to arrange the school furniture. 2. The attendance has improved during the year, and the school now presents a pleasing aspect. 3. Instruction in all the prescribed subjects is given with vigour and fair results. 4. The attainments approach to nearly fair.

LUDDENHAM :—Visited, 26th February.

Present at examination :—Boys, 26 ; girls, 30 ; total, 56.

1. The premises require very considerable repairs ; in other respects the organization is satisfactory. 2. The character of the attendance is tolerably good, and the pupils generally are clean and tidy. Fair order and diligence in the performance of school duties are maintained. 3. All the prescribed subjects, except music, are taught, and the methods employed are tolerably appropriate and successful. 4. The attainments range between tolerable and fair.

MANLY :—Visited, 20th August.

Present at examination :—Boys, 24 ; girls, 5 ; total, 29.

1. The buildings are good, and the organization, as a whole, is fairly satisfactory. 2. The pupils, especially those in the junior classes, are wanting in diligence and application. They are given to talking and trifling, thus evidencing that discipline has not secured proper results. 3. There is still considerable room for amendment in the imparting of instruction. Greater discrimination in the putting of questions and receiving answers is necessary. 4. The proficiency is very unequal ; but in the main they vary from tolerable to fair.

M'DONALD RIVER (UPPER) :—Visited, 15th September.

Present at examination :—Boys, 17 ; girls, 9 ; total, 26.

1. The building is tolerably good ; but in other particulars the organization is unsatisfactory. This latter remark applies specially to the records and lesson documents. 2. The moral aspect of the school is not pleasing. This is the result of feeble inoperative discipline. 3. The instruction is not well regulated, nor energetically imparted. 4. The attainments are moderate.

MACDONALD RIVER (CENTRAL) :—Visited, 14th September.

Present at examination :—Boys, 12 ; girls, 9 ; total, 21.

1. The school premises are in very bad condition. 2. The attendance is punctual, but not very regular. The pupils are clean and orderly, but not sufficiently thoughtful and diligent. 3. Greater firmness in the manner of teaching, coupled with more animation and energy, is required. 4. The average proficiency is nearly tolerable.

NORTH SYDNEY :—Visited, 6th August.

Present at examination :—Boys, 9 ; girls, 15 ; total, 24.

1. The school premises are very fair, and the organization in other respects is suitable. 2. The children are clean and orderly : but their attendance is not so regular as is desirable. 3. The more ordinary subjects are taught with persevering patience and fidelity. 4. The proficiency is fair.

PARRAMATTA :—Visited, 12th and 13th May.

Present at examination :—Boys, 129 ; girls, 45 ; total, 174.

1. It would be a great advantage to the school if the playground could be enlarged, and a teacher's residence erected. The premises require several repairs. 2. The attendance is good, and the appearance and conduct of the pupils generally is pleasing. 3. In addition to the prescribed subjects, geometry is taught. The whole business of the school is carried on with life and vigour. 4. The grammar of the third class excepted, the proficiency of the whole school in the other subjects of instruction ranges from fair to good.

PENNANT HILLS :—Visited, 25th August.

Present at examination :—Boys, 40 ; girls, 37 ; total, 77.

1. The school premises are unsuitable and in bad condition ; otherwise, the organization is fairly satisfactory. 2. The attendance is fair, and the appearance and demeanour of the scholars are creditable. 3. The standard course is followed as regards the matter of the instruction ; and with a little more animation and energy in their application, the methods employed might be deemed effective. 4. The attainments are nearly fair.

PENRITH :—Visited, 24th and 25th March.

Present at examination :—Boys, 56 ; girls, 39 ; total, 95.

1. For the increasing numbers, a larger and more suitable schoolroom is necessary. The organization, so far as the teacher is responsible for it, is satisfactory. 2. The pupils are clean and neat in their appearance, and orderly and diligent at their work. 3. Besides the ordinary subjects, Latin is included in the course of instruction ; and the methods in use are zealously and energetically applied. 4. The attainments reach to very fair.

PETERSHAM :—

PETERSHAM :—Visited, 11th August.

Present at examination :—Boys, 34 ; girls, 43 ; total, 77.

1. The school premises are new ; they are rather limited in accommodation, whether as regards the teacher's residence, or the schoolhouse. The organization, apart from this, is fair. 2. There is room for improvement in the outward appearance of the pupils, as also in their attendance. 3. The prescribed subjects of instruction are attended to ; and the methods practised need only to be employed with greater animation and vigour. 4. The proficiency varies from tolerable to fair.

PROSPECT :—Visited, 12th April.

Present at examination :—Boys, 21 ; girls, 11 ; total, 32.

1. The school is carried on for the present, in leased premises, which are inconveniently confined. 2. The children attend with fair regularity, and they are tolerably clean and attentive. 3. Singing is not taught, but, with this exception, the standard course is followed. 4. The proficiency, as a whole, is little beyond tolerable.

RICHMOND :—Visited, 9th and 10th March.

Present at examination :—Boys, 47 ; girls, 61 ; total, 108.

1. The schoolroom is too small for the effective management and instruction of the numbers in attendance. 2. The discipline is improved, but it is not yet sufficiently comprehensive and effective in its operation. 3. Instruction is imparted in all the prescribed subjects, and the methods employed are in themselves appropriate. 4. The proficiency ranges from fair to very fair.

RYDE (Primary) :—Visited, 19th October.

Present at examination :—Boys, 51 ; girls, 38 ; total, 89.

1. The schoolroom is very fair, and suitably and sufficiently furnished ; but it is too small. 2. The discipline is healthy. The pupils are clean, orderly, and generally well conducted. 3. Appropriate methods of communicating and instructing in the prescribed subjects are employed with animation and zeal. 4. The proficiency varies from tolerable to very fair. The pupils exhibit considerable industry and self-reliance.

RYDE (Infants) :—Visited, 20th October.

Present at examination :—Boys, 36 ; girls, 36 ; total, 72.

1. A very fair schoolroom, well furnished. 2. The children present a very pleasing appearance. They are clean, lively, and obedient. 3. The prescribed infant school course is followed ; the lesson documents are carefully drawn up, and the teaching is distinguished by animation and skill. 4. The proficiency is very fair.

SMITHFIELD :—Visited, 29th July.

Present at examination :—Boys, 12 ; girls, 16 ; total, 28.

1. The material condition and general organization are satisfactory. 2. The attendance is somewhat irregular. The pupils are clean, orderly, and tolerably ready. 3. The ordinary subjects only are taught. 4. The proficiency is nearly fair.

ST. ALBAN'S :—Visited, 16th September.

Present at examination :—Boys, 18 ; girls, 13 ; total, 31.

1. The school is still held in temporary premises. It is very important that the proper buildings be erected. 2. The children are under good control, and they are diligent and attentive. 3. The more ordinary subjects are taught, and the instruction is imparted with fair skill and energy. 4. The pupils are being trained to habits of self-reliance, and their attainments approach to nearly fair.

ST. MARY'S :—Visited, 23rd March.

Present at examination :—Boys, 13 ; girls, 12 ; total, 25.

1. The organization is generally satisfactory. 2. The attendance is irregular, but in general the children are clean, orderly, and diligent. 3. The instruction is imparted with steadiness and care. 4. The proficiency ranges from moderate to fair.

WALLGROVE :—Visited, 12th July.

Present at examination :—Boys, 16 ; girls, 16 ; total, 32.

1. The schoolroom is small, but suitably furnished. 2. The pupils are tidy in appearance and well behaved. 3. The instruction, which is confined to the more ordinary subjects, is imparted with tolerable tact and energy. 4. The proficiency varies from tolerable to fair.

II.—PROVISIONAL SCHOOLS.

BAULKHAM HILLS :—Visited, 9th June.

Present at examination :—Boys, 10 ; girls, 19 ; total, 29.

1. The premises are good, but the schoolroom being nearly square, and rather small, is not well fitted for the proper arrangement of the pupils. The classification and the programmes are moderately suitable. 2. The children are clean and tolerably regular, but wanting in diligence and self-reliance. 3. The methods in use are not indicative of skill, and there is the want of animation and vigour in their application. 4. The proficiency is about moderate.

GUILDFORD :—Visited, 4th November.

Present at examination :—Boys, 13 ; girls, 7 ; total, 20.

1. The room is too small and insufficiently furnished. 2. The discipline is tolerably healthy. 3. The ordinary subjects are taught, and the work of the school is carried on with diligence and earnestness. 4. The attainments range from moderate to tolerable.

HUNTER'S HILL :—Visited, 18th October.

Present at examination :—Boys, 22 ; girls, 15 ; total, 37.

1. The material condition of the school and the organization generally are fairly satisfactory. 2. The attendance is tolerably regular, and the pupils as a whole are clean. There is a want of order and ready obedience. 3. Whilst in imparting instruction, suitable methods and fair skill are employed, the results are low through ineffective discipline. 4. The proficiency is between moderate and tolerable.

M'DONALD RIVER :—Visited, 15th September.

Present at examination :—Boys, 10 ; girls, 19 ; total, 29.

1. A new slab building has been erected. As yet it is not quite finished, nor is it sufficiently furnished. 2. The attendance is tolerably regular, but proper order and diligence have not been established. 3. The more common subjects are taught, but without much method. 4. The attainments vary from moderate to tolerable.

NEWINGTON :—Visited, 15th July.

Present at examination :—Boys, 17 ; girls, 10 ; total, 27.

1. The organization is improved. 2. The attendance is more regular than formerly, and the work of the school is managed with better effect. 3. The instruction in the more ordinary subjects is imparted with care and earnestness. 4. The proficiency reaches to nearly fair.

NORTH ROCKS :—Visited, 10th September.

Present at examination :—Boys, 5 ; girls, 5 ; total, 10.

1. The building is substantial and suitable, but not quite finished. 2. The attendance, though small on the day of examination, owing to the unfavourable state of the weather, is ordinarily reasonably good. The scholars are tolerably clean and orderly. 3. Instruction in the ordinary branches is diligently and carefully imparted. 4. The attainments rank from tolerable to fair.

REGENTVILLE :—Visited, 12th February.

Present at examination :—Boys, 6 ; girls, 16 ; total, 22.

1. The material condition of the school is unsatisfactory, but the erection of more suitable premises is contemplated. 2. The attendance is irregular. The pupils want earnestness and application. 3. Instruction is given in the more ordinary subjects, but the skill manifested is only moderate. 4. The proficiency, viewed as a whole, does not reach much beyond indifferent.

SACKVILLE REACH :—Visited, 13th July.

Present at examination :—Boys, 22 ; girls, 11 ; total, 33.

1. The building is rather small, but tolerably furnished. 2. The discipline is feeble, not securing due attention and diligence in the performance of school work. 3. The teaching is limited to the simpler subjects, and the methods employed are too mechanical. 4. The attainments are a little over tolerable.

SHANCAMORE :—Visited, 24th February.

Present at examination :—Boys, 8 ; girls, 8 ; total, 16.

1. The furniture is still insufficient, and the lesson documents are not profitably constructed. 2. The attendance is irregular, but the cleanliness, order, and attention, are tolerably satisfactory. 3. Antiquated modes of teaching prevail, and there is little mental development. 4. The proficiency is barely tolerable.

WRIGHT'S CREEK :—Visited, 14th September.

Present at examination :—Boys, 10 ; girls, 7 ; total, 17.

1. The room is small and unsatisfactorily furnished. 2. The children are tolerably regular, fairly clean, and attentive. 3. The teaching is painstaking and moderately skilful, but the classification is injudicious. 4. On the whole, the progress is nearly fair.

3.—HALF-TIME SCHOOLS.**COLO :—Visited, 13th October.**

Present at examination :—Boys, 7 ; girls, 3 ; total, 10.

1. The building is very much in need of repair. The furniture has been somewhat improved. 2. The attendance is tolerably regular, and the cleanliness, order, and attention are fair. 3. The more ordinary subjects are taught with considerable earnestness and tact. 4. The proficiency ranks from tolerable to fair.

WHEENY CREEK :—Visited, 12th October.

Present at examination :—Boys, 4 ; girls, 6 ; total, 10.

1. The room is insufficiently and unsuitably furnished. 2. The children attend with fair regularity, and they are clean and orderly. 3. The teaching, which is limited to the more ordinary subjects, is earnest and painstaking. 4. The attainments vary from moderate to tolerable.

ALEXR. L. FORBES,
Inspector.

**GOULBURN DISTRICT—INSPECTOR'S GENERAL REPORT UPON PUBLIC, PROVISIONAL,
AND HALF-TIME SCHOOLS, FOR 1869.**

In accordance with instructions I beg to submit, for the information of the Council of Education, my General Report upon the condition of the Public, Provisional, Half-time, and Denominational Schools, inspected by me during the year. A statement, including a separate abridged abstract of my report upon each school, is hereunto appended. The information contained therein chiefly relates to the material condition of the schools, the organization, discipline, and moral training of the scholars, the subjects and methods of instructions, and the general progress of the pupils in learning.

SCHOOLS

SCHOOLS IN OPERATION.

At the close of the year 1868 there were 118 schools in operation, attended by 5,560 scholars, as hereafter set forth :—

35 Public Schools, attended by 2,162 pupils ; average for each school,	61
19 Provisional, " 583 " "	30
28 Half-time, " 474 " "	17
17 Church of England, " 990 " "	58
18 Roman Catholic, " 1,289 " "	71
1 Presbyterian, " 62 " "	62

Now (25th December, 1869) there are 148 schools in operation, attended by 6,530 scholars, being an increase of 30 schools and 970 scholars during the year. The following statement shows the number of each class of schools in operation in the district at the close of the year, with the attendance of pupils :—

41 Public Schools, attended by 2,313 pupils ; average for each school,	56
32 Provisional, " 930 " "	29
41 Half-time, " 724 " "	17
14 Church of England, " 952 " "	68
18 Roman Catholic, " 1,403 " "	77
2 Presbyterian, " 208 " "	104

The aggregate attendance of pupils at all the schools for the year was 8,806, and during the year eight Public Schools were established at the following places :—

Mossvale	Tirranna
Candelo	Kangaloon West
Mittagong Upper	Nelligen
Berrima	Tarago.

In consequence of the small attendance of pupils, the Public Schools at Eling Forest and Millbang were reduced to the rank of Provisional Schools, and fourteen additional Provisional Schools were established at the undermentioned places :—

Mogo	Tarlo
Tuena	Bolong
Fairy Plain	Murrumbateman
Mullengullenga	Nimitybelle
Kangaloola Creek	Charlegong
Black Heath	Bateman's Bay
Cotta Walla	Middle Arm.

In consequence of the small attendance of pupils, the Provisional School at Breadalbane was closed, and the Provisional Schools at Richlands and Tarago were converted, the former into a Half-time School, and the latter into a Public School. Half-time Schools were established during the year at the following places :—

Adaminaby and Boconnoc
Crookwell and Gullen
Kippelaw and Run of Water
Coolamatong and Gejedzrick
First Creek and Third Creek
Lochiel and Greig's Flat
Richlands and Gilbraith
Long Flat.

With regard to the Church of England Schools the certificate was withdrawn from Adaminaby at the beginning of the year, in consequence of the small attendance of pupils, and a Half-time School established in conjunction with Boconnoc. Kiora was closed at the request of the Local Board, in order to establish a large popular Public School, the population not being sufficient to support two schools. The school at Tirranna was converted into a Public School at the request of the Local Board. The Roman Catholic Schools remain the same as at the close of last year. In the statement showing the number of schools there appears to be an additional Presbyterian School, but this arises from an alteration in the furnishing of the returns of the attendance of scholars.

OCCUPATION OF TIME.

During the year I inspected ninety-three schools, consisting of ninety-seven departments. Of the schools inspected :—

33 were Public Schools
14 Provisional
25 Half-time
9 Church of England
11 Roman Catholic, and
1 Presbyterian.
3,407 scholars were examined
1,297 communications were written
31 Teachers and Pupil Teachers were examined
8 Investigations were held
24 Visits of Inquiry were made
15 School sites were selected and described
97 Visits of inspection were made
8 Public Schools were established
14 Provisional Schools, and
15 Half-time Schools.
2,875 Miles travelled.

The following statement shows the names of the places visited in order to report upon applications for the establishment of new schools :—

Chain of Ponds	Kyla
The Gap	Charlegong
Tuena	Yass River
Berlang	Bolong
First Creek	Howlong Creek
Mudmalong	Tarlo
Parkebourne	Mummell East
Cathcart	Butmaroo Creek
Mullengullenga	Township of Robertson
Black Springs	Jambaicumbene Creek
Towamba	Cochrane's Flat
Merimbula	Jellatt Jellatt.

SCHOOLS NOT INSPECTED.

The subjoined table shows the names of the schools not inspected in 1869 :—

<i>Public Schools.</i>	
Cooma Dalton Gunning	Myrtleville Queanbeyan Taralga
| Millbang.	
<i>Provisional Schools.</i>	
Bangalore Bateman's Bay Grabben Gullen Kenny's Point Michelago Nimitybelle Tarlo Tuena Laggan	Bolong Bungendore Killenamella Kiandra Murrumbateman Tarralla Spring Valley Kangaloola Creek Charlegong
<i>Half-time Schools.</i>	
Adaminaby and Boconnoc Bullamalita and Springfield Carwoola and Foxlow Crookwell and Gullen Coolamatong and Gejedzrick Jamboye and Jerricknorra Nerriga and Corang Richlands and Yelbraith First Creek and Snaphook	
<i>Church of England Schools.</i>	
Braidwood Queanbeyan	Canberra Ginninderra
| Yass.	
<i>Roman Catholic Schools.</i>	
Bungendore Queanbeyan	Cooma Yass
<i>Presbyterian School.</i>	
Yass.	

CHARACTER OF THE INSPECTION.

The inspection of the schools during the year was as rigid as usual, perhaps more so, because in almost every instance my visits were made without any notice of the examination being given to either teachers or School Boards. I had therefore the advantage of seeing the schools in their usual working condition. I endeavoured to arrive at every school in sufficient time to notice the punctuality of the pupils; I examined the class rolls to ascertain whether the attendance was regular; I noted the cleanliness of the teachers, of the schoolrooms, and of the pupils; and if the floor, windows, desks, seats, and maps were free from ink and dust. I carefully considered how the operations of the schools were carried on, the system of government, the character of the discipline, as well as the attention, manners, and morals of the pupils. The examination of the scholars upon the subjects taught, occupied a large portion of my time. I examined every class, noted the subjects of instruction, the attainments of the pupils, the practical skill of the teachers, and if the School Boards manifested an intelligent interest in the success and usefulness of the schools. I, in every case, observed if the fundamental regulations of the Council were complied with, if the necessary documents were suspended on the walls of the schoolroom, such as the time-table regulating the time devoted to each branch, the notice to visitors, the course of secular instruction, the programmes of lessons, names of the School Board, scale of school fees, and the regulations of the Council. I also inspected the school library, and the books in the hands of the children, and in all the Denominational Schools. I was careful to ascertain if the *special religious instruction* was confined to the time specified in Article 73 of the Council's Regulations, and if the school records were correctly and neatly kept. The suitability of the site, the condition of the buildings and fences, the extent of the playgrounds, and the quantity and suitability of the furniture and apparatus, were all carefully noted. In deciding upon the attainments of the scholars, the time in class was taken into consideration, and at the conclusion of the inspection of every school, if required, I made such suggestions to the teachers and School Boards as I considered necessary; and I embodied in my reports such recommendations for the information of the Council as I considered would improve the schools and benefit the public.

MATERIAL CONDITION OF THE SCHOOLS.

Of the thirty-three Public Schools inspected, seventeen are Vested, and sixteen Non-vested. Thirty-one of the sites are suitable in almost every respect, and two are tolerably so. Twenty-five of the school buildings are suitable for the purposes of teaching, and in good repair. Six are tolerably satisfactory in these respects, and there are only two of an indifferent kind. At Berrima, Araluen, Norwood, and Gundaroo, new buildings were in course of erection at the dates of inspection. Thirty-one of the schools visited have sufficient and suitable playground accommodation; but in several cases, there are no closets, nor fencing, and some schools are in much need of a supply of water. The majority of the Public Schools inspected are well furnished and supplied with sufficient apparatus and books. In ten schools there are some deficiencies in these respects, but there are only two where the supply of furniture is indifferent. Of the fourteen Provisional Schools inspected, there are several where the buildings and furniture are of an inferior description. The grounds are generally not enclosed, closets are often wanting, and in many cases there are no residences for the teachers. The same remarks apply to the Half-time Schools. As regards the Denominational Schools, about half the number inspected are held in churches; the buildings are generally suitable, and in good repair. Of the other schools, not held in places of worship, there are only two schoolrooms, of an indifferent kind. In the majority of the twenty-two Denominational Schools inspected, the furniture is either insufficient or unsuitable in some respects; but in eight the supply is of a good description. In nearly all the schools, of every class, the supplies of books and apparatus are sufficient, or almost sufficient.

DISCIPLINE

DISCIPLINE.

The Council's rules relative to punctuality, regularity, cleanliness, order, and government of the pupils receive a considerable amount of attention in most schools of all classes, both Public and Denominational; but there are many where the general discipline could be much improved. The pupils in many schools, but chiefly those recently established, are not sufficiently punctual, much given to talking, and wanting in attention. In a large number of the schools, however, both Public and Denominational, the cleanliness is tolerably satisfactory. This is in itself of great importance to the community, because it is so conducive to health and morality, that it has been often and truly said that "cleanliness is a virtue." In some schools, however, the daily inspection of the scholars is either neglected or not sufficiently strict, and in most schools the late pupils are seldom inspected before taking their seats. The general rule is, that every morning and afternoon the children form themselves into parallel lines on the playgrounds before entering school, and the teachers satisfy themselves, by personal inspection, that the hands, faces, necks, and ears of the pupils are clean, their hair brushed, and their clothes clean and neat. The teachers are bound not only to promote the health of their pupils, but to protect them from everything detrimental to it, and should any of them be found to have any of those infectious diseases incidental to children, their parents or guardians are requested to keep them at home until perfectly cured. In about two-thirds of all the schools inspected, the order seemed to range from tolerable to fair, or good, and in the remainder from tolerable to indifferent, or bad. In few of the schools is the order of so high a standard as may be attained; much time is often wasted when changing lessons, and in repeating orders, which are not, when first given, promptly obeyed. Order and uniformity of action, and strict attention to work among the pupils attending all classes of schools inspected, admit of improvement. A school or class of children under efficient discipline, is so trained to habits of order and obedience that the pupils, when told what to do, do it exactly as it ought to be done without a second command; but this excellence does not obtain in many schools. Speaking generally, the government of the schools is mild; moral suasion is the ruling principle, but I did not inspect any, in which corporal punishment had been wholly abandoned, neither did I hear of undue severity having been practised by any teacher. Of the kinds of punishment adopted in the schools, rebuke is considered sufficient for some children, while others, according to their faults and dispositions, require different treatment, such as confinement in school during play-time, separation from their class fellows, or the administration of the cane. I do not recollect any instance of any pupil having been expelled from any of the schools for bad conduct. Generally speaking the supervision of the scholars in the playgrounds is not attended to with sufficient care, but this part of the discipline has been improved during the year. With the exception of one school, I found the school records correctly kept, but in several cases they were not fully posted up to date, and in some schools they are not kept with sufficient neatness and care. The quarterly returns of the numbers of pupils attending the schools are, with few exceptions, furnished with correctness and despatch. Excepting in four or five cases, the Regulations of the Council are carefully observed in all the schools inspected.

ATTENDANCE OF PUPILS.

The following table exhibits the attendance of pupils at all the Public, Provisional, and Half-time Schools in the Goulburn District:—

	Boys.	Girls.	Total.
Numbers of pupils enrolled in the schools inspected	1,366	1,267	2,633
Numbers of pupils at examination	1,070	980	2,050
Numbers enrolled for the last quarter of the year	2,042	1,925	3,967
Average attendance for the same period	1,441	1,324	2,766
Total numbers of pupils who attended the schools in 1869	2,679	2,472	5,151

The following table shows the attendance of pupils at all the Denominational Schools in the District:—

	Boys.	Girls.	Total.
Numbers of pupils enrolled in the schools inspected	886	857	1,743
Numbers of pupils at examination.....	689	668	1,357
Numbers of pupils enrolled for last quarter of year	1,319	1,244	2,563
Average attendance for the same period	923	853	1,776
Total number of pupils who attended the schools in 1869	1,925	1,730	3,655

By comparing the figures in the foregoing tables, it may be observed that nearly four-fifths of the pupils on the rolls at the time of inspection were present at examination; and the average daily attendance of pupils for the last quarter of the year was about 70 per cent. of the number enrolled. This may be considered rather irregular; but on the whole, compared with other countries, the result is not unsatisfactory. The daily average attendance of pupils at the Public Schools in Great Britain, for the year ending 31st August, 1868, was about 68 per cent. of the pupils enrolled. The irregularity of many scholars may be traced to all or some of the following causes, such as the poverty of the parents, the high price of labour, heavy rains, and floods; and often sickness and disease. The incompetency of teachers has much to do with the attendance of pupils; a good cheerful popular school exerts an attractive influence over the scholars; they become anxious for learning, are less liable to be kept at home if they manifest a desire to go to school, attend more regularly and in greater numbers. In a school of this class the average attendance is usually about 80 per cent. of the number enrolled, whereas in schools managed with but little skill, the average attendance is about 60 per cent., and sometimes so low as 50. It is certain that no enactment making education compulsory could compel children to attend school in times of rain and floods, or snow-storms, or when suffering from sickness or disease. I am of opinion that if such an enactment were passed by the Legislature, and carried out in that kind and considerate spirit which would be necessary, it would not increase the attendance more than 10 per cent.

AGES OF CHILDREN EXAMINED.

Of 2,769 pupils present at the time of inspection:—

658 boys and 520 girls were	7 years of age and under.
181 " 147 "	8 years of age.
166 " 138 "	9 "
140 " 134 "	10 "
114 " 115 "	11 "
226 " 230 "	11 " and above.

From

From this statement it appears that about 42 per cent. of the pupils are not above 7 years of age, that one-third are between 7 and 10 years, and the remainder of the children examined are over 10 years. These proportions of the different ages are much the same in all classes of schools inspected, both Public and Denominational. There are very few pupils over 14 years of age attending any of the schools.

PROFICIENCY OF THE PUPILS.

The following statement shows the number of scholars learning the different branches of study at the time of inspection :—

Learning—	
The alphabet, and to read monosyllables	1,557
To read easy narrative	1,071
To read ordinary prose	779
To write on slates	1,672
To write on paper	1,705
To write from dictation	2,827
Simple rules of arithmetic	2,272
Compound rules	566
Advanced rules	417
Elements of English Grammar	1,134
Advanced parts of the subject	561
Analysis and composition of English language	779
Elements of modern geography	1,278
Advanced parts of the subject	779
Scripture	2,570
Lessons on common things and objects	2,750
Drawing	1,133
Vocal music	1,670
Latin	27
French	7
Algebra and geometry	56
Mensuration and bookkeeping	21
Needlework, knitting, netting, tatting, and crochet	1,257

The following statements show the classification of the pupils in the schools inspected :—

First class	833 boys, 724 girls; total, 1,557
Second class	541 " 530 " " 1,071
Third class	317 " 359 " " 676
Fourth class	68 " 35 " " 103

As regards the character of the instruction and the attainments of the pupils, the proficiency is much the same in both Public and Denominational Schools. When a school is inspected, the answering of the pupils is very carefully noted, and the teacher always has the advantage of seeing his scholars examined upon the subjects which he professes to have taught them. The following is the standard used for measuring results :—

Proficiency of Pupils.	Marks.
If each pupil answers correctly	Excellent.
If seven in eight answer correctly	Very good.
If three in four answer correctly	Good.
If five in eight answer correctly	Very fair.
If four in eight answer correctly	Fair.
If three in eight answer correctly	Tolerable.
If one in four answer correctly	Very moderate.
Or a smaller number	Bad.

In accordance with this standard, the attainments in three of the Public Schools inspected are good; in eight, fair or very fair; in seventeen, tolerable; in three, moderate; and in four, bad. As regards the attainments of the pupils in the Provisional Schools inspected, they are chiefly learning reading, writing, and arithmetic, and in some cases the elements of grammar and geography. Four of these schools are managed with tolerable skill, in five the proficiency is moderate or bad, and in six cases the schools have been recently established, and the pupils are beginning to learn the mere elements of reading and writing and some easy mental arithmetic. My remarks relative to the proficiency of the pupils attending the Half-time Schools will be found in the following paragraph of this report. The proficiency of the pupils in the Denominational Schools inspected is good in one, fair in six, tolerable in eight, moderate in two, and bad in three. Now if the general condition of the schools is compared with the standard, it can be easily observed that the attainments of the scholars admit of considerable improvement in a large number of all classes of schools, both Public and Denominational. In many schools the pupils read with hesitation and indistinctness, in others the enunciation is rapid and often incorrect, and it is remarkable how little attention generally is paid to the punctuation. In a large number of schools, however, the reading is passable, but it is evident too little attention is paid to the meanings of words and the matter of the lessons. Writing from dictation is taught in nearly all the schools, and in general the spelling was tolerably satisfactory. The penmanship is, in general, clean and careful, but in many schools the method of teaching admits of much improvement. As regards arithmetic, there are few schools where it is well taught. In grammar the attainments are tolerable in a considerable number of schools, but in few are analysis and composition of the English language well taught. In many of the Provisional and Half-time Schools grammar is not taught. A large number of pupils are learning geography; the junior classes learn the mere elements, such as the cardinal points, the topography of the school district, the uses of a map, and the relative positions of the continents and oceans. The more advanced are learning the physical geography of the globe. Nearly all the schools are well supplied with maps, but globes are found in few. A large number of the scholars learn Scripture history. Needlework is taught in nearly all the schools conducted by married teachers, but in few schools do the advanced boys learn classics or mathematics. The schools inspected in 1868 I found to be considerably improved in 1869. The teachers are in general anxious for improvement; they are also industrious and attentive to their duty.

HALF-TIME SCHOOLS.

These schools have increased from twenty-eight to forty-one during the year, and they are now attended by 724 scholars. The Half-time Schools are becoming popular among the people. The pupils are chiefly learning reading, writing, and arithmetic, and in some cases the elements of grammar and geography, with drawing and vocal music in two or three. In two of the schools inspected, the pupils are beginning to learn the

the mere elements of reading and writing with easy mental calculation, but in fifteen schools the progress is tolerable, in six fair, and in two good. The schools under trained teachers are much more efficient than the schools under untrained men, and the business of the schools is much hindered when they are conducted in private houses. In no case should any teacher have more than two schools to manage; there should always be suitable, schoolrooms, and trained teachers employed. Under such arrangements—the number of pupils in no case to be less than ten—I am of opinion Half-time Schools can be managed as efficiently as full-time schools, so far as regards the progress of the pupils in reading, writing, and arithmetic; and a knowledge of these subjects is surely of great value to children who without such schools must grow up to be men and women without any education. I have inspected twenty-five of these schools during the year, and summaries of my reports are hereunto appended, and I have no hesitation in saying that I am of opinion Half-time Schools can be managed so as to produce very satisfactory results. The attainments of the pupils in some of the schools inspected were truly gratifying, and I have no doubt much progress will be made during the current year. In connection with this subject I beg to submit the following quotation from the Report of the Royal Commissioners:—

“That for children under the age of twelve years, twenty-four hours a week is nearly the limit of profitable studies requiring mental effort. That eighteen hours a week is often a more useful period of mental effort than twenty-four. That fifteen hours a week—the utmost that is obtained by the factory children—is, to use the most unfavourable expression, not insufficient. That much may be done in twelve hours a week, or two hours a day, provided that those two hours be two fresh hours in the morning.”

FREE SCHOLARS.

The numbers of free scholars educated in the schools of this district are set forth in the following statement:—

Schools.	Boys.	Girls.	Totals.
Public	154	185	339
Provisional	78	120	198
Half-time	139	128	267
Church of England	43	39	82
Roman Catholic.....	181	157	338
Presbyterian	2	1	3
Totals	597	630	1,227

CLASSIFICATION OF TEACHERS.

There were employed in the schools of the district, at the close of the year,—

128 Teachers
 14 Assistants, and
 4 Pupil teachers.
 110 were males and
 36 females.
 43 were employed in Denominational Schools, and
 103 in Public, Provisional, and Half-time.

Several promotions and removals of teachers were made during the year, the result of which has been to improve the schools to some extent. As I have already observed in a previous part of this report, nearly all the teachers, in both Public and Denominational Schools are earnest, industrious, and painstaking in the discharge of their duties. The following statement shows the classification of the Teachers in each class of schools:—

Schools.	First Class.		Second Class.		Third Class.			Not Classified
	Section A.	Section B.	Section A	Section B.	Section A.	Section B.	Section C	
Public Schools	1	1	...	6	16	6	13	5
Provisional.....	...	...	...	...	...	...	...	32
Half-time .....	...	...	...	...	...	1	7	12
Church of England ...	...	...	...	...	3	4	5	5
Roman Catholic.....	...	...	...	...	2	4	10	6
Presbyterian .....	...	...	...	...	1	...	1	1
	1	1	...	6	22	15	36	61

COST OF EDUCATION PER PUPIL.

The total number of pupils who attended the schools in the district in the year was 8,806, and the total annual salaries of the teachers, with the cost of inspection added, amount to £10,211. From the Abstracts of Annual Returns it appears that the total school fees paid to the teachers during the year was £3,807 10s. 4d. Now if the grants made by the Council for permanent improvements and the erection of school buildings are not taken into account, it will then follow that each pupil who attended the schools in 1869 cost the Council of Education £1 3s. 2d., the same amount as last year, and the parents or guardians about 10s., not including the free scholars. The total cost of education for each pupil is £1 13s. 2d. From this statement it appears that the Council pays rather more than two-thirds of the total cost of each child's education, and the people a little less than one-third. The total vote for public education in Great Britain for the year ending 31st August, 1870, was at the rate of 9s. 11d. for each pupil likely to attend school.

CONCLUDING REMARKS.

A large number of schools have been established during the year, and nearly 1,000 additional children have been brought under instruction. Most of the schools inspected in 1868 were found to be considerably improved in 1869. The local supervision of the Public Schools is tolerably efficient; but with regard to many of the other schools it is of little value. Free scholars have increased in proportion to the number of additional schools, and a large number of new schools, and more frequent inspection, about half-yearly, are urgently needed in many parts of the district, to secure to the people the

the full advantages of the Public Schools Act, which daily increases in public favour. The Half-time Schools have been much improved during the year, and they promise to do much for the education of the sparsely populated districts of the Colony.

W. McINTYRE,
Inspector of Schools.

Goulburn, 12th February, 1870.

THE following remarks are abridged statements of my detailed reports upon the condition of the Public Provisional, and Half-time Schools, inspected by me from 19th March to 16th December, 1869. The remarks chiefly relate to the material condition and organization of the schools, the general discipline and moral training, the subjects and methods of instruction, and the progress of the pupils in learning :—

PUBLIC SCHOOLS.

KIORA (N.V.) :—Visited, 19th March.

Numbers of pupils enrolled :—Boys, 18 ; girls, 15 ; total, 33.
Present at examination :—Boys, 17 ; girls, 14 ; total, 31.

This school is held in the Wesleyan Chapel. It is a neat building, in good repair and well furnished, but the grounds are not enclosed and there are no closets. The stock of apparatus and books is sufficient. Three-fourths of the pupils enrolled are regular and punctual in attendance, and they are clean and attentive to their work. The general proficiency of the scholars ranges from moderate to tolerable.

NERRIGUNDAH (N.V.) :—Visited, 23rd March.

Numbers of pupils enrolled :—Boys, 15 ; girls, 20 ; total, 35.
Present at examination :—Boys, 15 ; girls, 17 ; total, 32.

The schoolroom is constructed of slabs and bark, and in fair repair, but the grounds are not enclosed, and there are no closets. Some additional furniture, apparatus, and books are required. About three-fourths of the pupils are regular and punctual in attendance, orderly and attentive to their lessons. The progress in learning varies from moderate to tolerable.

EUROBODALLA (N.V.) :—Visited, 24th March.

Numbers of pupils enrolled :—Boys, 19 ; girls, 17 ; total, 36.
Present at examination :—Boys, 16 ; girls, 16 ; total, 32.

The furniture is unsuitable and badly arranged, and the schoolroom is much too small. There are no closets, and the teacher's residence is uncomfortable. Additional books and apparatus are required, and the general discipline admits of much improvement. The pupils are unpunctual, and order and attention are much wanting. The organization is defective and the general attainments of the pupils are small. The teacher is but little acquainted with the modern methods of tuition.

GUNDABOO (N.V.) :—Visited, 16th June.

Numbers of pupils enrolled :—Boys, 20 ; girls, 15 ; total, 35.
Present at examination :—Boys, 17 ; girls, 17 ; total, 34.

This school is held in temporary premises, but new buildings are in course of erection. The supply of furniture, apparatus, and books is sufficient, and the organization, discipline, and progress of the pupils in learning are tolerably satisfactory.

TARAGO (N.V.) :—Visited, 25th June.

Numbers of pupils enrolled :—Boys, 17 ; girls, 20 ; total, 37.
Present at examination :—Boys, 14 ; girls, 15 ; total, 29.

This school is held in the English Church. It is a good building. The grounds are enclosed, and there is a fair supply of furniture, apparatus, and books. The discipline and attainments of the pupils have been much improved since the last inspection.

BRAIDWOOD (V.) :—Visited, 20th July.

Numbers of pupils enrolled :—Boys, 64 ; girls, 44 ; total, 108.
Present at examination :—Boys, 51 ; girls, 37 ; total, 88.

The schoolroom is sufficient in size, in good repair, and well furnished. There is a good stock of books and apparatus, but a supply of water is much required. The pupils are not sufficiently punctual in attendance, but in other respects the discipline is tolerably satisfactory. The attainments of the younger children are moderate, but the progress of the elder pupils is fair in most respects.

MONKITTEE (N.V.) :—Visited, 22nd July.

Numbers of pupils enrolled :—Boys, 11 ; girls, 19 ; total, 30.
Present at examination :—Boys, 8 ; girls, 14 ; total, 22.

Repairs to the schoolroom, closets, and some additional furniture are required. The cleanliness and punctuality admit of much improvement. Vocal music is not taught, but the attainments of the scholars in the other branches range from moderate to tolerable.

LITTLE RIVER (V.) :—Visited, 23rd July.

Numbers of pupils enrolled :—Boys, 26 ; girls, 25 ; total, 51.
Present at examination :—Boys, 17 ; girls, 15 ; total, 32.

The buildings have been recently erected ; they are suitable and substantially built. The grounds are not enclosed ; some additional books and apparatus are required, but there is a good supply of furniture. Many of the pupils are unpunctual in attendance, but the discipline is passable in other respects. The progress of the pupils in learning is tolerable.

ARALUEN,

ARALUEN, WEST (V.) :—Visited, 30th July.

Numbers of pupils enrolled :—Boys, 58 ; girls, 49 ; total, 107.
Present at examination :—Boys, 48 ; girls, 42 ; total, 90.

A residence for the teacher, fencing, a bell, and a permanent supply of water are much needed. The schoolroom is rather small, but there is a fair supply of furniture and school materials. All the usual subjects are taught, and the attainments of the pupils are fairly satisfactory. The order is tolerably good, but many of the scholars are unpunctual, and some are not sufficiently clean.

MAJOR'S CREEK (V.) :—Visited, 3rd August.

Numbers of pupils enrolled :—Boys, 39 ; girls, 35 ; total, 74.
Present at examination :—Boys, 32 ; girls, 30 ; total, 62.

The closets and flooring of the schoolroom need some repairs, but in other respects the material condition of the school is passable. The discipline admits of improvement, but the progress of the pupils in learning is fair in most respects.

MARULAN (N.V.) :—Visited, 30th August.

Numbers of pupils enrolled :—Boys, 29 ; girls, 35 ; total, 64.
Present at examination :—Boys, 20 ; girls, 28 ; total, 48.

This school has been removed since my last inspection to premises on the opposite side of the main street. The schoolroom is sufficient in size, but it needs some repairs. The supply of furniture, apparatus, and books is not quite complete. The cleanliness and order of the pupils are passable, and the habit of attention has been improved during the year. Three-fourths of the children enrolled are regular and fairly punctual in attendance, and the attainments range from tolerable to fair.

NEW SHEFFIELD (N.V.) :—Visited, 7th September.

Numbers of pupils enrolled :—Boys, 41 ; girls, 33 ; total, 74.
Present at examination :—Boys, 29 ; girls, 23 ; total, 52.

This school is held in the Wesleyan Chapel. It is a commodious building and in good repair, but the playgrounds are not enclosed. Two additional desks are necessary, but in other respects the material condition of the school is good. The teacher is advanced in years, and very little acquainted with the modern methods of school management. The general discipline and instruction of the scholars are unsatisfactory.

BERRIMA (N.V.) :—Visited, 8th September.

Numbers of pupils enrolled :—Boys, 29 ; girls, 11 ; total, 40.
Present at examination :—Boys, 26 ; girls, 10 ; total, 36.

This school is held in temporary premises, but excellent buildings are in course of erection, and almost complete. The classification of the pupils admits of some improvement, but all the usual subjects are taught, and the proficiency of the scholars is tolerable for the junior classes, and fair for the senior. The discipline is tolerably strict, and there is a fair stock of working materials.

BOWRAL (V.) :—Visited, 13th September.

Numbers of pupils enrolled :—Boys, 35 ; girls, 29 ; total, 64.
Present at examination :—Boys, 30 ; girls, 23 ; total, 53.

The school buildings are suitable and in excellent repair, but a classroom and lavatory are required. The furniture is tolerably good, and the stock of apparatus and books is sufficient. The general discipline is fairly satisfactory, all the usual subjects are taught, and the attainments of the pupils range from tolerable to fair.

SUTTON FOREST, NORTH (V.) :—Visited, 14th September.

Numbers of pupils enrolled :—Boys, 32 ; girls, 35 ; total, 67.
Present at examination :—Boys, 19 ; girls, 25 ; total, 44.

The buildings are quite new and suitable, and the material condition of the school is very good. For the time the school has been in operation the discipline and progress of the pupils in learning are fairly satisfactory. The teacher is industrious, all the usual subjects are taught, and the school is much appreciated by the inhabitants. Arrangements are in progress for a permanent supply of water for the establishment.

KANGALOO, WEST (V.) :—Visited, 21st September.

Numbers of pupils enrolled :—Boys, 12 ; girls, 11 ; total, 23.
Present at examination :—Boys, 11 ; girls, 8 ; total, 19.

The buildings have been recently erected, they are suitable, and the material condition of the establishment is good. The school has been recently opened, and the pupils are learning the mere elements of reading, writing, and arithmetic. The discipline is promising.

UPPER MITTAGONG (V.) :—Visited, 24th September.

Numbers of pupils enrolled :—Boys, 14 ; girls, 16 ; total, 30.
Present at examination :—Boys, 14 ; girls, 12 ; total, 26.

The buildings have been recently erected, they are suitable, and the material condition of the school is good. Singing and drawing are not taught, and the methods of teaching are defective in some respects. The school has been but a short time in operation, and the attainments of the pupils are elementary. The discipline is passable.

KANGALOO (N.V.) :—Visited, 22nd September.

Numbers of pupils enrolled :—Boys, 22 ; girls, 19 ; total, 41.
Present at examination :—Boys, 19 ; girls, 14 ; total, 33.

This school is held in the English Church. The building is suitable and in good repair ; and there is a good supply of furniture, apparatus, and books. The discipline and methods of instruction admit of considerable improvement. Object lessons, drawing, and music, are not taught. The attainments of the scholars in the other branches are barely tolerable.

COLLECTOR (N.V.) :—Visited, 18th June.

Numbers of pupils enrolled :—Boys, 14 ; girls, 25 ; total, 39.
Present at examination :—Boys, 13 ; girls, 19 ; total, 32.

This school is held in temporary premises. The schoolroom is rather small, but there is a sufficient stock of furniture and working materials. The number of pupils has been considerably increased during the last six months, and the attainments of the scholars are fairly satisfactory. All the usual subjects are taught, and the methods of tuition are effective. The discipline is satisfactory.

NEW COUNTRY FLATS (N.V.) :—Visited, 6th October.

Numbers of pupils enrolled :—Boys, 11 ; girls, 12 ; total, 23.
Present at examination :—Boys, 9 ; girls, 5 ; total, 14.

This school is held in temporary premises. It was established for the education of the children of the labourers employed on the railway works. The material condition of the school is passable, and the discipline and progress of the pupils are tolerable. The greater number of the workmen have removed to the Spring Creek Quartz Reefs, near Bungonia, and the attendance of pupils has been reduced.

NORWOOD (N.V.) :—Visited, 1st October.

Numbers of pupils enrolled :—Boys, 16 ; girls, 17 ; total, 33.
Present at examination :—Boys, 15 ; girls, 13 ; total, 28.

The schoolroom is too small, but new buildings are in course of erection. There is a fair supply of working appliances, and the organization, discipline, and attainments of the pupils are very fair.

TOWRANG (N.V.) :—Visited, 7th October.

Numbers of pupils enrolled :—Boys, 14 ; girls, 17 ; total, 31.
Present at examination :—Boys, 12 ; girls, 15 ; total, 27.

This school is held in the Wesleyan Chapel. The building is suitable, and in good repair, and some additional furniture has been supplied since my last inspection. The general discipline and progress of the pupils in learning are tolerably efficient.

TIRRANNA (N.V.) :—Visited, 8th October.

Numbers of pupils enrolled :—Boys, 22 ; girls, 20 ; total, 42.
Present at examination :—Boys, 16 ; girls, 14 ; total, 30.

This school is held in the English Church. The building is commodious, and the supply of working materials is sufficient, but the furniture is not in good condition. All the usual branches are taught, and the general discipline and progress of the pupils in learning are tolerably efficient.

ROSLYN (V.) :—Visited, 9th November.

Numbers of pupils enrolled :—Boys, 17 ; girls, 13 ; total, 30.
Present at examination :—Boys, 12 ; girls, 8 ; total, 20.

The building is now in good repair, and well furnished, and the working materials are sufficient. The general discipline and progress of the pupils in learning are tolerably satisfactory.

BINDA (V.) :—Visited, 12th November.

Numbers of pupils enrolled :—Boys, 6 ; girls, 6 ; total, 12.
Present at examination :—Boys, 4 ; girls, 3 ; total, 7.

The buildings need some repairs, and the general management of the school is very unsatisfactory. The teacher appears to be suffering from aberration of intellect, and I am of opinion he is unfit for his office. The attainments of the pupils are small.

PANBULA (V.) :—Visited, 18th November.

Numbers of pupils enrolled :—Boys, 23 ; girls, 18 ; total, 41.
Present at examination :—Boys, 14 ; girls, 15 ; total, 29.

The buildings are in a passable state of repair, but liable to inundation occasionally. There is a sufficient supply of furniture, apparatus, and books, and the discipline and attainments of the pupils are tolerably satisfactory. A comfortable residence for the teacher in a healthy situation is much wanted.

EDEN (V.) :—Visited, 22nd November.

Numbers of pupils enrolled :—Boys, 28 ; girls, 21 ; total, 49.
Present at examination :—Boys, 24 ; girls, 16 ; total, 40.

Three additional desks, another room for the teacher, and some repairs to the fencing, are required, but the material condition of the school in other respects is passably good. The pupils are not all sufficiently punctual, but the general discipline is fair, and the progress of the pupils in learning is tolerable in the junior classes and fair in the senior.

BOMBALA (V.) :—Visited, 30th November.

Numbers of pupils enrolled :—Boys, 41 ; girls, 25 ; total, 66.
Present at examination :—Boys, 34 ; girls, 18 ; total, 52.

The material condition of this school is good, with the exception of a supply of water, which is very much needed. The discipline is good. The style of reading and the proficiency of the pupils in arithmetic admit of considerable improvement, but the attainments in the other branches are tolerably satisfactory. The mapping and drawing of a number of the pupils are good. The services of a pupil teacher are much needed for the younger children.

WOLUMLA NORTH (N.V.) :—Visited, 3rd December.

Numbers of pupils enrolled :—Boys, 26 ; girls, 26 ; total, 52.
Present at examination :—Boys, 21 ; girls, 21 ; total, 42.

This school is held in temporary premises, but new buildings are in course of erection, and almost complete. The pupils are not all sufficiently punctual, but in other respects the discipline is passable. The attainments of the pupils are tolerably satisfactory for the time the school has been in operation.

WOLUMLA

WOLUMLA SOUTH (V.) :—Visited, 4th December.

Numbers of pupils enrolled :—Boys, 23 ; girls, 22 ; total, 45.
Present at examination :—Boys, 18 ; girls, 15 ; total, 33.

The material condition of this school is good, and the discipline moderately strict, but the proficiency in learning is not satisfactory. The most advanced class is very backward in spelling, arithmetic, and English grammar, and the attainments of the junior classes are small.

BEGA (V.) :—Visited, 9th December.

Numbers of pupils enrolled :—Boys, 37 ; girls, 41 ; total, 78.
Present at examination :—Boys, 36 ; girls, 24 ; total, 60.

The buildings are in passable repair, but the fencing and gates are in a dilapidated condition. The schoolroom is not sufficiently clean, and the books and apparatus are kept in a very disorderly manner. Additional hat-pegs and a supply of water are required. The general management of this school needs much improvement. The attainments of the pupils are not satisfactory.

GOULBURN (V.)—Boys' Department :—Visited, 14th December.

Number of pupils enrolled :—129.
Present at examination :—107.

The schoolroom is rather small, owing to the increase of pupils, but the furniture, apparatus, and books, are sufficient ; sheds for the playgrounds, to protect the pupils from sun and rain, and a permanent supply of good water, are much needed. The general management of this department has been much improved under the present head master, and the assistant performs his duty with much efficiency. The government is mild and effective, and the methods of teaching are applied with much skill and energy. The course of instruction is well arranged, and, in addition to the ordinary branches, includes Latin, algebra, and geometry. The general progress of the pupils is satisfactory, and in some respects very good.

GOULBURN (V.)—Girls' Department :—Visited, 15th December.

Number of pupils enrolled :—98.
Present at examination :—77.

The organization and general discipline are good, but owing to the increase of pupils a classroom is much needed. The general attainments of the pupils are good, so far as examined.

GOULBURN (V.)—Infants' Department :—Visited, 16th December.

Numbers of pupils enrolled :—Boys, 74 ; girls, 62 ; total, 136.
Present at examination :—Boys, 56 ; girls, 46 ; total, 102.

The organization and general discipline are satisfactory, and the methods of teaching are judicious. The instruction is more practical than last year, and the attainments of the pupils are good, so far as examined.

CANDELO (V.) :—Visited, 6th December.

Numbers of pupils enrolled :—Boys, 16 ; girls, 14 ; total, 30.
Present at examination :—Boys, 13 ; girls, 6 ; total, 19.

The buildings are almost new ; they are suitable, and the schoolroom is well furnished. The pupils are very unpunctual, but tolerably clean and orderly, and the progress in learning is passable.

PROVISIONAL SCHOOLS.

NEWSTEAD :—Visited, 20th March.

Numbers of pupils enrolled :—Boys, 8 ; girls, 9 ; total, 17.
Present at examination :—Boys, 3 ; girls, 9 ; total, 12.

This school is situated at the Moruya Heads, near the Pilot Station. The schoolroom is a good building, but the grounds are not fenced ; there are no closets, and the supply of furniture, apparatus, and books is small. The children are clean and orderly, but the methods of teaching and attainments of the pupils are unsatisfactory.

BERGALIA :—Visited, 25th March.

Numbers of pupils enrolled :—Boys, 27 ; girls, 17 ; total, 44.
Present at examination :—Boys, 14 ; girls, 17 ; total, 31.

The schoolroom is a good building, but the furniture is insufficient, and not well arranged. The grounds are fenced, but there are no closets, and some additional apparatus and books are necessary. The methods of teaching are very unsuitable. The reading of the pupils is indifferent, the writing is moderate, and the knowledge of arithmetic is extremely small. No other subjects are taught.

MOGO :—Visited, 27th March.

Numbers of pupils enrolled :—Boys, 13 ; girls, 12 ; total, 25.
Present at examination :—Boys, 13 ; girls, 12 ; total, 25.

The school is held in a small building, which was erected by public subscription. It is in good repair, but a supply of furniture is required. The school has been in operation but a short time, and the pupils are learning the mere elements of reading, writing, and arithmetic.

FAIRY PLAIN :—Visited, 4th June.

Numbers of pupils enrolled :—Boys, 9 ; girls, 7 ; total, 16.
Present at examination :—Boys, 9 ; girls, 7 ; total, 16.

This school has been recently opened. The schoolroom is too small, and it is not properly furnished. The pupils are learning the elements of reading and writing. The discipline needs great improvement.

GUNDAROO :—

GUNDAROO :—Visited, 17th June.

Numbers of pupils enrolled :—Boys, 16 ; girls, 16 ; total, 32.
Present at examination :—Boys, 15 ; girls, 16 ; total, 31.

The school buildings are in good repair, and sufficient in size. There is a good stock of working materials, but some additional desks are still required. The general discipline and attainments of the pupils are tolerable.

SIX-MILE FLAT :—Visited, 6th August.

Numbers of pupils enrolled :—Boys, 13 ; girls, 15 ; total, 28.
Present at examination :—Boys, 7 ; girls, 14 ; total, 21.

The schoolroom is sufficient in size, but a boarded floor is required. There are no closets, and the grounds are not enclosed. The pupils are not sufficiently clean, nor punctual in attendance, and their progress in learning is small. The teacher has but little knowledge of the modern methods of tuition, and somewhat eccentric in his manner.

MULLENGULLENGA :—Visited, 26th August.

Numbers of pupils enrolled :—Boys, 11 ; girls, 12 ; total, 23.
Present at examination :—Boys, 11 ; girls, 7 ; total, 18.

This school was opened in June. The schoolroom is suitable, but some additional furniture is required. There is a fair stock of books. The pupils are tolerably clean, and orderly and regular in attendance. They are learning the elements of reading, writing, and arithmetic.

BUNGNIA :—Visited, 2nd September.

Numbers of pupils enrolled :—Boys, 13 ; girls, 12 ; total, 25.
Present at examination :—Boys, 9 ; girls, 9 ; total, 18.

The schoolroom is sufficient in size, and in fair repair, and additional desks have been supplied since my last inspection. The children are tolerably clean and orderly, but in some cases they are not sufficiently punctual in attendance. Drawing, singing, scripture lessons, and object lessons, are not taught. The school is not conducted in all respects as a Public School, but the teacher has promised to correct the irregularities in the management. The proficiency of the pupils varies from moderate to tolerable.

ELING FOREST :—Visited, 17th September.

Numbers of pupils enrolled :—Boys, 10 ; girls, 16 ; total, 26.
Present at examination :—Boys, 9 ; girls, 12 ; total, 21.

The schoolroom is in fair repair, suitable, and well furnished. The organization, discipline, and progress of the scholars are tolerably efficient.

BLACKHEATH :—Visited, 10th August.

Numbers of pupils enrolled :—Boys, 17 ; girls, 16 ; total, 33.
Present at examination :—Boys, 10 ; girls, 17 ; total, 27.

This school was opened in July last. It is held in a building used for a Roman Catholic Chapel. It is suitable for school purposes, and there is a good supply of furniture, books, and apparatus. The scholars are learning the elements of reading, writing, and arithmetic.

MUMMELL :—Visited, 19th October.

Numbers of pupils enrolled :—Boys, 22 ; girls, 20 ; total, 42.
Present at examination :—Boys, 14 ; girls, 14 ; total, 28.

The schoolroom is a tolerably good bush building, constructed of slabs and shingles. The playgrounds are not enclosed, and some additional desks and forms are much needed. The cleanliness is passable, but the order, punctuality, and attention need much improvement. The school is not conducted in some respects as a Public School, but the teacher has promised to correct the irregularities in the management. The scripture lessons sanctioned by the Council are not used by the pupils. The attainments are moderate.

MIDDLE ARM :—Visited, 9th November.

Numbers of pupils enrolled :—Boys, 11 ; girls, 13 ; total, 24.
Present at examination :—Boys, 9 ; girls, 12 ; total, 21.

This school was opened in October last. The schoolroom is constructed of split timber and bark, and of a very temporary nature. The books and apparatus are not quite sufficient. The pupils are beginning to learn the elements of reading, writing, and arithmetic.

COTTA WALLA :—Visited, 10th November.

Numbers of pupils enrolled :—Boys, 10 ; girls, 10 ; total, 20.
Present at examination :—Boys, 8 ; girls, 7 ; total, 15.

This school has been recently opened. The schoolroom is very small and unsuitable, but the settlers have promised to erect a comfortable schoolhouse, and a residence for the teacher. A school was much needed at this place. The scholars are beginning to learn the elements of reading, writing, and arithmetic.

REDGROUND :—Visited, 11th November.

Numbers of pupils enrolled :—Boys, 13 ; girls, 20 ; total, 33.
Present at examination :—Boys, 8 ; girls, 13 ; total, 21.

The schoolroom requires a boarded floor. Closets and some additional furniture are necessary. Singing, drawing, and scripture lessons are not taught, but the attainments of the pupils in the other branches are tolerably satisfactory.

HALF-TIME SCHOOLS.

BURRA BURRA :—Visited, 19th March.

Numbers of pupils enrolled :—Boys, 8 ; girls, 7 ; total, 15.
Present at examination :—Boys, 8 ; girls, 7 ; total, 15.

The schoolroom is sufficient in size, but it is not well furnished. There is a sufficient stock of books, but a map of the world is much needed. The proficiency in reading is tolerable, and the writing is clean and careful, but the attainments in arithmetic and grammar are small. The discipline is moderately strict. The school at Snaphook, which is managed in conjunction with Burra Burra, was closed on the day of my visit.

ARNPRIOR, DOURO, MULLOON, and BLACK RANGE :—Visited, 9th, 10th, and 20th August.

Numbers of pupils enrolled :—Boys, 18 ; girls, 19 ; total, 37.
Present at examination :—Boys, 15 ; girls, 17 ; total, 32.

There is a comfortable schoolroom at Arnprior, but it is not suitably furnished. The schools at the other places are held in the private houses of the settlers. The children at each place are under tuition about a day and a half in each week, and for the time under instruction, nearly two years, they have made tolerable progress in reading, writing, and arithmetic. The knowledge of grammar and geography is small, and the general management admits of improvement. The teacher requires training, and, in order that his services may be more beneficial, he has been directed to confine his attention to the schools at Arnprior and Black Range, where the majority of the scholars can attend.

NORONGO and WINSTONE VALLEY :—Visited, 11th and 12th August.

Numbers of pupils enrolled :—Boys, 12 ; girls, 10 ; total, 22.
Present at examination :—Boys, 5 ; girls, 8 ; total, 13.

These schools are situated in the Jingera district, about 40 miles from Braidwood, near the base of the main Gourcock Range, about 20 miles apart. The schools are held in the houses of two of the settlers, and instead of the usual desks and forms, the pupils use chairs and tables. The books and apparatus are barely sufficient. The children at each place are under instruction for about half the week, and the progress in reading, writing, and arithmetic, for the time the schools have been in operation (nearly eighteen months) is tolerable, but the general management admits of great improvement. Suitable schoolrooms, properly furnished, are urgently needed, and the teacher requires training for his work.

ORANMEIR and JERRABATTGULLA :—Visited, 14th August.

Numbers of pupils enrolled :—Boys, 17 ; girls, 18 ; total, 35.
Present at examination :—Boys, 11 ; girls, 16 ; total, 27.

These schools are situated 25 miles from Braidwood on the upper waters of the Shoalhaven, about 4 miles apart. The school at each place is held in a small building of sufficient size, erected for the purpose, and fairly furnished. The pupils are clean and orderly. Singing and drawing are not taught. Few of the pupils knew the alphabet when the schools were opened, about two years ago. Now, many of them can read ordinary prose, write legibly, and they have made some progress in the elements of arithmetic. The teacher has been trained, and the schools are well managed.

NITHSDALE and BALLALABA :—Visited, 16th August.

Numbers of pupils enrolled :—Boys, 6 ; girls, 13 ; total, 19.
Present at examination :—Boys, 5 ; girls, 12 ; total, 17.

These schools are situated about 3 miles apart, 12 miles south of Braidwood, on the Shoalhaven River. At Ballalaba six of Mrs. Clarke's children attend. The schoolrooms are in passable repair, but the furniture and apparatus are not quite sufficient. The pupils are clean, orderly, and attentive to their work. The schools have been about two years in operation, and a considerable number of the pupils can read and write well, and know the simple and compound rules of arithmetic. They can distinguish the parts of speech, and know the relative positions of the continents and oceans.

FARRINGTON and GINGOMONIA :—Visited, 18th August.

Numbers of pupils enrolled :—Boys, 18 ; girls, 14 ; total, 32.
Present at examination :—Boys, 17 ; girls, 14 ; total, 31.

These schools have been in operation nearly two years. They are situated about 12 miles from Braidwood, and 4 from Ballalaba, on the opposite bank of the river. The schoolrooms are in good repair, but the furniture is not suitable, and the books are not quite sufficient. The elder pupils can read with considerable ease and intelligence, and the writing is neat and legible. They have some knowledge of the elements of English grammar, geography, and arithmetic. Drawing is taught with fair success. Many of the younger pupils have been recently admitted. The schools are managed with tolerable efficiency. The teacher requires training.

HAROLD'S CROSS and VERNELLY :—Visited, 17th August.

Numbers of pupils enrolled :—Boys, 8 ; girls, 10 ; total, 18.
Present at examination :—Boys, 6 ; girls, 8 ; total, 14.

The schools are held in small buildings erected for schoolrooms. They are suitable, and the supply of working materials is sufficient. The pupils are clean, orderly, and attentive to their work, and the progress of the majority, in learning, is tolerably satisfactory. About four-fifths of the pupils enrolled are regular and punctual in attendance. The teacher is attentive to his work. A map of the world is required.

THIRD CREEK :—Visited, 16th July.

Numbers of pupils enrolled :—Boys, 10 ; girls, 15 ; total, 25.
Present at examination :—Boys, 4 ; girls, 7 ; total, 11.

This school was opened a few months ago. The schoolroom is small, and not well furnished, but there is a moderate stock of apparatus and books. The general behaviour and morals of the children have been improved since the school was established, and some progress has been made in reading, writing, and arithmetic. This is one of those localities where a school was very much needed. The teacher is industrious and attentive to his duty. The school at First Creek, which is managed in conjunction with Third Creek, was closed on the day of my visit.

KIPPELAW and RUN OF WATER :—Visited, 13th October.

Numbers of pupils enrolled :—Boys, 29 ; girls, 25 ; total, 54.
Present at examination :—Boys, 18 ; girls, 11 ; total, 29.

The school at Kippelaw is held in the English Church, and at the Run of Water in the Primitive Methodist Chapel. The buildings are excellent, but they are not well furnished. The discipline and attainments of the scholars are tolerably efficient for the time the schools have been in operation. These schools are situated about 4 miles apart, 7 miles south-west from Goulburn.

LONG REACH and ROCK VIEW :—Visited, 1st September.

Numbers of pupils enrolled :—Boys, 11 ; girls, 20 ; total, 31.
Present at examination :—Boys, 9 ; girls, 15 ; total, 24.

These schools are held in small buildings erected for schoolrooms. They are suitable ; and there is a fair supply of working materials. Singing and drawing are not taught, but the progress in the other subjects is passable. Few of the pupils knew the alphabet about eighteen months ago, when the schools were established. Long Reach and Rock View are situated on the Wollondilly River, 9 miles north from Marulan.

BURRAGATE and WYNDHAM :—Visited, 24th November.

Numbers of pupils enrolled :—Boys, 17 ; girls, 10 ; total, 27.
Present at examination :—Boys, 11 ; girls, 8 ; total, 19.

The schoolroom at Burragate has been recently erected. It is suitable and well furnished. At Wyndham, about 8 miles distant, the schoolroom was consumed early in the year in a bush fire, but the school is carried on in temporary premises, and the necessary arrangements have been made for the erection of another schoolhouse in a more central position. The discipline of these schools—Burragate in particular—and the general progress in learning, are highly satisfactory. The most of the pupils read well, write beautifully, and they have a fair knowledge of the elementary rules of arithmetic. The management of these schools is good, and highly creditable to the late master. The present teacher has been very recently appointed.

LOCHIEL and GREIG'S FLAT :—Visited, 25th November.

Numbers of pupils enrolled :—Boys, 15 ; girls, 18 ; total, 33.
Present at examination :—Boys, 15 ; girls, 18 ; total, 33.

These schools have been but two or three days in operation. They are situated near Panbula, about 7 miles apart. The furniture is not quite complete. The children are beginning to learn the mere elements of reading, writing, and arithmetic.

W. MCINTYRE,
Inspector of Schools.

Goulburn, 12th February, 1870.

MAITLAND DISTRICT.—GENERAL REPORT, 1869.

EXTENT OF DISTRICT.

Nature and amount of duties.—The limits of the district continue unaltered, and at the close of 1869 included the following schools :—

Public	33	—	containing 35 departments.
Provisional	16	”	16 ”
Half-time	1	”	1 ”
Church of England	17	”	18 ”
Roman Catholic	8	”	11 ”
Presbyterian	1	”	1 ”
Wesleyan	1	”	1 ”
Total	77	—	83

which, in general terms, are thus distributed :—Forty-five are situated in and within 20 miles of Maitland, thirty-three lie in and around the villages and townships from Wollombi on the south to Murrurundi on the north, and from the Paterson on the east to the Blue Mountains on the west ; and five are scattered beyond that boundary, at distances varying from 25 to 140 miles apart. The amount and nature of inspection may be stated as follow :—

Under the form of general inspection 7 schools were visited.	
” regular	65
” ordinary	14
” incidental	23

In other words seventy-two schools were thoroughly examined and six inspected incidentally ; and of the total number inspected, twenty-six received more than one visit. I was unable to visit five, of which one was closed when I was in the neighbourhood, two were opened towards the end of the year, and time did not permit me to reach upon the remaining two. The occupation of my time may be stated thus—

Inspection	117	days.
Correspondence	137	”
Examination of teachers	22	”
Travelling	23	”
Special inquiry	1	”
Sundays and holidays	60	”
Total	365	”

Inspection.—The character of the inspection was the same as in the two preceding years, but its application in 1869 was slightly varied. As mentioned in my last report, I found it impossible to visit each school twice ; and in order to make the most of one visit, where only one could be made, I obtained the Council's sanction to withhold the usual notification, so that in many instances I was enabled to see the schools in their ordinary condition, and to arrive at a pretty accurate estimate of their real worth. Having had, however, to conduct examinations of teachers in particular towns, my movements there were not sufficiently rapid to render my visits unexpected ; and the extent of the district, and the amount of work to be done, prevented any division of time corresponding in distinctness to my several duties. Notwithstanding this inconvenience, I am satisfied that the modification has worked advantageously as regards the schools, and rendered my sources of information more reliable.

Organization.—

Organization.—In three-fourths of the schools inspected, the eligibility of the sites ranges from fair to good; in the remainder from moderate to tolerable. Want or insufficiency of out-offices continues the standing defect of the playgrounds; but it is gradually becoming less, and the foregoing estimate shows an improvement upon former years. With regard to the buildings, half the number may be considered as from fair to good, three-eighths tolerable or moderate, and the remainder indifferent to bad. New premises were opened at Coonamble and Warkworth, and important repairs were executed in the East Maitland Public School. The Public School at Dunmore is in a most deplorable condition, materially considered, and, up to the end of the year, no successful steps had been taken to improve it. The Murrurundi Public School also is utterly insufficient, very unsuitable, and almost unserviceable. The supply and character of the furniture is fair to good in three-eighths of the schools, tolerable or moderate in half, and bad in the remaining number. This is a slight improvement. The stock of apparatus and books is very nearly satisfactory, being really inferior in only five schools. The records are generally kept with fair accuracy, punctuality, and care.

Discipline.—In about two-thirds of the schools inspected, punctuality is well observed, in two-ninths tolerably, and in one-ninth badly. Though this is a satisfactory state of things, it might be improved, as some teachers are still very dilatory in observing and enforcing punctual attendance. These, however, are very few; and the results stated comprehend the great majority of cases. The pupils are satisfactorily regular in one-third of the schools, tolerably so in four-ninths, and irregular in the remainder. Having dwelt at some length on this point in my reports for 1867-8, and external circumstances continuing much the same, I see no occasion for farther discussion of the matter at present. I may, however, observe, that compulsory education seems to offer the only remedy against the fatal obstacle of irregularity; but as such a measure does not accord with the spirit of public opinion, either in this country or in England, its application to the evil seems far from being realized. It would likewise involve organic changes in the legislative and administrative policy of the present system, which would scarcely agree with the temper of the times, and which would hence render its operation unpopular. There is no doubt that a compulsory enactment would be beneficial; but in the present circumstances of the country any law, at variance with the instincts of the people, however excellent in theory, would, instead of effecting the desired end, only arouse a general and violent hostility. In the meantime much can be done by the teachers if they exert themselves in the manner pointed out in last year's report. Upon them devolves the important and responsible duty of forming the ground-work of future public opinion, which, when properly educated, will hail as a national blessing, that compulsion for the enlightenment and mental elevation of the masses, which now it would probably condemn as illiberal and oppressive. Cleanliness is fairly satisfactory in general, there being but one school unenviably distinguished by gross neglect of it. I have noticed, during the past three years, a few teachers who do not set a good example of cleanliness in their own persons. They appear in school carelessly dressed, sometimes without a coat, sometimes unshaved, and otherwise negligent in what they teach most effectually, and their pupils learn most readily their own habits and manners. It is to me extremely humiliating to have to notice in a teacher the violation of so fundamental, so necessary, so simple a requirement as that of cleanliness. I speak, however, for the few, and hope I may not be obliged to repeat my remarks. This neglect is generally found to be associated with graver defects, and to be always the sure index of laxity and disorder. In the matters of order and government there is a marked improvement upon the two preceding years—these elements of discipline being inefficient or inoperative in only one-eighth of the schools, while they are from fair to good in three-eighths, and moderate to tolerable in one-half.

Instruction.—The classification is, for the most part, judicious and decided, in accordance with modern ideas, upon one basis only; there are but six schools in which the pupils were badly classed. In four-ninths of the number of schools the occupation is appropriate, well arranged, and systematically conducted; in three-eighths it is tolerably suitable, and faulty in one-sixth. This is very nearly satisfactory and shows a steady improvement in the tact and skill of teachers. The methods may be described as fair to good in one-fourth of the schools, indifferent to bad in the same proportion, and moderate to tolerable in one-half. So much having been said on the subject of method in former reports that there ought to be no need to enlarge upon it here; but as it is, so to speak, the very soul and essence of the teacher's art, as also one of his most serious sources of anxiety, a few words may not be out of place. The practice of teaching pursued in the generality of schools falls into two opposite extremes, the one of giving too much, the other too little, oral instruction. In the former the pupils do nothing for themselves; in the latter the teacher does nothing for them. Now as instruction is education only as it determines the mind to active thought, both in the subjects introduced and in matters of general interest, it follows that teachers who come under the former category, do almost as much mischief as those of the latter, though they may be credited with the best possible intentions. What is really deficient in the methods pursued is apt, ready, and thorough examination on the part of the teacher; well-timed questions, so put as to draw the child's mind over every step of the ground to be traversed, and afterwards skilfully varied, to test the extent and accuracy of the knowledge acquired. This course may seem minute, tedious, and very laborious; but as labour and attention are demanded in any case, and seldom accompanied by adequate results, that mode of instruction is surely to be preferred, which, if rightly applied, offers at every stage a substantial fulcrum, on and by which what precedes may be easily collected by the mind, and what follows rendered comparatively easy of comprehension. In some of our best schools this method is successfully employed; but in the majority I fear it is not understood.

Progress and Proficiency.—The numbers of pupils enrolled in the schools examined, are as follows:—

TABLE showing the numbers of pupils enrolled.

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Public Schools	347	305	101	91	92	85	77	53	67	80	164	122	848	736
Provisional Schools	92	75	18	20	24	23	19	27	15	24	32	38	200	207
Church of England Schools.....	319	327	77	86	87	69	65	62	52	46	102	69	702	659
Roman Catholic Schools	251	222	52	68	75	73	59	49	49	39	77	74	563	525
Presbyterian Schools.....	26	13	7	2	2	4	4	2	3	1	3	3	45	25
Wesleyan Schools	18	20	8	6	7	5	12	6	7	7	16	9	68	53
Totals	1053	962	263	273	287	259	236	199	193	197	394	315	2426	2205

To the total number shown in the foregoing table, 148 children, enrolled in schools incidentally inspected, are to be added, making the gross number 4,779.

THE numbers present at examination are :—

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys	Girls	Boys	Girls	Boys	Girls	Boys	Girls	Boys	Girls	Boys	Girls	Boys	Girls
Public Schools	256	208	83	68	62	64	60	35	47	55	111	83	619	513
Provisional Schools	73	60	14	17	17	17	13	23	13	20	17	25	147	162
Church of England Schools	239	236	61	66	68	48	49	44	43	34	68	46	528	474
Roman Catholic Schools	208	188	36	53	58	61	46	43	32	30	60	49	440	424
Presbyterian Schools	20	11	6	2	2	3	4	2	3	1	3	3	38	22
Wesleyan Schools	18	18	7	5	6	5	12	5	6	4	12	8	61	45
Totals	814	721	207	211	213	198	184	152	144	144	271	214	1833	1640

There were also present at schools incidentally inspected, eighty-two pupils not included in the foregoing table, making the entire total 3,555. Of the aggregate number enrolled, 74 per cent. were present at examinations. This is a slight reduction upon last year's figures; but it is accounted for by the prevalence of wet weather during the inspection of some of the largest schools, and to some extent by the fact of my having visited the majority without previous notice.

Reading.—The proportion of pupils learning the elementary and advanced stages, continues much the same as last year. The subject has received increased attention in the majority of schools, and gross errors of articulation or enunciation are now met with in comparatively few. I cannot speak equally favourably of the knowledge of meanings and subject-matter evinced; that is in most schools a failure; but there are, nevertheless, a few gratifying exceptions. Having dwelt, in former reports, upon the necessity of cultivating this most essential condition of good reading, I see no present need of further remark. The results are given in the subjoined tables.

Per-centages of Pupils Reading.	Monosyllables	Easy Narrative.	Ordinary Prose.	Total.
Public Schools	28.7	30.5	21.2	80.4
Provisional Schools	34.6	30.0	13.0	77.6
Church of England Schools	24.3	28.1	19.9	72.3
Roman Catholic Schools	32.3	25.7	19.2	77.2
Presbyterian Schools	21.6	31.6	11.6	64.8
Wesleyan Schools	14.1	27.3	45.2	86.6

Per-centages of Proficiency.	Monosyllables.			Easy Narrative.			Ordinary Prose.		
	Good or fair.	Tolerable or moderate.	Indifferent or bad.	Good or fair.	Tolerable or moderate.	Indifferent or bad.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public Schools	46.0	38.1	15.9	29.6	56.0	14.4	55.4	41.3	3.7
Provisional Schools	27.1	43.9	29.0	15.0	59.1	25.9	12.5	57.5	30.0
Church of England Schools	40.1	37.3	22.6	33.7	50.0	16.3	57.0	33.3	9.5
Roman Catholic Schools	58.0	30.5	11.5	36.3	46.7	17.0	48.8	43.9	7.3
Presbyterian Schools	46.1	53.9	...	47.4	47.4	5.2	100.0	...	...
Wesleyan Schools	68.8	31.2	...	51.7	34.5	13.8	70.8	20.8	8.4

Writing.—This subject is in the majority of schools carefully taught, and many of the faults noticed in former reports have disappeared. In country schools great difficulty and trouble are experienced by teachers in the quality of copy-books obtainable, and very often parents neglect to provide them for their children. Dictation occupies a prominent position among the ordinary subjects; and its importance, as a means of teaching orthography and strengthening the memory, is now generally recognized. In the following tables the progress and proficiency of the pupils are set forth.

Per-centages of Pupils writing.	On slates.	In copies.	Total.
Public Schools	28.8	46.0	74.8
Provisional Schools	28.7	37.2	65.9
Church of England Schools	28.6	42.7	71.3
Roman Catholic Schools	27.8	37.7	65.5
Presbyterian Schools	28.3	40.0	68.3
Wesleyan Schools	13.2	57.5	70.7

Per-centages of Proficiency.	On slates.			In copies.		
	Good or fair.	Tolerable or moderate.	Indifferent or bad.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public Schools	33.7	46.6	19.7	49.6	43.5	6.9
Provisional Schools	20.1	49.4	30.5	27.8	62.6	9.6
Church of England Schools	19.2	58.9	21.9	47.7	47.2	5.1
Roman Catholic Schools	37.5	43.3	19.2	39.9	46.0	14.1
Presbyterian Schools	23.5	59.0	17.5	58.7	41.3	...
Wesleyan Schools	42.9	35.7	21.4	49.2	39.3	11.5

Arithmetic.—

Arithmetic.—A fair proportion of the pupils learn this subject, and a reasonable amount of time is devoted to its study; but the results are still unsatisfactory. The great majority of the pupils are not beyond the simple rules, those learning the more advanced portions being comparatively few. The knowledge evinced also is, for the most part, very meagre, though, as a whole, it shows improvement. The subject has received increased attention at the hands of the teachers; but in few instances has it been rendered plainly intelligible and interesting to children. There is by far too much sameness in the questions given, too much adherence to rule, and very frequently too much instruction. In many cases, on the other hand, the amount of teaching is a minimum, and the children are left to the guidance of text-books, from which they work sums, and by some means find the answers, but know nothing of the reasoning involved. The proper method lies between these extremes, and consists in brief but lucid explanations, in varied and abundant exercises. In mental arithmetic the proficiency is poor as a whole.

Subjoined is a tabular statement of results:—

Per-centages of Pupils learning.	Simple rules.	Compound rules.	Higher rules.	Total.
Public Schools	60.0	16.2	4.6	80.8
Provisional Schools	63.1	7.2	.....	70.8
Church of England Schools.....	58.9	19.6	.....	78.5
Roman Catholic Schools	51.7	16.8	3.5	72.0
Presbyterian Schools.....	60.0	11.6	.....	71.6
Wesleyan Schools	40.6	28.3	14.1	83.0

Per-centages of Proficiency.	Simple rules.			Compound rules.			Higher rules.		
	Good or fair.	Tolerable or moderate.	Indifferent or bad.	Good or fair.	Tolerable or moderate.	Indifferent or bad.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public Schools	30.8	29.9	39.3	29.3	25.5	45.2	79.2	20.8	.....
Provisional Schools.....	18.5	19.5	62.0	17.0	12.5	70.5	.....	.....	.....
Church of England Schools	18.6	14.9	66.5	16.7	27.5	55.8	.....	.....	.....
Roman Catholic Schools.....	39.7	16.6	43.7	34.5	29.7	35.8	26.6	26.6	46.8
Presbyterian Schools	52.8	5.5	41.7	.....	85.5	14.5	.....	.....	.....
Wesleyan Schools	14.0	16.3	69.7	60.0	.....	40.0	46.6	33.3	20.1

Grammar.—There are very few schools in which grammar is not taught, and to a reasonably appropriate extent; but the difficulties, heretofore pointed out, still continue to offer a serious hindrance to progress. These may be said to lie principally in the teachers, who, in very many instances, have only a limited knowledge of the subject, and still less of the most effectual methods of imparting it. As in teaching arithmetic, there seems to be a stereotyped routine pursued, which blunts all efforts at clear and original thought, and leaves the pupils, in point of true proficiency, very ignorant indeed. In the course of my examinations I have frequently seen this verified. I select a sentence from the reading lessons, direct the children to parse and analyse it, and am often surprised at their dulness and absurd answering. It is true the subject has inherent difficulties, always rendering it more or less hard to be thoroughly mastered; but teachers seem to forget these in preparing their programmes and delivering their lessons. The results are as follows:—

Per-centages of Pupils learning Grammar.	Elementary.	Advanced.	Total.
Public Schools	30.8	21.4	52.2
Provisional Schools	28.4	4.8	33.2
Church of England Schools	27.8	19.9	47.7
Roman Catholic Schools	25.7	19.8	45.5
Presbyterian Schools	33.3	11.6	44.9
Wesleyan Schools	27.3	45.3	72.6

Per-centages of Proficiency.	Elementary.			Advanced.		
	Good or fair.	Tolerable or moderate.	Indifferent or bad.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public Schools	25.8	41.8	32.4	27.3	34.3	38.4
Provisional Schools	1.1	21.6	77.3	.....	33.3	66.7
Church of England Schools	21.5	32.2	46.3	5.5	24.5	70.0
Roman Catholic Schools.....	16.0	27.8	56.2	18.7	38.6	42.7
Presbyterian Schools	20.0	40.0	40.0	28.6	42.8	28.6
Wesleyan Schools	14.0	45.0	41.0	14.6	29.2	56.2

Geography.—This subject loiters considerably in the background. In last year's Report I pointed out how teachers mistake their true standpoint in reference to it, but I am yet unable to discern much improvement. The want of a map of New Zealand still continues, and very few schools are provided with globes—these are not furnished by the Council. The results appear in tabular form as follow:—

Per-centages of Pupils learning Geography.	Elementary.	Advanced.	Total.
Public Schools	32.5	21.4	53.9
Provisional Schools	26.8	6.4	33.2
Church of England Schools.....	27.3	19.6	46.9
Roman Catholic Schools	24.2	20.4	44.6
Presbyterian Schools.....	33.3	11.6	44.9
Wesleyan Schools	27.3	42.4	69.7

Per-centages of Proficiency.	Elementary.			Advanced.		
	Good or fair.	Tolerable or moderate.	Indifferent or bad.	Good or fair.	Tolerable or moderate.	Indifferent or bad.
Public Schools	21.5	26.3	52.2	15.3	31.0	53.7
Provisional Schools .....	.....	.....	100.0	.....	10.4	89.6
Church of England Schools	10.2	31.8	58.0	12.2	13.7	74.1
Roman Catholic Schools	3.8	25.0	71.2	2.3	15.3	82.4
Presbyterian Schools	30.0	40.0	30.0	.....	57.0	43.0
Wesleyan Schools .....	.....	41.4	58.6	28.8	35.5	35.7

Object Lessons.—Although the practice of giving instruction on common things is pretty general in the schools of this district, the results are yet very small. The value of these lessons, as means of promoting mental vigour, and increasing the pupil's stock of knowledge, is generally admitted, and is moreover testified to by every eminent educationist; but as yet we can hardly say that our school children fully realize their advantages. Perhaps, however, now that these subjects occupy a conspicuous place in our schools, they are silently working a beneficial change in the minds of pupils and teachers, and that whether their present value be externally manifest or not, their future success will be beyond doubt. I am inclined to this opinion.

Statement of results :—

	Public Schools.	Provl. Schools.	C.E. Schools.	R.C. Schools.	Presb. Schools.	Wesln. Schools.
Per-centages of Pupils learning object lessons in	87.5	49.8	71.4	78.7	65.0	79.2
Per-centages of proficiency—						
Good or fair	4.3	.....	2.3	1.0	.....	19.0
Tolerable or moderate	31.8	10.4	31.5	29.8	20.6	32.1
Indifferent or bad	53.9	89.6	66.2	69.2	79.4	48.9

Scripture Lessons.—These extracts are read only in the Public and Provisional Schools—no account being taken of the Half-time School, which was not inspected—I found three in which they were not in use. In one case the parents objected, and in the others the teachers had laid them aside at their own discretion, but under a mistaken view of the regulation bearing on the matter. The proportion of pupils reading these lessons is 17.8 per cent. of the numbers present in Public and Provisional Schools. Their proficiency in the former is—

Good or fair	23.5 per cent.
Tolerable or moderate	21.0 "
Indifferent or bad	55.5 "

In the latter class of schools the knowledge evinced is very small.

Other Subjects.—The following subjects are taught to the extent specified in the Table :—

Subjects.	Public Schools.	Provl. Schools.	C.E. Schools.	R.C. Schools.	Presb. Schools.	Wesln. Schools.
Geometry in	4	.....	.....	1	.....	1
Algebra "	3	.....	.....	1	.....	.....
Latin "	1	.....	.....	.....	.....	.....
Vocal music "	9	2	13	4	1	1
Drawing "	18	1	12	7	1	1
Needlework "	22	5	15	6	1	1

Teachers.—During the past year thirty-seven teachers were summoned to examination, of whom twenty-seven attended; two obtained a special examination; five candidates for the Training School, six candidate pupil-teachers, and nine holding appointments, were examined. The total number examined was—teachers, thirty-four; pupil-teachers, fifteen. Of the former, ten were promoted, seventeen remained stationary, and seven failed. The entire staff of the district at the close of the year was—

	Males.	Females.	Total.
Principals	63	21	84
Assistants	2	8	10
Pupil-teachers	7	8	15
Totals	72	37	109

Their rank is shown as follows :—

Teachers ...	Class II.		Class III.			Probationers.	Pupil-teachers	Class I.	Class II.	Class III.	Class IV.
	Sect. A.	Sect. B.	Sect. A.	Sect. B.	Sect. C.			1	3	1	10
	6	3	21	22	18	24					

Speaking generally, the teachers of this district have sustained, during the past year, their character for respectability, intelligence, and zeal. Some of them make vigorous efforts to improve their qualifications, and render their schools efficient; and their exertions are certainly worthy of encouragement and reward. I cannot say, however, that the remuneration awarded is commensurate with the importance of their positions, or adequate to their wants. Looking over the return for the last year, I find the average emoluments of twenty-three teachers of Public Schools to have been *from all sources* £103 14s. 11d., the lowest £59 6s., the highest £151 11s. 10d., and twelve of these receive less than £100 per annum in all. Taking the second class teachers, who as a rule hold the most lucrative situations, their average income *from all sources* was £164 11s. 6d., the highest having been £205 9s., the lowest £118 6s. 6d. These figures do not represent the incomes of persons who turned to teaching as a last resource, but, in many instances, of trained, well informed, and efficient teachers, who are also, for the most part married, and have families depending

depending on them for support. Now, that there seems no prospect of any public provision being made for teachers, in their declining years, in the shape of pensions or other allowances, I think the time has come when the question of enabling them to provide for old age by their own savings, ought to be considered. The pupil-teachers employed are eligible and give good promise of efficiency.

Local Supervision.—My remarks in last year's report continue still applicable. In the case of several schools the Local Boards are well constituted, and manifest a steady interest in the institutions, but for the most part the members are poorly qualified, and indifferently attentive to their trusts. In matters affecting the general welfare of the several schools, I cannot complain of the willingness of many members to render what service they can; but very few have either the disposition or the means to act a liberal part in advancing public education.

Concluding Observations.—The time intervening between each general report being so short, there is but little to note in the way of new or important developments in the system. During the past year the schools of this district proceeded in their career of usefulness, guided by an experience tolerably well matured, and manifesting a fair adaptation to the wants of the community. Most schools have exhibited some improvements, and several have acquired a high degree of excellence, while some, as might be expected, have failed to confer any appreciable advantages. A considerable number of those included in the last category were, however, opened for the first time within the year, under untrained and unskilled teachers, and could not have succeeded very well, though for the most part they are not without healthy indications for the future. Upon the whole I am of opinion that the educational requirements of the district are well provided for; that the teaching power is intelligent, reasonably effective, and fairly sufficient; that the moral and mental culture of the children have sensibly advanced, and that the results of the year's labors are hopeful and encouraging.

Maitland, 28 January, 1870.

WM. DWYER,
Inspector.

APPENDIX.

Detailed Statement.—Showing the condition of the Public and Provisional Schools inspected in the Maitland District, as regards—

1. Their material condition.
2. Their moral characters.
3. The subjects and methods of instruction.
4. The proficiency of the pupils.

PUBLIC SCHOOLS.

ABERDEEN :—Visited, 26th July.

Numbers present at examination :—Boys, 11 ; girls, 13 ; total, 24.

1. The condition of the premises has been improved by the erection of out-offices; but the organization of the school is only moderate. 2. The children were docile and well-behaved, but addicted to whispering, slightly attentive, and not under steady and effective discipline. The moral tone of the school is moderate. 3. The subjects are for the most part appropriate, but without arrangement. The instruction is tolerably intelligent, but poorly effectual. 4. The average proficiency ranges from small to very small.

ABERGLASSLYN :—Visited, 4th March.

Numbers present at examination :—Boys, 18 ; girls, 11 ; total, 29.

1. The premises are in good condition, sufficient and suitable for the place, and the schoolroom is fairly organized. 2. The pupils are irregular and unpunctual in general—slow to obey the orders of the teacher—noisy and hurried in their movements, but show some improvement in their attention and general behaviour. 3. The subjects are suitable, but the methods are very ineffectual. 4. The proficiency evinced was very unsatisfactory.

BISHOP'S BRIDGE :—Visited, 21st December.

Numbers present at examination :—Boys, 18 ; girls, 7 ; total, 25.

1. Slight repairs have been done to the schoolroom, and temporary out-offices erected, but the material condition of the premises is still very indifferent. 2. The demeanour, attention, and order of the pupils have improved, and the moral aspect of the school is moderate. 3. The occupation is appropriate, but not precisely arranged; the instruction is stiff and uninteresting. 4. The general proficiency is moderate.

CAMPSIE :—Visited, 23rd June.

Numbers present at examination :—Boys, 17 ; girls, 13 ; total, 30.

1. The building is extremely awkward, unsuitable, insufficient, and in a wretched condition as regards repair and equipment. 2. Most of the pupils are irregular and many untidy, but otherwise their moral bearing is tolerable for the facilities of the school. 3. The subjects are in fair accordance with the standard; the methods are tolerably intelligent, impressive, and effectual. 4. The proficiency ranges from tolerable to fair.

CESSNOCK :—Visited, 20th May.

Numbers present at examination :—Boys, 19 ; girls, 31 ; total, 50.

1. The site is ineligible, but the condition and organization of the school are moderate. 2. The pupils are not satisfactorily regular; otherwise the moral tone of the school is tolerable. 3. The instruction is suitable, tolerably intelligent, and effective. 4. The proficiency shows improvement, and ranges in general from moderate to tolerable.

COONAMBLE :—Visited, 3rd September.

Numbers present at examination :—Boys, 12 ; girls, 10 ; total, 22.

1. The premises are new and suitable, commodious and well-appointed; and the organization of the school is very fair. 2. The pupils are regular, punctual, and clean, but inattentive, forward, and disorderly. 3. The instruction is badly arranged, very uninteresting, and ineffectual. 4. The general proficiency is bad.

DUNMORE :—Visited, 14th April.

Numbers present at examination :—Boys, 34 ; girls, 18 ; total, 52.

1. The building is in a dangerous state, and incapable of improvement. The organization is moderate under the circumstances. 2. The moral aspect of the school is tolerable as a whole. 3. The instruction is reasonably intelligent and moderately skilful. 4. The proficiency ranges from moderate to tolerable, and is a considerable improvement upon previous results.

ELLALONG :—Visited, 18th May.

Numbers present at examination :—Boys, 14 ; girls, 15 ; total, 29.

1. The schoolroom is badly lighted, but otherwise in tolerable condition as to repair and organization. 2. The discipline has improved, and the moral tone is tolerable. 3. The instruction is fairly suitable, but not effectively imparted. 4. The proficiency is unsatisfactory, although improvement is discernible.

FALBROOK :—Visited, 15th July.

Numbers present at examination :—Boys, 11 ; girls, 13 ; total, 24.

1. The roof of the teacher's dwelling is partially insecure ; otherwise the premises are in tolerable condition. 2. The moral aspect of the school is very fair. 3. The occupation is appropriate ; the instruction tolerably intelligent and skilful. 4. The average proficiency is moderate.

HINTON :—Visited, 16th March.

Numbers present at examination :—Boys, 17 ; girls, 9 ; total, 26.

1. The buildings are tolerably sound, but in need of repairs. The school is fairly organized. 2. The moral character of the school is unsatisfactory and has become lower within the year. 3. The instruction is fairly intelligent and suitable, but imparted with little or no effect. 4. The general proficiency is very unsatisfactory.

IONA :—Visited, 15th April.

Numbers present at examination :—Boys, 12 ; girls, 10 ; total, 22.

1. The organization of the school is moderate, but the state of the building very bad. 2. The pupils are but partially regular and punctual, otherwise their discipline is fairly effective. 3. The occupation generally is judicious and interesting, and the methods are earnest, tolerably intelligent, and skilful. 4. The general proficiency ranges from moderate to tolerable, and is a decided improvement upon previous results.

LOCHINVAE :—Visited, 16th December.

Numbers present at examination :—Boys, 15 ; girls, 18 ; total, 33.

1. The schoolroom is badly ventilated, otherwise the premises are in all respects fairly satisfactory. 2. The moral tone of the school is good. 3. The instruction is appropriate, and imparted with fair intelligence and judgment. 4. The proficiency and mental culture range from fair to very fair.

MAITLAND, EAST (Infant) :—Visited, 23rd February.

Numbers present at examination :—Boys, 9 ; girls, 13 ; total, 22.

1. The room is clean, well furnished, and in good condition ; and the playground accommodation in course of improvement. 2. The discipline is fairly suitable and effective. 3. The subjects are suitable, but the methods want interest and penetration. 4. The average proficiency is moderate.

MAITLAND, EAST (Primary) :—Visited, 23rd February to 3rd March.

Numbers present at examination :—Boys, 68 ; girls, 42 ; total, 110.

1. The premises are very suitable, but need extensive repairs ; the organization of the school is very good. 2. The moral aspect of the school is, upon the whole, good. 3. The subjects are appropriate and well arranged ; the methods vary from tolerable to very fair. 4. The average proficiency of the lower classes ranges from moderate to tolerable ; of the higher, from tolerable to very fair.

MERRIWA :—Visited, 20th August.

Numbers present at examination :—Boys, 15 ; girls, 22 ; total, 37.

1. The buildings are in bad condition, but the organization of the school is tolerable. 2. The pupils are fairly attentive, well-behaved, and tolerably orderly. 3. The subjects accord for the most part with the standard ; the methods are rather slow and suggestive, but tolerably intelligent, vigorous, and effective. 4. In the junior classes the average proficiency ranges from tolerable to fair ; but in the highest class it is very moderate.

MURBURUNDI :—Visited, 11th August.

Numbers present at examination :—Boys, 33 ; girls, 22 ; total, 55.

1. The schoolrooms are very unsuitable, inadequate, badly organized, and otherwise unsatisfactory. 2. The discipline is ineffective, and the moral tone indifferent ; but something must be attributed to defective accommodation and equipment. 3. The instruction for the most part accords with the standard, is intelligent and careful, but not satisfactorily effectual. 4. The general answering of the pupils evinces improvement upon former examinations, and ranges, upon the whole, from moderate to tolerable.

MORFETH :—Visited, 6th to 9th December.

Numbers present at examination :—Boys, 85 ; girls, 52 ; total, 137.

1. The premises are in excellent condition as a whole, but need a few trifling repairs ; the schoolrooms require additional ventilation. 2. The moral character of the school is very good. 3. The occupation is appropriate and judiciously arranged ; the methods are skilful and vigorous. 4. The average proficiency ranges from fair to very fair.

NELSON'S PLAINS :—Visited, 23rd March.

Numbers present at examination :—Boys, 26 ; girls, 20 ; total, 46.

1. The site is low and damp, but the building and organization are tolerable for the place. 2. The moral aspect of the school is tolerable. 3. Most of the prescribed subjects are taught and arranged with fair judgment. The methods are intelligent and tolerably skilful. 4. The average proficiency is nearly tolerable.

OSWALD :—Visited, 17th December.

Numbers present at examination :—Boys, 16 ; girls, 13 ; total, 29.

1. The interior aspect of the school is very dingy, and its general material condition only very moderate. 2. Its moral tone is tolerable. 3. The occupation is fairly suitable and the instruction tolerably energetic and animated, though hurried and confused. 4. The general proficiency is unsatisfactory, but it shows a slight improvement.

SCONE :—Visited, 4th August.

Numbers present at examination :—Boys, 15 ; girls, 11 ; total, 26.

1. The state of the premises and the general organization of the school are tolerable. 2. The discipline is suitable and tolerably effective. 3. The occupation is fairly judicious and the instruction reasonably intelligent and animated. 4. The general proficiency is unsatisfactory, but most of the pupils are very young, and several of the best were absent.

SCOTT'S FLAT :—Visited, 26th November.

Numbers present at examination :—Boys, 18 ; girls, 15 ; total, 33.

1. The condition of the schoolroom is in all respects barely moderate. 2. The pupils are awkward in their habits, attitudes, and movements ; otherwise their discipline is reasonably effective. 3. For the most part the subjects accord with the prescribed course ; the methods are earnest and tolerably intelligent, but rather devoid of interest. 4. The proficiency and mental culture are tolerable.

SINGLETON (Primary) :—Visited, 22nd and 23rd November.

Numbers present at examination :—Boys, 28 ; girls, 15 ; total, 43.

1. The school is suitable and effectively organized, but the premises continue much in need of repairs. 2. Nearly half the pupils are irregular, but the moral tone of the school is good. 3. The subjects are appropriate and judiciously arranged ; the methods are intelligent, skilful, and fairly efficient. 4. The average proficiency approaches fair, and the mental culture evinces a decided improvement.

SINGLETON (Infant) :—Visited, 24th November.

Numbers present at examination :—Boys, 19 ; girls, 14 ; total, 33.

1. The room is much too small, but in good condition and tolerably well organized. 2. The moral tone of the school is tolerable. 3. The classification and occupation are suitable ; the instruction is only moderately appropriate, but earnest, persevering, and tolerably effectual. 4. The general proficiency is fair.

SUGARLOAF :—Visited, 28th May.

Numbers present at examination :—Boys, 7 ; girls, 16 ; total, 23.

1. The condition of the premises and the organization of the school are, in every respect, tolerable. 2. Upwards of half the pupils are irregular, but the moral aspect of the school is tolerable. 3. The instruction is suitable and imparted with moderate energy and effect. 4. The proficiency of the younger pupils approaches tolerable ; that of the elder ones is small.

VACY :—Visited, 22nd June.

Numbers present at examination :—Boys, 8 ; girls, 14 ; total, 22.

1. The state of the premises is moderate, and the supply of furniture, apparatus, and books, tolerable. 2. The pupils are generally irregular ; otherwise the discipline is tolerably effective. 3. The occupation is injudiciously arranged, and the instruction is, upon the whole, a failure. 4. The general proficiency is very small, but a few pupils evince a tolerable knowledge in reading, writing, and arithmetic.

WARKWORTH :—Visited, 30th April.

Numbers present at examination :—Boys, 27 ; girls, 27 ; total, 54.

1. The premises are new and very eligible, but proper furniture had not been provided. 2. The moral aspect of the school is pleasing. 3. The instruction is judicious, and imparted with intelligence and skill. 4. The general proficiency is tolerable—a good result for a school not more than three months in operation.

WALLALONG :—Visited, 18th March.

Numbers present at examination :—Boys, 13 ; girls, 15 ; total, 28.

1. The premises are in an effective state, and the organization of the school is fair. 2. The pupils are not satisfactorily regular, but the moral character of the school is good. 3. The subjects accord, for the most part, with the requirements of the standard ; the methods are intelligent, earnest, and well applied. 4. The average proficiency is nearly fair.

WOODBURN :—Visited, 11th June.

Numbers present at examination :—Boys, 12 ; girls, 16 ; total, 28.

1. The school is a rude wooden structure, but moderately suitable and sufficient for the place ; the organization is very indifferent. 2. Most of the pupils are irregular, but tolerably punctual, attentive, and orderly. 3. The occupation is moderately judicious, and the instruction reasonably skilful and effective. 4. The general proficiency may be estimated as moderate.

WOLLOMBI :—

WOLLOMBI :—Visited, 6th to 10th May.

Numbers present at examination :—Boys, 29 ; girls, 30 ; total, 59.

1. The premises are in fair condition, suitable, and (except the teacher's residence) sufficient ; the organization is tolerable.
2. The moral character of the school is fair.
3. The pupils are constantly and suitably occupied—carefully, judiciously, and effectively instructed.
4. The proficiency and mental culture have improved, and range, on the average, from moderate to fair.

PROVISIONAL SCHOOLS.

BULGA :—Visited, 3rd May.

Numbers present at examination :—Boys, 7 ; girls, 13 ; total, 20.

1. The site is destitute of out-offices, and often inaccessible from floods, but otherwise the premises and the organization of the school are of a passable character.
2. The pupils are irregular, but the moral aspect of the school is moderate.
3. The instruction is moderately suitable, intelligent, and effective.
4. The general proficiency is tolerable.

COOLAH :—Visited, 14th September.

Numbers present at examination :—Boys, 9 ; girls, 8 ; total, 17.

1. The condition and organization of the schoolroom continue tolerable.
2. The moral aspect of the school is moderate.
3. The *real* occupation accords but partially with the prescribed course ; the teaching, as far as it goes, is tolerably earnest and effective.
4. The general proficiency is small, but to a partial extent there is a slight improvement.

CAERGEORLE :—Visited, 25th June.

Numbers present at examination :—Boys, 6 ; girls, 13 ; total, 19.

1. The schoolroom is very unsuitable and destitute of appliances ; a new school was in course of erection.
2. The pupils are passably clean, but untidy—moderately attentive, but ignorant of order ; their attendance is generally irregular.
3. The occupation is desultory, and very partial ; the methods, judging by results, are very ineffective.
4. The elder children write pretty well ; but the general proficiency is very bad.

FOUR-MILE CREEK :—Visited, 26th February.

Numbers present at examination :—Boys, 12 ; girls, 17 ; total, 29.

1. The premises, as a whole, are in fair condition, but need, however, considerable repairs. The school is fairly provided with requisites.
2. The pupils are shy and poorly attentive, but otherwise under moderate discipline.
3. The occupation is appropriate, but badly arranged ; the methods are mechanical and ineffectual.
4. The proficiency and mental culture are very small.

GRESFORD :—Visited, 24th June.

Numbers present at examination :—Boys, 10 ; girls, 8 ; total, 18.

1. The schoolroom, as to repair and organization, continues tolerably satisfactory.
2. As regards regularity and punctuality the discipline is very defective, but in other respects passable.
3. The occupation is partial and poorly arranged ; the instruction very meagre and ineffective.
4. In reading, writing, and arithmetic, there are a few fair instances, but the general knowledge evinced is exceedingly poor.

KAYUGA :—Visited, 23rd July.

Numbers present at examination :—Boys, 10 ; girls, 13 ; total, 23.

1. The room is too small, but moderate as to condition and organization.
2. The moral tone of the school is moderate, but the discipline is neither intelligent nor effective.
3. Most of the prescribed subjects are taught, but not well arranged ; the instruction is conscientious but ineffective.
4. The general proficiency is very small.

MOONAN BROOK :—Visited, 17th August.

Numbers present at examination :—Boys, 9 ; girls, 13 ; total, 22.

1. The schoolroom is fairly suitable and sufficient, and pretty well furnished.
2. The discipline is ineffective, but the moral aspect of the school moderate.
3. The classification is unsuitable, the occupation partial and injudicious, and the instruction desultory and feeble.
4. The general proficiency is very bad.

MUNMURRA :—Visited, 26th August.

Numbers present at examination :—Boys, 7 ; girls, 11 ; total, 18.

1. The schoolroom is good of the kind, tolerably suitable and moderately well organized.
2. The pupils are shy, but otherwise under tolerable discipline.
3. The occupation is for the most part fairly appropriate, but subject to no orderly arrangement ; the instruction is tolerably intelligent, but slow and mechanical.
4. The general proficiency ranges from moderate to tolerable.

MOUNT WILLS :—Visited, 21st May.

Numbers present at examination :—Boys, 13 ; girls, 17 ; total, 30.

1. The schoolhouse is unsuitable, insufficient, and wretchedly furnished ; it has since been disused.
2. Under the circumstances the moral tone of the school is moderate.
3. The occupation is suitable but badly arranged, and awkwardly conducted ; the methods are very mechanical and poorly effective.
4. The knowledge evinced is unsatisfactory.

MUSCLE CREEK:—Visited, 16th July.

Numbers present at examination :—Boys, 10 ; girls, 13 ; total, 23.

1. The premises are moderate as regards condition, capability, and organization. 2. The children are shy and awkward, but otherwise the discipline is moderately effective. 3. The occupation is suitable, but desultory and unsystematic ; the instruction is intelligent and tolerably effectual. 4. The general proficiency is moderate.

QUORROBOLONG :—Visited, 19th May.

Numbers present at examination :—Boys, 13 ; girls, 15 ; total, 28.

1. The building is good of its kind, but there are no out-offices, and the organization is very defective. 2. No discipline exists in the school, and the conduct of the pupils is very turbulent. 3. The classification is bad ; the occupation partial and injudicious ; the instruction very feeble and ineffectual. 4. The proficiency in every class and subject is very low.

ROSEBROOK :—Visited, 5th March.

Numbers present at examination :—Boys, 25 ; girls, 14 ; total, 39.

1. The building is in moderate repair, but the organization very awkward. 2. Cleanliness and tidiness are greatly neglected, and order is almost unknown, but the pupils are obedient and respectful. 3. For the most part the occupation accords with the standard, but it is very unsystematic ; the methods are wholly mechanical. 4. The knowledge evinced in reading, writing, and arithmetic, shows considerable improvement, and the general proficiency ranges from moderate to tolerable.

SOMERVILLE :—Visited, 5th May.

Numbers present at examination :—Boys, 16 ; girls, 7 ; total, 23.

1. The schoolroom and furniture are very rudely constructed, and only indifferently suitable. 2. The pupils are ignorant of order, but the moral tone of the school is moderate. 3. The classification is bad ; the occupation partial and without arrangement ; the instruction very superficial. 4. The general proficiency is very small.

INSPECTOR'S REPORT FOR 1869 UPON THE PUBLIC AND CERTIFIED DENOMINATIONAL SCHOOLS IN THE NEWCASTLE DISTRICT.

1.—SCHOOLS.

During the year the following additional schools have been brought into operation :—

1.—William Town	Public.
2.—Mitchell's Island	Public.
3.—Marlee	Public.
4.—Hexham (re-opened)	Public.
5.—Upper Mangrove Creek	Provisional.
6.—Kimbriki	Provisional.
7.—Bo Bo Creek	} Half-time.
8.—Killawarra	
9.—Wallamba R. (2)	Half-time.
10.—Mambo Island	} Half-time.
11.—Landsdown River.....	
12.—Myall River (2).....	Half-time.

On account of the low average attendance Croom Park (Public) has been worked as a Provisional School ; and, for a similar reason, the Public School at Bendolba, and the Provisional Schools at Underbank and Pelican Point, have been closed temporarily.

The schools in operation in this district at the close of the year were—

Public Schools	47
Public Schools worked provisionally	3
Provisional Schools	3
Half-time Schools	8
Certified Denominational—Church of England	12
Roman Catholic.....	5
Presbyterian	2
	—
	80
	—

2.—INSPECTION.

Omitting the four Half-time Schools at the Myall and Landsdowne Rivers and Mambo Island, which have been opened since my visit to those localities, and also the Public School at Boolambayte, which I could not visit on account of the flooded state of the creeks, I have been able to cover the intentions of my programme. My visits are as follows :—

15 schools	3 visits each.
46 „	2 visits each.
14 „	1 visit each.

The pupils of the Public Schools at Boolambayte, Bulladelah, Coorannbong, and the Monkerai, have not been examined. I was unable to visit the two first-named on account of the flooded state of the creeks ; and the latter schools were temporarily closed at the intended periods of visitation.

The time occupied in travelling to, inspecting, and reporting upon schools was 230 days, and the distances travelled make an aggregate of 2,310 miles.

I am in a position to report that this year the examinations have been more thorough than heretofore. The tests applied have been searching and personal, and, excepting as an occasional means of sustaining general attention, class answers have not been encouraged.

3.—SCHOOL BUILDINGS.

Of the schools reported in 1868 as being in bad condition, the Public Schools at Pit Town, Teralba, Wallsend, and Seaham maintain the same wretched character. I believe however that efforts are being made to obtain suitable buildings at the three first-named places. In other respects the material state of the schoolhouses and premises remain unimproved. About two-fifths of the Public and Provisional Schools are badly off for teachers' residences, school playgrounds, and out-offices, and the same may be said of one-third of the Denominational Schools.

With

With very few exceptions the Public Schools to which I refer are Non-vested; but viewed without this distinction, *sixteen* Public and two Denominational Schools are unprovided with teachers' residences, *i.e.*, one-fourth of the teachers in the district have not equal privileges with their fellows. I am aware that the Council is ready to assist in the erection of masters' dwellings in the usual way, but Non-vested properties may not come under the rule which proffers assistance, and either from the poverty or apathy of the people in most of the localities having such defective premises, it is next to hopeless to endeavour to evoke a movement involving subscriptions.

I subjoin tabulated returns, showing the material condition of the respective schools.

PUBLIC SCHOOLS.

	Good in supply or condition.	Fair and moderate.	Bad or unprovided.
1. Schoolhouse (Vested property).....	20	9	1
Schoolhouse (Non-vested)	2	12	6
2. Teachers' residence (Vested)	17	6	7
Teachers' residence (Non-vested) ...	2	5	13
3. Playground (Vested)	12	12	6
Playground (Non-vested)	2	4	14
4. Out-offices (Vested)	17	9	4
Out-offices (Non-vested)	2	5	13

PROVISIONAL AND HALF-TIME SCHOOLS.

	Good in supply or condition.	Fair and moderate.	Bad or unprovided.
1. Schoolhouse	4	5	2
2. Teachers' residence.....	1	2	4
3. Playground	1	3	7
4. Out-offices	1	1	9

DENOMINATIONAL SCHOOLS.

	Good in supply or condition.	Fair and moderate.	Bad or unprovided.
1. Schoolhouse.....	9	9	1
2. Teachers' residence.....	10	3	6
3. Playground	8	6	5
4. Out-offices	7	7	5

IV.—CLASSIFICATION OF PUPILS.

This branch of school organization is correct in the majority of schools, but untrained men, and others of low professional skill, exhibit a strong tendency to multiply the subdivisions of their classes to an unnecessary extent; but whenever I found this state of things, I generally succeeded in proving to the teacher, by the results, that he could not effectively manipulate such a manifold classification.

There is one feature of classification that is by no means satisfactory. I allude to what is termed "progress from class to class." I found that of 5,070 pupils, who were on the rolls at the times of inspection, less than 1,800 had been promoted since the previous examination, or in somewhere about twelve months. Considerable allowance must be made for irregular pupils, and also for what is termed *new scholars*, say, for both kinds, some 2,000 pupils, yet even then 50 per cent. appears to have been unaffected by the instruction imparted.

In many schools the progress has been highly creditable, but in others the verdict of indolence can scarcely be escaped; and the insinuation of the parents, not infrequently uttered, that "their children are not really worked until the examination is close on," has a deep colouring of truth to sustain it.

I subjoin a return of the enrolment, average attendance, and also the numbers present, at the examination:—

	Enrolment.	Average attendance.	Present at examination.
Public Schools, &c.	3,278	2,425	2,653
Denominational Schools.....	1,792	1,230	1,277

The enrolment given above is an aggregate of the numbers on the respective rolls at the times of inspection, but I perceive that the returns for the quarter ended 25th December show the following:—

	Enrolment.	Average.
Public Schools	3,830	2,430
Denominational Schools	1,776	1,189

Speaking of schools as Public and Denominational, it is somewhat worthy of note how few there are in reality of the latter class. Excepting those belonging to the Roman Catholic persuasion, the term is not far from a misnomer.

In the Church of England Schools, whilst 721 pupils are of that denomination, 402 belong to other persuasions, and receive an unsectarian education. In the Roman Catholic schools only twenty-eight of 381 belong to other churches. In the Presbyterian schools, only sixty-five of 272 enrolled are Presbyterians.

The

The following will also give another aspect of the denominational distribution of the pupils :—

	Children Enrolled.	Taught in Public Schools.	Taught in Church of England Schools.	Taught in Roman Catholic Schools.	Taught in Presbyterian Schools.
Church of England	2,182	1,386	721	24	51
Roman Catholic	1,047	547	124	353	23
Presbyterian	943	762	112	4	65
Wesleyan	674	571	95	.....	8
Other Denominations	760	564	71	.....	125
	5,606	3,830	1,123	381	272

Thus it may be seen that more than two-thirds of the Church of England children are educated in Public Schools, or else in schools of other denominations.

Nearly two-thirds of the Roman Catholic, and more than fourteen-fifteenths of the Presbyterian, children are educated in the same way. There are no Wesleyan Denominational Schools in this district.

In localities of town-like character the Denominational Schools have, as may be supposed, a greater hold upon the children of the respective persuasions, yet even in the City of Newcastle the parents of one-third of the Church of England and Roman Catholic children appear to prefer other schools than those which belong to their own denominations, or at least have not marked denominational predilections.

For my own part, guided by a tolerably intimate acquaintance with the facts of the case, I have strong doubts whether the question of *kind* of school influences the great majority of the parents. They know that the Council's supervision reaches their children in whatever school they may be placed, and that systematic education is ensured to them by the provisions of the "Public Schools Act."

V.—DISCIPLINE.

Under this head my remarks have chief reference to the results of the ordinary or unannounced inspections. In most respects a notified visit induces illusory results. Then *all* the children are punctual, clean, and orderly, and the well-filled forms would lead an uninitiated person to believe that the public money was being spent to advantage.

The most unsatisfactory features of the prevailing discipline are, the irregularity and want of punctuality of a very considerable number of the pupils. Teachers, not without force, blame the parents, but I am cognizant of cases in which the personal habits of the teachers deepen, rather than lessen, the evil. There are instances in which the best-intentioned teachers feel themselves greatly frustrated in their efforts to enforce regularity and punctuality (I refer to those places possessing two or more schools in close proximity), but, viewed as a whole, it is not an unreasonable test of a teacher's disciplinary influence to judge of him by his ability to enforce harmony between the *school* and the *home*. An earnest man will sometimes be beaten by circumstances, but if he retain his earnestness in the face of defeat he must ultimately succeed.

My experience is, that when parents see that the teacher is a man of unflinching purpose, the defective features of school discipline, now chargeable on the "home," disappear to a very appreciable extent. Upon the other distinctives of discipline I have nothing to add to previous reports. Excepting in a few incorrigible cases, the schools of the district present satisfactory results as to order and industry.

The following is a tabulated statement of the discipline prevailing in the respective schools at the time of visitation :—

	Good.	Fair and moderate.	Bad.
Public Schools—			
Punctuality	23	23	10
Regularity	13	23	20
Order	27	24	5
Industry	14	28	14
Denominational Schools—			
Punctuality	8	8	3
Regularity	3	9	7
Order	5	9	5
Industry	3	8	8

6.—INSTRUCTION.

As previously reported, there is a uniform observance of the Council's standard course.

In schools conducted by trained teachers, the time-tables and lesson programmes are effective documents, but in several schools I should prefer to see prescribed time-tables, similar to those used in Half-time Schools. It is scarcely to be expected that men practically ignorant of the cast and scope of these instructional documents will skilfully devise such, and an *approved* form will not only greatly assist them, but ensure a systematic instruction of their pupils. Lesson programmes that do credit to the compilers, and beneficially influence the instruction, are still infrequently found, but the lesson registers are on the whole faithfully kept.

Distribution of Teaching Power.—No very sensible improvement in this respect has taken place during the year. The younger children appear to be infrequently, and certainly feebly, taught. There are honorable exceptions; but in very many schools a great amount of time is devoted to thumbing books (preparation of lessons, I believe, it is called), or scribbling on slates. As time-killers the latter is preferable to the former, because less damaging to the Council's property.

Subject and Method.—Reading, writing, dictation, arithmetic, and grammar, form the staple instruction in most of the schools under my superintendence. In many schools the arithmetic and grammar yield moderately satisfactory results, but of geography and object lessons the most favourable verdict I can give is, that they are generally ineffectively taught. I am of opinion that these and other orally-taught subjects fail through want of due preparation of the matter to be imparted.

Educators are wise in demanding a frequent revision of the work *done*, and theoretically no teacher ignores this duty perhaps; but if the *primary* duty of "preparation" has been neglected, no amount of *revision* will obviate the inevitably barren results. No one unaccustomed to school-life would credit the mental poverty, to say nothing of the mechanical inaptitude, evidenced by not a few teachers, who

boast

boast that they have been many years in the profession. The information given by one such is that "digitigrade animals include men, apes, and monkeys, all other animals being plantigrade!" A second, in giving an object-lesson, carries on thus:—

Teacher: Our lesson to-day is upon the lion. What is it? *Pupils*: The lion.

Teacher: What is the lion called? *Pupils*: The king of beasts.

Teacher: Yes. What else is he? (A pause.)

Teacher: What has the Queen got on her coat-of-arms? (No reply.)

Teacher: A lion. What is it? *Pupils*: A lion.

Teacher: What else does the Queen wear?

(To this rather awkward question no one likes to venture a reply, but I confess, that had I been a member of the class I should have suggested a unicorn.)

Teacher: An ermine cloak—what is it? *Pupils*: An ermine cloak.

In this strain the lesson continued until the time prescribed by the time-table had expired. Both these teachers are uncertificated, and therefore, fortunately for the profession, can reflect but little discredit upon it; but the following is a sample of oral instruction by one who holds a fair certificate, and must to a considerable extent be chargeable with a neglect of due preparation, and of having talked against time just because the time-table indicated "geography" as the lesson for the hour.

The lesson was propounded as one on the mountain system of New South Wales, and as such it was entered at the close of the day in the lesson-register.

Teacher: What is this a map of? *Pupils*: Australia.

Teacher: What is a map? *Pupils*: A picture of the world, or of some part of it.

Teacher: What are these lines? *A pupil*: Latitude and longitude.

Teacher: What is latitude? *A pupil* (and the same who answered before): Distance of a place north or south of the equator.

Teacher: Who discovered Australia? *Pupils*: Captain Cook.

Teacher: Yes. Well now, we will run over the mountains of New South Wales.

Then followed a simultaneous repetition of a list of *words* evidently long since committed to memory. As I reported in 1868, so now. "In few schools is the subject treated intelligently. Constructive illustrations on the black-board are rarely used, nor could I often detect evidences of deductive teaching. The system of cramming the pupils with a few *stock* facts is too frequently followed."

Reading.—In most schools there is tolerable attention given to this branch of instruction, and in some of the junior classes I have witnessed an improvement both in method and result, but *expressive* reading is rarely met with. In many schools the lesson is merely a mechanical utterance of the text; in others this is sensibly improved by an intelligent explanation. Much that is unsatisfactory in the reading of the advanced classes is due to the *inroads* to which it is subjected. A reading lesson generally lasts for three-fourths of an hour, during which time a dozen children or so are expected to master the text and scope of the lesson. They mechanically go through the lesson, the object of the teacher being to satisfy his conscience that the class *has read* (and this is generally effected in about twenty minutes), books are then closed, and the remainder of the time is devoted to *spelling* and *parsing*. Until teachers make the reading lesson what it is called, and cease to convert it into a pretext for teaching subjects which although valuable in themselves are absolutely foreign to the purpose of the lesson, until they strive to exhibit it as a proof of their skill, and treat it intelligently, the results must remain unsatisfactory.

Writing.—Is fairly taught in most schools.

Dictation.—Considering the importance of this subject, I am surprised that so many teachers fail to realize worthy results. I find that where "home lessons" in spelling and reproductions are systematically prosecuted, a very sensible difference for the better is manifest in the school dictation.

Arithmetic.—The treatment of this subject, judging by the results, is defective in many schools. Either the methods are vague or the testings feeble. In the fundamental rules the pupils' work very incorrectly, and in the applied rules a practical problem, no matter how simple, staggers the examinees. As far as I am able to judge, I am of opinion that the failure is to be attributed chiefly to the insufficient amount of *personal* testing each pupil receives. The *class* is perhaps well worked, but the training fails to force the *pupil* to rely upon himself, or feel his own individuality.

I subjoin specimen sums given to the second, third, and fourth classes:—

Second Classes, an aggregate of 1,003 pupils—

1. Notate 7010015 and 1076.
2. Take 908909 from 50831427.
3. Multiply 379214387 by 87.

Results—

Notation 519 pupils correct; 484 incorrect.
Subtraction ... 448 " " 555 "
Multiplication 320 " " 683 "

Third Classes, an aggregate of 687 pupils—

1. Notate 38000011 and 90017.
2. Multiply 376985743 by 70809.
3. I bought 17 hats, at 3s. 2d. each; and 205½ yards of calico, @ 5½d. per yard. I paid £5 18s. 5d. on account; what do I still owe?

Results—

Notation..... 458 pupils correct; 229 incorrect.
Multiplication 249 " " 438 "
Compound question (money).. 206 " " 481 "

Fourth Classes, an aggregate of 80 pupils—

1. One-third of the following account was paid, the remainder standing as a debt:

What was paid and what is owing?
38½ yards of cloth, @ 15s. 6d. per yard.
76½ " flannel, @ 1s. 9d. "
165 " calico, @ 7½d. "
29 hats, @ 7s. 6d. each.
87 neckties, @ 11½d. "

2. 3 cwts. and 17lbs., @ £5 17s. 6d. per ton.

Work by proportion and practice.

3. A party of seven gentlemen on a journey together, spend £150 in 3 weeks and 4 days: What would be the expense at the same rate of another party, consisting of 11 persons, travelling for a fortnight?

Results—

Bills of parcels Correct 44 pupils; 36 incorrect.
Simple proportion and practice " 51 " 29 "
Compound proportion " 34 " 46 "

Excepting in a very few instances, the pupils of these classes had been enrolled in such more than nine months.

Singing and Drawing.—Singing by "note" is taught in ten Public, and in three Denominational, Schools, with results which range from tolerable to good. Drawing is also taught with moderate success in eight Public, and two Denominational, Schools.

Needlework.—

Needlework.—This very necessary part of female instruction does not take the rank it should. Even in many schools, where it is ostensibly taught, the girls fritter away the hour at *crochet*, tating, and kindred finery. The general statement of teachers is, that the parents either neglect to furnish their children with material, or else request that their girls may go on with their studies. There is some force in this statement, but it should be obvious to the teachers that if a routine can be infringed in one particular it may be in another.

The following shows the relative proficiency of the schools in the subjects upon which I have treated.

PUBLIC SCHOOLS.

	Good.	Fair.	Moderate.	Bad or failure.
Reading	18	27	7	1
Writing	20	26	5	2
Spelling and dictation	5	20	21	7
Arithmetic	4	15	17	17
Grammar	7	13	11	22
Geography	6	12	14	21
Object lessons	2	10	20	21
Needlework	8	14	11	20
Singing	1	4	5	.....
Drawing .....	.....	6	2	.....

DENOMINATIONAL SCHOOLS.

	Good.	Fair.	Moderate.	Bad or failure.
Reading	5	10	4	.....
Writing	6	11	2	.....
Spelling and dictation	1	6	10	2
Arithmetic .....	.....	6	8	5
Grammar	1	3	6	9
Geography	1	3	6	9
Object lessons .....	.....	2	8	9
Needlework	6	3	6	4
Singing	2	1	.....	.....
Drawing	1	1	.....	.....

VII.—TEACHERS.

These are, for the most part, earnest and intelligent men, but in the ranks are some who have unmistakably missed their calling, and to whom the work can be nothing short of an unpleasant drudgery. I am glad to be able to report that, with one or two exceptions, the teachers in this district maintain a good moral and professional repute in their respective localities. They are classified as follows :—

PUBLIC SCHOOLS.

Class II.		Class III.			Probationers.
Sec. A.	Sec. B.	Sec. A.	Sec. B.	Sec. C.	
5	10	22	9	12	8

DENOMINATIONAL SCHOOLS.

Class II.		Class III.			Probationers.
Sec. A.	Sec. B.	Sec. A.	Sec. B.	Sec. C.	
.....	1	7	6	2	5

PUPIL TEACHERS.

Class I.	Class II.	Class III.	Class IV.
1	2	3	7

VIII.—SCHOOL FEES.

The amount of fees paid during the year is £2,978 10s. 4d., or £458 9s. 10½d. more than in 1868. Part of this increase is due to an increase upon the enrolment of 1868 of 957 pupils.

In twelve schools the fees for the year range from £1 to £5; in sixteen, from £5 to £10; in sixteen, from £10 to £20; in thirteen, from £20 to £30; in eight, from £30 to £40; in three, from £40 to £50; in two, from £50 to £75; in two, from £75 to £100; in four, from £100 to £150; in two, from £150 to £250; in one, from £250 to £300; and in one they exceed £400. The incomes of more than one-half of the teachers in the district range from £60 to £100 a-year.

I shall indeed be glad when I can report more favourably upon this *vital* feature of our educational system.

IX.—LOCAL SUPERVISION.

Matters remain as reported last year. The official local interest taken in the Public Schools is apparently of a negative character, and as far as lay-members of Boards are concerned, the Denominational Schools are quite as infrequently visited.

In conclusion, I have the pleasing duty to state that my intercourse with School Boards and teachers has been marked by a courteous consideration on their parts.

J. W. ALLPASS,
Inspector of Schools,
Newcastle District.

Newcastle, 11 January, 1870.

ANNEX A.

NEWCASTLE DISTRICT.—TABULATED REPORTS FOR 1869.

PUBLIC SCHOOLS.

BANDON GROVE (V.) :—Ordinary inspection, 1st June; examination of pupils, 10th November.

Pupils enrolled :—Boys, 21 ; girls, 22 ; total, 43.
Pupils present at ordinary inspection :—Boys, 13 ; girls, 21 ; total, 34.
Pupils present at the examination :—Boys, 18 ; girls, 20 ; total, 38.
Ordinary average attendance :—34 pupils.

Although this schoolhouse was a short time since put in a proper state of repair, it is through the perishable nature of the material becoming again dilapidated, and the out-offices are in a discreditable state. The organization and discipline are very satisfactory, and the instruction is careful and searching. In most subjects the pupils passed creditably. The school secretary, V. Dowling, Esq., was present at the examination.

BARRINGTON (N.V.) :—Examined, 31st August.

Pupils enrolled :—Boys, 22 ; girls, 12 ; total, 34.
Pupils present at examination :—Boys, 13 ; girls, 9 ; total, 22.
Ordinary average :—20 pupils.

This school is, on account of its low average attendance, worked as a Provisional School. The schoolhouse is in tolerable condition and is fairly furnished, but the teacher's dwelling is a mere hovel. The organization is suitable, but the discipline is of negative character. In mechanical subjects the results are fair, but the mental tone of the school is exceedingly feeble.

BLUE GUM FLAT (N.V.) :—Ordinary inspection, 16th April; examination of pupils, 8th December.

Pupils enrolled :—Boys, 27 ; girls, 23 ; total, 50.
Pupils present at ordinary inspection :—Boys, 18 ; girls, 16 ; total, 34.
Pupils present at examination :—Boys, 16 ; girls, 18 ; total, 34.
Ordinary average :—30 pupils.

The schoolhouse, a wooden structure with a bark roof, is getting into marked disrepair. The school-room is large enough for the average attendance, but it could not accommodate the children of the locality if all sought admission. With a proper schoolhouse and a competent teacher, an average of at least fifty pupils could be maintained. The furniture and working material are fairly equal to the present wants of the school. There are no out-offices. The organization is correct; the discipline does not benefit the mental tone of the school, nor does the instruction show satisfactory results. One member of the School Board was present at the examination.

BULLADELAH (N.V.) :—Ordinary inspection, 21st May.

Pupils enrolled :—Boys, 19 ; girls, 19 ; total, 38.
Pupils present at inspection :—Boys, 14 ; girls, 14 ; total, 28.
Ordinary average :—28 pupils.

This schoolhouse is substantially in good condition and there is a fair supply of working material, but the furniture is insufficient and badly arranged. The school operations are satisfactory, and the instruction appears to be methodical and careful. I intended to have examined this school on 23rd November, but was prevented by tempestuous weather.

BOOBAL (N.V.) :—Ordinary inspection, 20th May; examination of pupils, 19th November.

Pupils enrolled :—Boys, 17 ; girls, 9 ; total, 26.
Pupils present at ordinary inspection :—Boys, 16 ; girls, 9 ; total, 25.
Pupils present at examination :—Boys, 16 ; girls, 9 ; total, 25.
Ordinary average :—22 pupils.

The schoolhouse is an excellent structure, and is complete in all the requirements of a school. The organization and discipline are complete and effective, and the instruction gives fair results. A member of the School Board was present at the examination.

BROOKFIELD (V.) :—Ordinary inspection, 7th June; examination of pupils, 4th November.

Pupils enrolled :—Boys, 28 ; girls, 27 ; total, 55.
Pupils present at ordinary inspection :—Boys, 18 ; girls, 16 ; total, 34.
Pupils present at examination :—Boys, 15 ; girls, 18 ; total, 33.
Ordinary average :—38 pupils.

The schoolhouse is in a satisfactory state, but the teacher's dwelling is exceedingly small. As regards furniture and working appliances the school is in a satisfactory state. The playground is unfit for use when wet weather prevails, and the out-offices are badly situated. The school is organized after approved methods, but the instruction is unskilful.

CLARENCE TOWN (V.) :—Ordinary inspection, 10th June ; examination of pupils, 1st November.

Pupils enrolled :—Boys, 41 ; girls, 36 ; total, 77.
 Pupils present at ordinary inspection :—Boys, 33 ; girls, 29 ; total, 62.
 Pupils present at examination :—Boys, 36 ; girls, 35 ; total, 71.
 Ordinary average :—64 pupils.

The material state of this school is very satisfactory, excepting that the rooms are much too small. The master's dwelling is also much too small, and is in need of repair. All the features of the organization and discipline are efficient and effective. The tone of the school is thoroughly healthy, and the instruction is sound, intelligent, and effective. The Members of the School Board were present at the examination.

COORUMBONG (N.V.) :—Ordinary inspection, 13th April.

Pupils enrolled :—Boys, 12 ; girls, 10 ; total, 22.
 Pupils present at ordinary inspection :—Boys, 9 ; girls, 8 ; total, 17.
 Ordinary average :—21 pupils.

This school is held in the Roman Catholic Church. The building is suited to the use, but is much out of repair. On the whole it is fairly furnished. The teacher's dwelling is small and damp, and although the land might be made valuable to the school and the teacher, it is unfenced. There are no out-offices. The school operations are fairly satisfactory, and the instruction is careful and tolerably effective. This school was not in operation at the visit for examination.

CROKI (V.) :—Ordinary inspection, 18th March ; examination of pupils, 15th September.

Pupils enrolled :—Boys, 33 ; girls, 41 ; total, 74.
 Pupils present at ordinary inspection :—Boys, 29 ; girls, 37 ; total, 66.
 Pupils present at examination :—Boys, 28 ; girls, 32 ; total, 60.
 Ordinary average :—60 pupils.

The school premises are good, and, excepting that a lavatory would be an advantage, the appointments are sufficient and suitable. The organization and discipline are correct, and the instruction gives results which range from fair to good. The School Board was present during a portion of the examination.

CROOM PARK (V.) :—Ordinary inspection, 28th May ; examination of pupils, 16th November.

Pupils enrolled :—Boys, 10 ; girls, 16 ; total, 26.
 Pupils present at ordinary inspection :—Boys, 3 ; girls, 6 ; total, 9.
 Pupils present at examination :—Boys, 9 ; girls, 13 ; total, 22.
 Ordinary average :—17 pupils.

On account of low average this school is worked provisionally. The building is in good repair, and is suitably and sufficiently equipped. This school was closed for a time, between the two inspections, and the falling off in the attainments of the pupils is very marked. The present teacher has held the appointment but a very short time, and her instruction does not as yet show satisfactory results. The school secretary was present at the examination.

CUNDLETOWN (V.) :—Ordinary inspection, 2nd March ; examination of pupils, 7th September.

Pupils enrolled :—Boys, 28 ; girls, 24 ; total, 52.
 Pupils present at ordinary inspection :—Boys, 28 ; girls, 18 ; total, 46.
 Pupils present at examination :—Boys, 23 ; girls, 17 ; total, 40.
 Ordinary average :—33 pupils.

The schoolhouse is commodious, in fair condition, and properly furnished and supplied with material. The organization is correct, the discipline is effective, and the teaching is thorough. The results of the examination ranged from fair to good. The school secretary was present at the examination.

DINGO CREEK (N.V.) :—Ordinary inspection, 10th March ; examination of pupils, 24th September.

Pupils enrolled :—Boys, 17 ; girls, 12 ; total, 29.
 Pupils present at ordinary inspection :—Boys, 18 ; girls, 15 ; total, 33.
 Pupils present at examination :—Boys, 14 ; girls, 11 ; total, 25.
 Ordinary average :—20 pupils.

The schoolhouse is a substantial building, suited to its uses, and is properly furnished. The teacher's dwelling has at last been repaired and rendered somewhat fit for human habitation ; but the school-ground is unfenced and out-offices are still wanting. The organization is correct, the discipline is fair, but the instruction is unskilful. The pupils are wanting in intelligence and self-reliance. Two Members of the School Board were present at the examination.

DUMARESQ ISLAND (V.) :—Ordinary inspection, 8th March ; examination of pupils, 20th September.

Pupils enrolled :—Boys, 27 ; girls, 36 ; total, 63.
 Pupils present at ordinary inspection :—Boys, 26 ; girls, 21 ; total, 47.
 Pupils present at examination :—Boys, 22 ; girls, 29 ; total, 51.
 Ordinary average attendance :—40 pupils.

Excepting that the schoolroom is much too small, it is suitable and the appointments are good. The ground is properly enclosed, and the general appearance of the place is enhanced by flower-beds. The organization is correct, the discipline is judicious and of excellent tone, the instruction is methodical, careful, and fairly effective. The Members of the School Board were present at the examination.

DUNGOG (V.) :—Ordinary inspection, 2nd June ; examination of pupils, 8th November.

Pupils enrolled :—Boys, 32 ; girls, 33 ; total, 65.
 Pupils present at ordinary inspection :—Boys, 17 ; girls, 18 ; total, 35.
 Pupils present at examination :—Boys, 24 ; girls, 26 ; total, 50.
 Ordinary average :—45 pupils.

The schoolhouse is in a proper state of repair, and the appointments are good and sufficient. The ground is properly enclosed, and steps have been taken for the erection of a teacher's residence. The out-offices are badly situated. The classification is judicious and the discipline is effective. The pupils are orderly, fairly industrious, and a marked improvement in their mental and moral tone has been effected by the present teacher. The Members of the Board were present at the examination.

EAGLETON (V.) :—Examined, 29th October.

Pupils enrolled :—Boys, 17 ; girls, 26 ; total, 43.
Pupils present at examination :—Boys, 16 ; girls, 21 ; total, 37.
Ordinary average :—32 pupils.

The material state of this school is in all respects satisfactory. The organization is correct, the discipline is mild but effective, and the instruction gives results ranging from fair to good. Two Members of the School Board were present at the examination.

GHINNI GHINNI (V.) :—Ordinary inspection, 16th March ; examination of pupils, 13th September.

Pupils enrolled :—Boys, 28 ; girls, 26 ; total, 54.
Pupils present at ordinary inspection :—Boys, 24 ; girls, 19 ; total, 43.
Pupils present at examination :—Boys, 25 ; girls, 23 ; total, 48.
Ordinary average :—35 pupils.

A new schoolhouse is close upon completion, and so far it is faithfully built. The school is well furnished and supplied with appliances, and the exterior requirements will be, when completed, of a satisfactory kind. The organization is correct, the discipline is judicious, and the attainments of the pupils range from fair to very fair. The tone of the school is healthy. Most of the Members of the School Board were present.

GLENWILLIAM (V.) :—Ordinary inspection, 8th June ; examination of pupils, 3rd November.

Pupils enrolled :—Boys, 18 ; girls, 21 ; total, 39.
Pupils present at ordinary inspection :—Boys, 10 ; girls, 15 ; total, 25.
Pupils present at examination :—Boys, 11 ; girls, 8 ; total, 19.
Ordinary average :—28 pupils.

The schoolhouse is in good condition, is commodious, and has proper appointments. The organization is correct, the pupils are clean and orderly, but are much wanting in energy. One very great hinderance to their progress is their irregularity of attendance. The instruction gives results which range from moderate to very fair.

GOSFORD (N.V.) :—Ordinary inspection, 27th April ; examination of pupils, 6th December.

Pupils enrolled :—Boys, 15 ; girls, 23 ; total, 38.
Pupils present at ordinary inspection :—Boys, 11 ; girls, 19 ; total, 30.
Pupils present at examination :—Boys, 10 ; girls, 18 ; total, 28.
Ordinary average :—30 pupils.

The school is taught in a portion of the Catholic Church. The whole of the building is very dingy in appearance and is in a bad state of repair, whilst the portion permitted to be used for school purposes is much too small. The furniture is badly arranged and is insufficient and out of condition. The fencing and out-offices are in a discreditable state. The organization and discipline are good ; the instruction gives results ranging from fair to very fair in reading, writing, and arithmetic, but grammar, geography, and object lesson are ineffectively taught. One Member of the Board was present.

HANBURY (V.) :—Ordinary inspection, 29th January ; examination of pupils, 2nd, 3rd, and 4th August,

Pupils enrolled :—Boys, 120 ; girls, 114 ; total, 234.
Pupils present at ordinary inspection :—Boys, 67 ; girls, 67 ; total, 134.
Pupils present at examination :—Boys, 96 ; girls, 95 ; total, 191.
Ordinary average :—165 pupils.

The school building is an excellent structure, but is defectively ventilated. The schoolroom is well furnished, but a fuller supply of diagrams and maps is necessary. The ground is enclosed, but the fences are of such a character that they afford no protection against goats, which resort nightly in great numbers to the shelter of the spacious verandahs and out-offices ; the labour each morning, in removing their filth, is a serious tax upon the teachers' time. The lavatories are useless, not being supplied with basins. There is an excavation in the playground, which is not only unsightly but positively dangerous. The organization is fair ; the discipline is also on the whole fair ; the instruction exhibits a reasonable amount of method, but requires to be made more searching in its character. The results of the examination ranged from tolerable to very fair in all the classes but the infants'. The School Board exercises a fair supervision ; three Members were present during a portion of the examination. A change in the head teachership takes place on the 31st December.

HEXHAM (N.V.) :—Ordinary inspection, 17th May ; examination of pupils, 23rd August.

Pupils enrolled :—Boys, 28 ; girls, 16 ; total, 44.
Pupils present at ordinary inspection :—Boys, 26 ; girls, 14 ; total, 40.
Pupils present at examination :—Boys, 19 ; girls, 14 ; total, 33.
Ordinary average :—32 pupils.

The schoolhouse is a substantial wooden building, but it is much too small for the requirements. The land is unfenced, and no provision is made for a teacher's residence. The unprotected state of the school-ground is a more than ordinary defect, on account of the frequent passing of droves of cattle from the Maitland Markets. The organization is correct ; the discipline healthy and promising ; and the instruction gives reasonably satisfactory results. Two Members of the Board were present at the examination.

LAMBTON, Infants' Department (V.) :—Ordinary inspection, 1st February ; examination of pupils, 6th August.

Pupils enrolled :—Boys, 85 ; girls, 102 ; total, 187.
Pupils present at ordinary inspection :—Boys, 64 ; girls, 52 ; total, 116.
Pupils present at examination :—Boys, 59 ; girls, 69 ; total, 128.
Ordinary average attendance :—130 pupils.

The schoolroom is a neat and airy building, but excepting forms it is positively unfurnished. The organization is as effective as it is possible for it to be under the disadvantages of the school ; the discipline is fair, but the results of the examination were decidedly discreditable.

LAMBTON, Primary Department (V.) :—Ordinary inspection, 1st February ; examination of pupils, 9th and 10th August.

Pupils enrolled :—Boys, 123 ; girls, 91 ; total, 214.
 Pupils present at ordinary inspection :—Boys, 98 ; girls, 97 ; total, 195.
 Pupils present at examination :—Boys, 103 ; girls, 72 ; total, 175.
 Ordinary average attendance :—166.

This school was built to accommodate 120 pupils ; it is therefore obviously much too small ; it is in good condition, and is well furnished and supplied with material. The organization is good, allowing for the impediments to a thorough classification induced by the overcrowded state of the classes ; the discipline is healthy ; the methods of teaching are modern and careful, and an earnestness pervades the school-work. The results of the examination ranged from fair to very fair. Local oversight by visitation is infrequent, but the school secretary watches over the interests of the school in an unmistakable manner.

MANGROVE CREEK (N.V.) :—Examined, 16th December.

Pupils enrolled :—Boys, 14 ; girls, 14 ; total, 28.
 Pupils present at examination :—Boys, 13 ; girls, 14 ; total, 27.
 Ordinary average :—18 pupils.

This school is held in the Roman Catholic Church. The building is in fair condition and is suitably furnished. The classification is correct, the order is good, and the general demeanour of the pupils pleasing. The methods of instruction are careful and thorough, and the results range from fair to good.

MARLEE (V.) :—Examined, 25th September.

Pupils enrolled :—Boys, 16 ; girls, 15 ; total, 31.
 Pupils present at examination :—Boys, 12 ; girls, 12 ; total, 24.
 Ordinary average :—22 pupils.

This school was opened on 26th May. The buildings and appointments are excellent. I am, however, afraid that the school is badly situated for water, and a tank is a great desideratum. The organization and discipline are good, and the instruction is careful and effective. The School Board was present at the examination.

MINMI (N.V.) :—Ordinary inspection, 5th February ; examination of pupils, 20th August.

Pupils enrolled :—Boys, 43 ; girls, 23 ; total, 66.
 Pupils present at the ordinary inspection :—Boys, 35 ; girls, 19 ; total, 54.
 Pupils present at the examination :—Boys, 30 ; girls, 11 ; total, 41.
 Ordinary average :—40.

The schoolhouse is a substantial brick building. It is properly furnished and supplied with working material. The land is unfenced but proper out-offices are provided. The classification is correct, and the pupils are clean, well-behaved, and reasonably industrious. The instruction is methodical and fairly effective in its results.

MONKERAI (N.V.) :—Ordinary inspection, 27th May.

Pupils enrolled :—Boys, 14 ; girls, 16 ; total, 30.
 Pupils present :—Boys, 10 ; girls, 12 ; total, 22.
 Ordinary average :—16 pupils.

The schoolhouse is a suitable building, in fair condition, and sufficiently furnished. The classification is tolerably correct. The discipline is ineffective, the pupils being talkative and officious. The provisions for the due regulation of the instruction are singularly inappropriate, and the methods of teaching are not only valueless but objectionable. It makes no approximation to modern practices, nor does it even exhibit the merits of a rote system. On the 30th of June this school was closed for the remainder of the year. In 1870 it will be reopened as a Provisional School.

MITCHELL'S ISLAND (V.) :—Examined, 16th September.

Pupils enrolled :—Boys, 24 ; girls, 20 ; total, 44.
 Pupils present at examination :—Boys, 24 ; girls, 19 ; total, 43.
 Ordinary average :—33 pupils.

This school was open on 20th July. The premises are in all respects very good, and appear to suffice for the requirements of the district. The organization and discipline are correct and healthy, and the instruction bids fair to be sound and effective. The Members of the School Board were present at the examination.

MOSQUITO ISLAND (V.) :—Ordinary inspection, 13th July ; examination of pupils, 20th January.

Pupils enrolled :—Boys, 22 ; girls, 23 ; total, 45.
 Pupils present at ordinary inspection :—Boys, 21 ; girls, 23 ; total, 44.
 Pupils present at examination :—Boys, 17 ; girls, 22 ; total, 39.
 Ordinary average :—35 pupils.

The school premises are new and suitable buildings. The pupils are properly classified ; the discipline is mild but effective ; the instruction is careful and tolerably successful. The Members of the School Board were present at the examination.

NEWCASTLE (V.) :—Ordinary inspection, 14th January ; examination of pupils, 14th, 15th, 16th, and 29th July.

Pupils enrolled :—Boys, 201 ; girls, 93 ; total, 294.
 Pupils present at ordinary inspection :—Boys, 158 ; girls, 72 ; total, 230.
 Pupils present at examination :—Boys, 163 ; girls, 76 ; total, 239.
 Ordinary average :—220 pupils.

The buildings are substantial but much too small, and it is to be regretted that no effective steps to increase the accommodation have been taken by the Public School Board. I am of opinion that an attendance of 400 pupils could be maintained if the school premises permitted such. The schoolroom is properly furnished and well supplied with apparatus, books, maps, &c. The organization and discipline are good and effective ; the instruction is modern, and the results, as ascertained by the examination, range from fair to good.

OXLEY ISLAND (V.) :—Ordinary inspection, 17th March ; examination of pupils, 14th September.

Pupils enrolled :—Boys, 20 ; girls, 28 ; total, 48.

Pupils present at ordinary inspection :—Boys, 20 ; girls, 21 ; total, 41.

Pupils present at examination :—Boys, 14 ; girls, 22 ; total, 36.

Ordinary average :—30 pupils.

The schoolhouse is in good condition and is properly furnished and supplied with the necessary apparatus and material. The teacher's dwelling is in a very dilapidated condition ; the ground is unenclosed, and out-offices are wanting. The organization and discipline appear judicious and effective, the children being clean, orderly, and fairly self-reliant. The teaching is reasonably searching in its character, and the results range from fair to good in reading, writing, spelling, and dictation. In the other branches from moderate to tolerable. Most of the Members of the School Board were present at the examination.

PARADING GROUND (V.) :—Ordinary inspection, 12th February ; examination of pupils, 28th October.

Pupils enrolled :—Boys, 11 ; girls, 16 ; total, 27.

Pupils present at ordinary inspection :—Boys, 8 ; girls, 7 ; total, 15.

Pupils present at the examination :—Boys, 9 ; girls, 14 ; total, 23.

Ordinary average :—22 pupils.

The school is, on the whole, in fair condition, but the teacher's apartments are very dingy, small, and uncomfortable ; both as regards furniture and working material the school is properly supplied. The organization is correct, and, as far as order is concerned, the discipline is effective. The instruction is not very efficient nor do the pupils make progress ; much of this is due to their irregularity. The School Board was present.

PELICAN POINT (N.V.) :—Examined, 17th September.

Pupils enrolled :—Boys, 16 ; girls, 8 ; total, 24.

Pupils present :—Boys, 12 ; girls, 7 ; total, 19.

Ordinary average :—16 pupils.

The schoolhouse is a substantial and suitable building, and it is properly furnished and supplied with material. The teacher has no proper means of residence, but is obliged to place boards on the rafters of the schoolroom for a sleeping-place ; and, as there is no fire-place, he has to cook his food in the open air. According to the teacher's statement the Local Board is inclined to make no effort for his comfort.

The organization is tolerable, the discipline is fair, and the instruction, although not highly educative, gives fair results in the more mechanical subjects. The school has since been closed.

PIT TOWN (V.) :—Ordinary inspection, 9th April ; examination of pupils, 11-12th August.

Pupils enrolled :—Boys, 106 ; girls, 108 ; total, 214.

Pupils present at ordinary inspection :—Boys, 79 ; girls, 55 ; total, 134.

Pupils present at examination :—Boys, 82 ; girls, 85 ; total, 167.

Ordinary average :—155 pupils.

The schoolhouse is seriously dilapidated by the ravages of the white ant, and it is to be regretted that the likelihood of obtaining a suitable building is still very remote. The organization and discipline are effective, and the instruction shows reasonably satisfactory results. The school is never visited by the Local Board, and whether it exercises any beneficial influences for the school I cannot say.

PLATTSBURG (N.V.) :—Ordinary inspection, 4th February ; examination of pupils, 13th August.

Pupils enrolled :—Boys, 31 ; girls, 23 ; total, 54.

Pupils present at ordinary inspection :—Boys, 40 ; girls, 20 ; total, 60.

Pupils present at examination :—Boys, 23 ; girls, 16 ; total, 39.

Ordinary average :—30 pupils.

The school is held in a rented building, which is in good condition and is suited to the purpose. The furniture and material are equal to the requirements. No provisions are made either for decency or cleanliness. The organization and discipline are judicious, and the teaching is modern and intelligent, but judging by the results of the examination it is not thorough and searching.

PURFLEET (V.) :—Ordinary inspection, 3rd March ; examination of pupils, 8th September.

Pupils enrolled :—Boys, 20 ; girls, 16 ; total, 36.

Pupils present at the ordinary inspection :—Boys, 15 ; girls, 9 ; total, 24.

Pupils present at the examination :—Boys, 9 ; girls, 11 ; total, 20.

Ordinary average :—24 pupils.

The school buildings are in good condition ; the organization and discipline are tolerably satisfactory, but the instruction is feeble in its results. One Member of the School Board was present at the examination.

RAYMOND TERRACE (N.V.) :—Ordinary inspection, 16th June ; examination of pupils, 26th October.

Pupils enrolled :—Boys, 18 ; girls, 18 ; total, 36.

Pupils present at ordinary inspection :—Boys, 21 ; girls, 16 ; total, 37.

Pupils present at examination :—Boys, 16 ; girls, 17 ; total, 33.

Ordinary average :—29 pupils.

The schoolroom, which is also used as a chapel, is suitable as to size, light, and ventilation. The furniture is old, but sufficient, and there is a proper supply of working material. The playground is of little use, being low and swampy, and there are no closets. The school is properly organized, and the discipline is good. The results of the instruction range from moderate to tolerable.

REDBANK (V.) :—Ordinary inspection, 4th March ; examination of pupils, 9th September.

Pupils enrolled :—Boys, 30 ; girls, 22 ; total, 52.

Pupils present at ordinary inspection :—Boys, 17 ; girls, 9 ; total, 26.

Pupils present at examination :—Boys, 15 ; girls, 12 ; total, 27.

Ordinary average :—31 pupils.

The schoolhouse has been recently put in repair, and it is suitably furnished and supplied with material. The site of this school is swampy, and cannot be healthy. The organization is satisfactory, the discipline is judicious, and tolerable progress has been made by the pupils. The School Board was present at the examination.

SEAHAM (N.V.) :—Ordinary inspection, 11th June ; examination of pupils, 30th October.

Pupils enrolled :—Boys, 25 ; girls, 11 ; total, 36.

Pupils present at the ordinary inspection :—Boys, 13 ; girls, 8 ; total, 21.

Pupils present at the examination :—Boys, 12 ; girls, 10 ; total, 22.

Ordinary average :—24 pupils.

The schoolroom is small, badly lighted, and much out of condition. The supply of furniture is ample, and in fact would suffice for a room twice the size. The pupils are properly classified, and appear to be under proper management. In the more mechanical branches of instruction the pupils make fair progress, but their training is not very educative.

STOCKTON (N.V.) :—Ordinary inspection, 12th July ; examination of pupils, 18th January.

Pupils enrolled :—Boys, 19 ; girls, 15 ; total, 34.

Pupils present at ordinary inspection :—Boys, 19 ; girls, 10 ; total, 29.

Pupils present at examination :—Boys, 17 ; girls, 15 ; total, 32.

Ordinary average :—24 pupils.

The schoolhouse has recently been repaired, and, excepting being too small, may be reported as suitable for its uses ; the out-offices, however, are in such a bad state that they cannot be used. The classification and discipline are fair, the teaching is somewhat methodical, but not highly educative. The results of the examination range from moderate to very fair.

TABEE (V.) :—Ordinary inspection, 1st March ; examination of pupils, 6th and 8th September.

Pupils enrolled :—Boys, 65 ; girls, 46 ; total, 111.

Pupils present at ordinary inspection :—Boys, 44 ; girls, 29 ; total, 73.

Pupils present at the examination :—Boys, 55 ; girls, 35 ; total, 90.

Ordinary average :—85 pupils.

In general terms the school premises are in good condition, but the schoolroom is much too small for the attendance. The appointments are suitable and good, and the general appearance of the property is enhanced by flower-beds in front of the schoolhouse. The classification appears to be judicious ; the discipline is effective in all its intentions, the pupils being orderly, obedient, and self-reliant, to a very fair degree. In this latter particular a marked change for the better has been effected by the teacher. The results of the examination show that the instruction is careful and effective. The Public School Board takes an active interest in the welfare of the school, and most of its members were present at the examination.

TELEGHERRY (N.V.) :—Ordinary inspection, 26th May ; examination of pupils, 17th November.

Pupils enrolled :—Boys, 44 ; girls, 27 ; total, 71.

Pupils present at ordinary inspection :—Boys, 24 ; girls, 18 ; total, 42.

Pupils present at examination :—Boys, 30 ; girls, 21 ; total, 51.

Ordinary average :—44 pupils.

The schoolhouse is in good condition ; the supply of furniture and apparatus is sufficient ; the ground is properly enclosed, and excellent out-offices have been provided. The pupils are correctly classified ; the discipline is much too mild ; the results of teaching are tolerable. The moral tone of this school is pleasing.

TERALBA (N.V.) :—Examined, 26th November.

Pupils enrolled :—Boys, 12 ; girls, 10 ; total, 22.

Pupils present at examination :—Boys, 6 ; girls, 6 ; total, 12.

Ordinary average :—20 pupils.

The schoolhouse as previously reported is a bark-hut in a very dilapidated state, but I believe steps have been taken to provide proper premises. The furniture consists of a table and a few forms, but there is a suitable and sufficient supply of ordinary material. The organization is but tolerably satisfactory, the discipline is fair, and the teaching is fairly effective.

THALABA (N.V.) :—Ordinary inspection, 4th June ; examination of pupils, 15th November.

Pupils enrolled :—Boys, 22 ; girls, 15 ; total, 37.

Pupils present at ordinary inspection :—Boys, 12 ; girls, 14 ; total, 26.

Pupils present at examination :—Boys, 16 ; girls, 14 ; total, 30.

Ordinary average :—23 pupils.

The schoolhouse and teacher's residence are in a fair state of repair. There is a proper supply of furniture and educational appliances, but the out-offices are badly situated. The school is properly organized, both as regards the classification of the children and the provisions for systematic instruction. The discipline is judicious, and the instruction is tolerably effective.

TINONEE (V.) :—Ordinary inspection, 5th March ; examination of pupils, 10th September.

Pupils enrolled :—Boys, 30 ; girls, 23 ; total, 53.

Pupils present at ordinary inspection :—Boys, 24 ; girls, 19 ; total, 43.

Pupils present at examination :—Boys, 17 ; girls, 16 ; total, 33.

Ordinary average :—35 pupils.

The schoolhouse and premises are in good condition, and, excepting that the room is too small, the internal and external appliances are suitable and sufficient. The organization is correct ; the discipline is but moderately effective in its influences over the mental tone of the school. The instruction is much wanting in thoroughness, and the results of the examination are very unsatisfactory. For reasons that I need not here particularize, the School Board did not attend the examination. The teacher has since been removed.

TOMAGO (V.) :—Ordinary inspection, 10th February ; examination of pupils, 25th August.

Pupils enrolled :—Boys, 13 ; girls, 21 ; total, 34.
 Pupils present at ordinary inspection :—Boys, 9 ; girls, 14 ; total, 23.
 Pupils present at examination :—Boys, 13 ; girls, 18 ; total, 31.
 Ordinary average :—23 pupils.

The schoolhouse is a substantial building, and it is sufficiently furnished, but the desks require repair. The supply of working material is sufficient. The organization is correct, the discipline is good, and the instruction is careful and in most subjects effective. The school secretary was present at the examination.

WALLESEND (N.V.) :—Ordinary inspection, 2nd February ; examination of pupils, 16th and 17th August.

Pupils enrolled :—Boys, 93 ; girls, 91 ; total, 184.
 Pupils present at ordinary inspection :—Boys, 82 ; girls, 72 ; total, 154.
 Pupils present at examination :—Boys, 68 ; girls, 61 ; total, 129.
 Ordinary average :—125 pupils.

The material state of this school is bad in the extreme, but steps have been taken for the erection of suitable buildings. The organization is correct, but the discipline is weak. The instruction, excepting that imparted to the infants, gives results which range from tolerable to fair. With proper premises this school can be brought into an efficient state, but as it is I am surprised that it even exists. The Chairman to the Local Board was present at the examination.

WARATAH (N.V.) :—Ordinary inspection, 28th January ; examination of pupils, 5th August.

Pupils enrolled :—Boys, 28 ; girls, 31 ; total, 59.
 Pupils present at ordinary inspection :—Boys, 21 ; girls, 16 ; total, 37.
 Pupils present at examination :—Boys, 21 ; girls, 22 ; total, 43.
 Ordinary average :—42 pupils.

The schoolhouse is small, and also badly ventilated, but it is substantially in good condition. The supply of furniture and apparatus is sufficient, and the working appliances are nearly equal to the requirements of the school. The organization is correct in most respects ; the discipline is good ; the results of the examination show that the attainments of the pupils range from tolerable to very fair. A Member of the School Board was present at the examination.

WILLIAM TOWN (V.) :—Ordinary inspection, 17th June ; examination of pupils, 29th November.

Pupils enrolled :—Boys, 26 ; girls, 26 ; total, 52.
 Pupils present at ordinary inspection :—Boys, 20 ; girls, 12 ; total, 32.
 Pupils present at examination :—Boys, 24 ; girls, 21 ; total, 45.
 Ordinary average :—38 pupils.

This schoolhouse, a wooden structure, was opened about eight months since, but the ravages of the white ant are already evident. The schoolroom is well furnished and found in material ; the school-ground is enclosed, and proper out-offices are provided. The organization is fair, the discipline is promising, and the instruction is marked by industry and reasonable success, considering the material with which the teacher has had to deal.

WINGHAM (V.) :—Ordinary inspection, 9th March ; examination of pupils, 28th September.

Pupils enrolled :—Boys, 27 ; girls, 25 ; total, 52.
 Pupils present at ordinary inspection :—Boys, 10 ; girls, 11 ; total, 21.
 Pupils present at examination :—Boys, 24 ; girls, 20 ; total, 44.
 Ordinary average :—38 pupils.

The schoolhouse is a good wooden structure ; but the comfort of the teacher's family would be increased if his rooms, which adjoin the schoolroom, were ceiled. A verandah and a water-tank are also very much needed. The schoolroom is fairly furnished and supplied with material. The organization is judicious, the discipline is tolerable, and the instruction gives results which range from moderate to fair.

WOOLLA WOOLLA (N.V.) :—Ordinary inspection, 22nd March ; examination of pupils, 21st September.

Pupils enrolled :—Boys, 21 ; girls, 17 ; total, 38.
 Pupils present at ordinary inspection :—Boys, 7 ; girls, 1 ; total, 8.
 Pupils present at examination :—Boys, 15 ; girls, 13 ; total, 28.
 Ordinary average :—25 pupils.

The schoolhouse is small and low-pitched, but is substantially in good condition. The supply of furniture and apparatus is good and sufficient. The organization is correct, the discipline appears to be judicious, and the instruction gives results which range from moderate to fair. The school secretary was present.

YAYPO (V.) :—Ordinary inspection, 15th March ; examination of pupils, 23rd September.

Pupils enrolled :—Boys, 24 ; girls, 20 ; total, 44.
 Pupils present at ordinary inspection :—Boys, 19 ; girls, 12 ; total, 31.
 Pupils present at examination :—Boys, 18 ; girls, 18 ; total, 36.
 Ordinary average :—28 pupils.

This is a new schoolhouse, having all the usual appointments. The organization is very satisfactory, the discipline is judicious, and the teaching, which is of modern cast, is careful and effective. The tone of the school is good. One of the Members of the School Board was present at the examination.

PROVISIONAL SCHOOLS.

MANGROVE CREEK (UPPER) :—Inspected, 15th December.

Pupils enrolled :—Boys, 12 ; girls, 11 ; total, 23.

Pupils present at inspection :—Boys, 1 ; girls, 8 ; total, 9.

Ordinary average :—18 pupils.

The schoolhouse is a wooden structure. It is small and in but a moderate state of repair. This school has been opened but a very short time, and in all respects it is in a crude state. My visit was an unexpected one, and the reason assigned for the small attendance was pressure of farm labour.

MANGROVE CREEK (LOWER) :—Examined, 17th December.

Pupils enrolled :—Boys, 17 ; girls, 10 ; total, 27.

Pupils present :—Boys, 13 ; girls, 8 ; total, 21.

Ordinary average :—21 pupils.

The schoolhouse is much out of repair, but it is sufficiently large, and has a tolerable supply of furniture and material. The land is enclosed, but there are no out-offices. On the whole the pupils are tolerably classified, but the teacher is by no means skilful in the methods of school organization. The discipline, while it obtains tolerable order, has not yet succeeded in affecting the mental features of the school. The results of the examination were small.

KIMBRIKI.

Pupils enrolled :—Boys, 11 ; girls, 19 ; total, 30.

Stated average attendance :—Boys, 9 ; girls, 15 ; total, 24.

I visited this school for purposes of inquiry, previous to its being placed under the Council's superintendence, but I have not been in its locality since its official existence.

HALF-TIME SCHOOLS.

Bo Bo CREEK and KILLAWARRA.

Bo Bo CREEK :—Ordinary inspection, 25th March ; examination of pupils, 4th October.

Pupils enrolled :—Boys, 15 ; girls, 5 ; total, 20.

Pupils present at ordinary inspection :—Boys, 8 ; girls, 3 ; total, 11.

Pupils present at examination :—Boys, 14 ; girls, 5 ; total, 19.

Ordinary average :—13 pupils.

The schoolhouse is in a tolerable state of repair, and is fairly furnished and supplied with working material. The organization is satisfactory, the discipline is fair, but the teaching is neither skilful nor very effective.

KILLAWARRA :—Examined, 27th September.

Pupils enrolled :—Boys, 7 ; girls, 9 ; total, 16.

Pupils present at examination :—Boys, 6 ; girls, 9 ; total, 15.

Ordinary average :—12 pupils.

The schoolroom is sufficiently commodious, and, excepting the need of another desk, the furniture and appliances are sufficient. The organization is appropriate, the discipline is moderate, and in reading, writing, dictation, and arithmetic, the results range from tolerable to fair. This school is worked with Bo Bo Creek school.

WALLAMBA RIVER.—UPPER and LOWER SCHOOLS.

WALLAMBA RIVER (UPPER) :—Inspected, 3rd September.

Pupils enrolled :—Boys, 14 ; girls, 10 ; total, 24.

Pupils present at examination :—Boys, 14 ; girls, 10 ; total, 24.

Ordinary average :—11 pupils.

The schoolhouse is moderately satisfactory in size and condition, but it is badly furnished. The organization and discipline appear to be correct, but excepting in reading and writing the progress of the pupils is small ; the greater part of the blame falls upon the parents, who keep their children away upon every pretext.

WALLAMBA RIVER (LOWER) :—Inspected, 2nd September.

Pupils enrolled :—Boys, 17 ; girls, 14 ; total, 31.

Pupils present at examination :—Boys, 13 ; girls, 11 ; total, 24.

Ordinary average :—14 pupils.

The school house is a bark building with a slab floor. It is of suitable size and is fairly furnished. The organization and discipline are satisfactory, and the progress in reading and writing ranges from moderate to fair. As at the upper school, the attendance of the pupils is very irregular. The explanation is that the people are free selectors of a very needy stamp, and the school is subordinated to the farm.

MAMBO ISLAND and LANDSDOWN RIVER ; MYALL RIVER (UPPER and LOWER SCHOOLS.)

These four schools have commenced operations since I visited the respective localities.

J. W. ALLPASS,
Inspector of Schools, Newcastle District.

SYDNEY DISTRICT.

INSPECTORS' General Report upon the condition of Public and Certified Denominational Schools, for the year 1869.

THE number of schools in operation in this district at the commencement of the year 1869 was sixty-two. Towards the end of the year the Public School at Sussex-street had to be closed, owing to the difficulty of procuring a suitable building; and at an earlier period of the year the Certified Denominational R.C. School at Church Hill ceased to be connected with the Council. With the exception of an Infant Department, formed in connection with Darlinghurst C.E., no new schools were opened. The number in operation at the close of 1869 was sixty, of which fifteen were Public and forty-five Denominational. The Public Schools comprised twenty-nine (29) departments, and the Denominational sixty-nine (69).

All the schools underwent regular inspection, and fully four-fifths further received the ordinary inspection. The special advantage of the latter lies in the fact that an Inspector is not required to give any previous notice of his visit, and is thereby enabled to see schools in their every day aspect. He is further in a position to become acquainted with the precise nature of the methods in use, and the mode in which the general working of the school is carried on. Much of the value of the regular inspection is lost through the rule which requires the Inspector to give notice of his intended visit. He is thus prevented from forming a complete or final judgment upon the organization and discipline, the only feature upon which he can speak unreservedly being the actual results of the teaching disclosed by an examination of the several classes. In addition to the two inspections mentioned, nearly the whole of the schools were visited once or oftener, incidentally. The amount of inspection therefore effected during the year enables us to speak with much confidence on the actual condition of the schools under our charge.

Annex A.

Material Condition.—Little change has taken place in the material condition of the Public Schools, the chief improvements being the drainage of premises and alterations in out-offices at Fort-street, and the erection of classrooms at Cleveland-street. The want of suitable buildings is much felt at Pyrmont P., Waterloo P., and Paddington P. In the two first-mentioned places some steps were taken during the year to procure sites for schools; and in the case of Paddington, tenders have been recently invited for the erection of school-buildings suitable to the wants of that populous and important suburb. The present attendance at Pyrmont P. and Waterloo P. is out of all proportion to the accommodation provided, the schoolrooms being literally crammed with children. Were suitable buildings provided, the attendance at both places could be doubled at once with little difficulty.

The material condition of Denominational Schools is on the whole considerably better than would appear from last year's report. New buildings have been erected at St. Andrew's C.E., Darlinghurst C.E. (Infants'), Kent-street South R.C. (girls'), St. Mary's R.C. (girls'), and Newtown R.C.; and substantial repairs have been effected at the following schools:—Balmain C.E., Haymarket R.C. (enlarged), Parramatta R.C., and Waverley Pres. A playground has also been provided for St. Mary's R.C. (boys'). The absence of classrooms, lavatories, and playsheds, comprises the chief defects of several schools, Public as well as Denominational. Many of the Local Boards of these schools are alive to the necessity of such adjuncts to every properly organized school, and it has been alleged in many instances that the want of funds alone has prevented their erection.

The supply of books and apparatus is good, and we are able to report that with few exceptions the teachers are scrupulously careful of the materials entrusted to their care. No doubt the improved form of requisition issued by the Council at the beginning of the year has contributed largely to this result. No other proof is needed in support of this statement than the fact that the average yearly cost of books and apparatus for each child on the rolls for each quarter did not exceed 7d. The several books and documents included under the head of school records continue to be carefully, and as a rule, neatly kept. In one school only were they found to be incomplete and unreliable, and there it arose from negligence and not from ignorance as to the manner in which the several books should be kept.

Annexes B and C.

Moral Character.—It is a matter of very general and serious complaint that school attendance in this Colony is marked by considerable irregularity. Whatever causes may conspire to produce this result in country districts, and they are well known, they only operate to a partial extent in Sydney. But whether they prevail in part or in full, matter is, viewing the momentous interests involved, afforded for grave consideration. It is difficult to see how they can be entirely overcome without legislative enactment; and any system of compulsory education to be equitable and effective in its working would in all likelihood have to be free. Under existing circumstances the character of our schools in point of regularity can only be deemed satisfactory or otherwise by comparison with that which obtains in countries placed under the same or similar conditions. It is not easy, however, to adduce examples, as in most countries where education has made any progress, either the law makes it compulsory or school attendance forms an element in determining the teacher's remuneration. In the adjacent Colony of Victoria the latter policy is adopted, and upon referring to the Victorian Educational Board's Report for 1868 we find the average attendance to be 75·7. This, however, would appear to be exceptionally good and in excess of that usually obtained. The average attendance at schools in this district for the past three years is shown below:—

	1867.	1868.	1869.
Public Schools.....	69·8	69·4	70·2
Church of England Schools	69·9	69·2	69·3
Roman Catholic „	64·4	65·3	65·3
Presbyterian „	68·2	69·7	69·4
Wesleyan „	64·1	65·9	67·4
Mean average	66·1	68·3	68·7

It will thus be seen that in this particular we have tolerable ground for satisfaction.

The number of children on the roll for the quarter ending 31st December, 1868, was 16,836; the number on the roll for the quarter ending 31st December, 1869, was 17,609. This gives an increase for the year of 773, or about 4½ per cent., and this notwithstanding that Church Hill R.C., with an attendance of nearly 800 pupils, is omitted from the calculation. The following table will show how these 17,609 children were divided in regard to sex and religious denomination:—

	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	O.D.	Totals.
Totals of Public Schools...	3,942	3,207	7,149	3,119	898	1,031	820	1,281	7,149
„ C.E. „	2,743	2,163	4,906	4,146	114	211	284	151	4,906
„ R.C. „	2,226	1,727	3,953	55	3,883	8	5	2	3,953
„ Pres. „	399	337	736	317	40	194	94	91	736
„ Wes. „	445	321	766	201	19	42	438	66	766
„ Hebrew „	61	38	99	1	1	.....	.....	97	99
Totals of all schools ...	9,816	7,793	17,609	7,839	4,955	1,486	1,641	1,688	17,609

Comparing

Comparing this with a similar table published in last year's report, it will be seen that there has been more or less of an increase in the attendance of schools of all classes. It is further apparent from the foregoing table that denominational predilections are exceedingly weak, and that, except to a partial extent in Church of England and Roman Catholic Schools, Denominational Schools as such do not really exist.

The number of pupils on the rolls of Public Schools, at the time of inspection, was 6,337, and of these, 5,196, or 82 per cent., were present at examination. Of those examined

37.5	per cent.	were	7	years of age, or under.
10.1	"	"	8	years of age.
10.4	"	"	9	"
10.5	"	"	10	"
10	"	"	11	"
21.3	"	"	12	years of age, or above.

The number of pupils on the rolls of Denominational Schools, at the time of inspection, was 9,231, and of these 7,477, or 81 per cent., were present at examination. Of those examined

47	per cent.	were	7	years of age, or under.
12.7	"	"	8	years of age.
11.3	"	"	9	"
10.3	"	"	10	"
7.8	"	"	11	"
10.9	"	"	12	years of age, or above.

It would thus appear that whilst 41.8 per cent. of children of Public Schools were of ages ranging from 10 years upwards, only 29 per cent. of the children in attendance at Denominational Schools were of corresponding ages. These per-centages approximate closely to those arrived at for last year. A further comparison of the above tables with those contained in the report for 1868, discloses the following gratifying fact, that the number of pupils present at examination in Public Schools rose from 4,534 in 1868 to 5,196 in 1869, or at the rate of 20 per cent., and in Denominational Schools from 6,796 to 7,477, or at the rate of 10 per cent. during the same interval.

Unlike regularity of attendance, the kind of punctuality that distinguishes a school rests very much with the teacher. Not only does it help to form an index to his own personal character, and to the character of his government, but it is intimately associated and bound up with other essential features of good discipline. A school is seldom unpunctual that is not also low in point of order, and in which radical defects may not be discovered in the general management. To promote punctuality, various means have been devised, a few of which have met with partial success. It may be safely affirmed however, that where a teacher is really enthusiastic in his work—where the business of teaching is carried on in an earnest, vigorous, and skilful manner—where a desire is fostered in the minds of children for learning, a punctual attendance is the natural result. Under such a teacher the school-work will go on like a well-regulated clock, the time-table will be rigorously adhered to, and the importance of punctuality will be impressed on the minds of the children in a variety of ways. Compared with last year the schools shew, in this feature of school discipline, a decided improvement. In only one school was the punctuality decidedly bad, whilst in a large number vigorous efforts had been made to place it on a satisfactory footing.

There is no part of discipline in which our schools, Public and Denominational, shew to better advantage than in cleanliness. A large number have been completely changed for the better in this particular. Were we to descend to individual instances, cases might be cited in which, after the interval of a few months, so great has been the improvement in the appearance of the children and in the aspect of the schoolroom and its surroundings, as to render the schools thus affected difficult of recognition. The means to ensure cleanly habits are now to be found in nearly all our Public and Church of England Schools. They have also been provided in several Roman Catholic Schools in which the local supervision is active. There still remain several schools in which exists no provision even for a water supply, and where local Boards have for the past two years been intending and still intend to provide lavatories. These have been elsewhere separately reported on. With regard to schoolrooms there is, in point of neatness, room for improvement.

Upon the government will depend much that is good or bad in the general discipline. If based upon sound and well-defined principles—if marked by firmness joined to gentleness—if administered uniformly and equitably, little apprehension need be felt about the character of the moral tone that will be sure to distinguish a school. Perhaps more mischief is caused by capriciousness in the government than by any other cause, and to no other source may more breaches of school discipline be fairly ascribed. The aim of an experienced teacher will be rather to repress these latter than to punish for them. His chief aid in this direction will be the constant and profitable employment of all pupils entrusted to his care. He will endeavour to weigh nicely the degree of heinousness attaching to each kind of fault, and will carefully refrain from falling into the too common habit of punishing indiscriminately. Speaking generally it may be said that more enlightened views are entertained by teachers on this subject than formerly. It is far from true that harshness prevails to any extent; it might be more correctly affirmed that where the government of a school fails, the failure arises most commonly from over tenderness and from the exercise of a mildness that occasionally merges into feebleness. We are not insensible to the value and power of moral suasion, but we feel that unhappily the time has not yet arrived when teachers can rely exclusively upon the use of that principle as a means of government. Much will have to be changed in the home training of the children of the Colony before the use of corporal punishment can be safely abandoned. It is so far satisfactory to know that the government adopted in our schools is on the whole mild and humane, and, all things considered, reasonably effective.

In forming a judgment upon the order of a school, a variety of details must of necessity engage an Inspector's attention. The appearance and arrangements of the schoolroom and its surroundings will probably be the first of these. If the spirit of order pervade the school as an institution, its absence or imperfect maintenance will be sure to be discovered in the slovenly, untidy, and confused character of its material aspect. It were vain to expect the inner life of the school to prove sound and healthy, if the externals referred to fail to bear favorable scrutiny. The habit of order is slowly formed, and can only be properly fostered or maintained by devoting attention to a number of minute details. The movements of the children afford, in most cases, a pretty correct although partial indication of the character of the order that will be found to prevail in a school. From these it will be seen whether the teacher has fully availed himself of all mechanical aids necessary to produce the desired result, and incidentally whether the children have been trained to habits of close attention and prompt obedience. Without some acquaintance with elementary drill, it is difficult to see how any school can be pronounced orderly, for it is evident that where loose irregular movements prevail, much that is pleasing to the eye and usually associated with order is wanting. If order meant simply the absence of undue noise, then fully four-fifths of the schools might be considered orderly; but the standard which the Council has laid down for the guidance of its Inspectors in this matter, is far higher and consequently much more difficult of attainment. Not only does it take cognizance of the material arrangements of the schoolroom, the different movements of the children, their attention to instruction, and obedience to command, but it has special reference to their deportment and conduct, not only when they are immediately under the teacher's eye, but when they are apparently removed from under his influence; and it ceases not to lose its application until they have actually left the precincts of the school. Under all conditions and circumstances, children imbued with a love of order will evince a modest and subdued demeanour as much removed from a spiritless or passive obedience on the one hand as from boisterousness on the other. More remotely, under order will be included the children's love of truth, their self-reliance and honesty; although in this wider application of the

the term, the expression "moral tone" is ordinarily and more correctly used. Viewed as a whole, the schools of this district bear favourable comparison in point of order with their condition in this respect during previous years. Higher importance is attached by teachers to its maintenance, and a keener appreciation of its influence on successful teaching is more widely felt.

Annex D.

Instruction.—It is hardly possible to over-estimate the importance of a judicious classification—one that is based upon the ages and mental capacities of the children. This in collective teaching is an absolute condition to uniform and general progress. Most of the irregularities in the results elicited by inspection have arisen from want of judgment in this matter. Placing young children in classes for which they are mentally unfit, detaining others in classes for unduly long periods, and making a minute sub-division of classes, are the faults most commonly committed. It is perhaps unnecessary to point out evils likely to result from the first two, whilst with regard to the third, although the intention that leads to its commission may be good, the end desired is seldom or never realized. On the contrary, the teacher merely fritters away his energies, and a consequent loss of educational power is the result. In one large school a somewhat anomalous classification was found to obtain. According to the instructional documents that ostensibly regulated the teaching, the school appeared to consist of five classes. In the course of inspection, however, it was found that these consisted of a first, second, third, upper third, and fifth. The reason advanced by the teacher for not having a fourth class was, that there was not the material for one. With more truth he might have said there was not the material for a fifth class. We refer to the case, first, because the teacher is a person of some pretensions, and secondly, because the school, being a large one, there was no excuse for the course adopted. It is not often that irregularities of this kind are met with; and the mere mention of this will probably not be without its effect. Upon the whole we are able to report that the principles that regulate good classification are better understood than heretofore, and are more intelligently applied.

The instances have been few where the occupation of the pupils has not been reasonably well provided for. The documents dealing with the instruction are fairly understood, and for the most part carefully compiled. Defects in the arrangement of the programmes of lessons referred to in former reports are being gradually removed; and the time-table ordinarily met with is a very passable document. With regard to method, we are able to record some improvement, although much doubt and confusion still exist in the minds of some teachers respecting its nature and use. A good number appear to become acquainted with fair practical method by careful observation; others adopt a certain style of teaching for no better reason than that it comes naturally to them; and the smaller but more successful body adopt one kind of method in preference to another, because it accords more with the laws regulating mental development, and because their experience has proved it to be sound and efficacious. Whatever method may be employed, and that will depend greatly upon the subject to be taught, success can only be ensured by attention to certain safeguards. Too much must not be taken for granted; the teacher must entertain a reasonable distrust of the efficacy of his work, and in all cases of doubt thorough examination of the pupils must be freely resorted to. The teaching should not be overburdened with talk, but every scope given to the pupils to exercise their thinking powers. It is possible for good method in the hands of some teachers to become perfectly valueless. To prove otherwise, it must go hand in hand with sound discipline; it must be thoroughly understood by the teacher, and thoroughly believed in.

Reading.—Reading continues to receive increased attention. The defects that mark the teaching of the elements, adverted to in a former report, still exist in part. The number of schools in which method, or even tolerable intelligence is shown in the teaching of this part of the subject, is small indeed. The sounds of the letters are rarely taught, and even a knowledge of their names is imparted in a desultory manner, with little regard to system or any well-defined programme. It is hardly necessary therefore to remark that a large amount of time is lost at this stage, or that the good resulting from the practice is of small value. It has been a matter of no little surprise to us how teachers could thus seemingly trifle with so pressing and important a duty, or how they failed to observe the damaging influence produced by their indifference or neglect on the mental growth of their pupils. Experience has so convinced us of the prevailing tendency to leave the teaching of the first steps in reading to chance and time, that we have devoted a more than usual attention to an inquiry into the mode in which this part of the subject was treated, and to estimating with the utmost rigidity the actual results produced. We have already indicated in part the nature of the conclusions which that inquiry has forced upon us. One hopeful feature of the case is, that in all instances where the facts have been laid bare to the observation of teachers, there has been little attempt to undervalue their importance, and a pretty general disposition has been manifested to remedy existing mistakes as soon as possible. The higher reading is taught with fair intelligence and with reasonable results. Ample elucidation of the subject-matter is given in most instances; the language where necessary is simplified and explained; frequent and appropriate illustration is resorted to; and, viewed intellectually, the subject receives careful and skilful treatment. As an art equal progress has not been made, and probably will not be made, until teachers as a body study to read well themselves.

Writing.—In a former Report we endeavoured to direct attention to the unskilful treatment which the teaching of the rudiments of this branch received at the hands of our teachers. The methods in use were described as hap-hazard and mechanical, and the supervision as casual and imperfect. We are able to report now a marked improvement upon that state of things. The teaching has lost much of its desultoriness, reasonable pains are exercised in framing the programmes so as to ensure adequate progress, a more rigid supervision is exercised over the efforts of the pupils, bad slovenly work is more frequently rejected, and a pretty general disposition is manifested to devote to the subject that care and attention which its importance demands. In the more advanced writing, although fair progress has been made, better taste and judgment are required in the choice of head-lines. Those ordinarily used are contained in copy-books, and are not merely ill-chosen, but are, as regards matter, pointless and absurd. Where practicable, head-lines set on the black-board will be found to answer well, and may refer to the more salient points of the daily lessons. The advantages of this plan are, that the pupils have an opportunity of observing how the letters are formed, and the teacher is enabled by oral explanation to convey useful hints upon various points.

Dictation.—Dictation continues to receive great attention. The mode in which it is given varies slightly, but the differences are not material, provided care is bestowed upon the revision of the pupils' work. In our regular inspection of schools every class was examined in the subject, and the same course was followed in the higher classes of infant schools. The results disclosed by such examinations are on the whole satisfactory. In a few instances the importance of dictation, as a means of teaching spelling, was found to be undervalued, but these were purely exceptional cases. Dictation on paper, whether from supineness or otherwise, is little practised even in schools conducted by teachers of experience and ability. This is much to be regretted, as, in our opinion, it is the most reliable test of a child's ability to spell.

Arithmetic.—We regret our inability to report any decided improvement in the teaching of arithmetic. The results obtained this year are seemingly worse than those given for 1868. We say seemingly, because, although the standard used was the same, we are not prepared to say that the form which our questions took may not have appeared slightly more involved than those given at previous inspections. This deterioration in the results may therefore be more apparent than real, and has reference more particularly to the compound and higher rules. The teaching of the simple rules is still very mechanical. There is too little explanation of principles, judgment is needed in selecting appropriate examples, and it may be affirmed generally that the methods are wanting in thoroughness. Either from overhastiness or superficiality of treatment, the work is not well grounded, and rarely bears the application of legitimate tests. Teachers would appear to be too easily satisfied, and to be wanting in originality and resource in illustrating the forms in which questions may be presented. The only part of elementary arithmetic, which is handled with anything like intelligence or skill, is notation, and this, it is satisfactory to know, receives

receives very general attention. Our examinations in arithmetic usually commence with notation, and it may be owing to this circumstance that the subject receives so conspicuous a place on the various school programmes. As already intimated, the results produced in the compound and higher rules are far from satisfactory. The faults of method referred to in last year's Report are certainly less glaring, and some attempt has been made to apply the hints which we have from time to time given on the subject; but probably further time is required before full results will follow the use of the more modern methods.

Grammar.—Considering the peculiar nature of this branch, and the difficulties surrounding the teaching of it, fair results have been realized. The methods in use, although faulty in some schools conducted by inferior teachers, closely assimilate in the majority; they are all more or less synthetic in character. The amount of success with which they are applied depends in a measure upon the skill and energy evinced by the teacher. Indeed it seldom happens, where the results in grammar are satisfactory, that the teaching as a whole is seriously defective, or that the results in other subjects are far below the standard. We have been pleased to note some improvement in the way in which the more advanced parts of the subject are handled. Parsing is beginning to be largely practised in connection with the reading lessons, and explanation upon obscure or doubtful points freely and intelligently given. Analysis cannot yet be said to be successfully taught; the results produced therein are poor, but probably not more so than might be expected under the circumstances. It is not too much to expect better work in this department of grammar during the ensuing year. In a few of the best schools composition receives fair attention, but in the large majority the subject is entirely neglected. Having regard to its importance, we have invariably in our examinations instituted some test to ascertain the pupils' ability to express themselves in simple and intelligible English. Their attempts however in this respect have been far from encouraging.

Geography.—Elementary geography receives on the whole rational and tolerably successful treatment. The order in which the subject should be taught is so defined in the Council's standards as to leave little room for possible deviation. This is an immense advantage both to teacher and inspector. The former knows beforehand the exact ground touched by the examination, and the latter is placed in a position to weigh accurately the results produced. These results for the past year afford fair ground for satisfaction. A steady improvement is maintained in the methods in use, in the interest with which the teaching is invested, and generally in the amount of mental gain derived by the pupils from a careful and intelligent treatment of the subject. In the more advanced geography the methods are less skilful, and the results as a consequence less satisfactory. The lessons are seldom thoroughly learnt; there is too little recapitulation of work done; and a subject, that in the hands of an earnest skilful teacher is made to afford interest and instruction, thus becomes wearisome and profitless to a degree.

Object Lessons.—The examinations in this subject during the past year have disclosed a falling off in the results formerly obtained. One reason for this is that the tests applied have been more severe. The mode in which the subject is treated is becoming very mechanical. Certain well-known text-books are slavishly followed; teachers exhibit little resource or originality; the lessons appear stereotyped in form, are given in a constrained mechanical manner, and lack life and interest. As a means of mental training they are of little use, and the amount of information they afford is not great. It is hoped that during the next year better results will be realized.

Singing.—Two teachers are now specially employed in this district to assist in diffusing a knowledge of singing in schools under the Council's superintendence. A course of instruction in the subject has been imparted to the pupil-teachers, and to many of the teachers. Under these circumstances it were fair to expect that reasonable results would be produced. Such however is not the case. Whether from the very irregular manner in which many of the schools have been visited, or from want of a proper appreciation of the value of singing as a branch of elementary education, the absolute progress made therein is far from adequate. Exclusive of schools immediately taught by the singing masters, the number in which a tolerable knowledge of the tonic-sol-fa method has been communicated does not exceed fifteen. Considering that that method has been in operation for over two years, and that a large number of our teachers acquired a knowledge of it either under the Privy Council in England, or the late National Board of this Colony, the actual progress made will appear small indeed.

Drawing.—Drawing is taught in all the schools. The system in operation assimilates closely to that recommended and adopted by the Department of Science and Art in England. The progress made in drawing during the past year has been large and substantial. In several schools the proficiency attained is of a high order, whilst in nearly all a reasonable effort has been made to reach the standards laid down by the Council. The drawing master, Mr. Fowles, has been indefatigable in the discharge of his duties; and it is to that gentleman's ability and zeal that much of the success in drawing is to be attributed.

Scripture Lessons.—The examinations in this subject show a fair advance upon the results reported for the previous year. In one or two schools we noticed a falling off, but these were purely exceptional cases. It is observed that the number of Denominational Schools in which the scripture lessons of the Irish National Board are used, is yearly becoming larger. Unless where specially requested by Local Boards, we have not examined such schools in scripture.

Needlework.—Speaking generally, it may be said that the proficiency attained in needlework is unsatisfactory. In several schools it is neglected or taught in such a desultory way as to be productive of little good. It not unfrequently happens that no care is taken to see that the children bring work—oftener the teachers have no work to give them; and in one instance the teacher actually complained of having to expend 3d. a-week for needles. When the needlework is called for, a common excuse is, that the children have it at home, and the teacher forgot to tell them to bring it. We shall take no such excuse for the future. It is our intention to examine closely into the manner in which needlework is taught, and schools where the results are unsatisfactory in that branch, shall be specially brought under the Council's notice.

Teachers.—Several changes have been made in the teaching staffs of schools during the year, the general effect of which has been to improve the efficiency of the schools affected. Unclassified teachers are fast becoming less numerous; those remaining are exclusively females who are either too old to undergo the ordeal of examination, or are for other reasons exempted therefrom by the Council. The number of teachers and assistant-teachers employed in Public Schools is sixty-two, an increase of seven on the number employed last year. The number of teachers and assistant-teachers attached to Denominational Schools is 109, an increase of six on the number employed last year. The teachers and assistant-teachers are classified as follows:—

	First Class.		Second Class.		Third Class.			Not Classified.
	Section A.	Section B.	Section A.	Section B.	Section A.	Section B.	Section C.	
Public Schools	2	6	11	10	23	7	3	.....
Denominational Schools	.....	.....	3	17	36	21	19	11
	2	6	14	27	59	28	22	11

The teachers as a body are respectable and trustworthy. A large number evince considerable enthusiasm in their work, and nearly all are earnest, diligent, and painstaking. Some have little natural aptitude for the work; others are unable to think or work out of a certain groove; and a few, the least promising of all, are, in their own opinion, so near perfection as to be above learning anything new. The pupil-teachers now number 127, an increase of twelve on the number employed in this district last year. The subjoined table will exhibit their classification:—

	First Class.	Second Class.	Third Class.	Fourth Class.
Public Schools	6	16	14	17
Denominational Schools	1	10	27	36
	7	26	41	53

They form a most useful element in the teaching staff. They are all possessed of more or less aptitude for the work; are reasonably diligent and studious in their habits, attentive to instruction, and form a hopeful feature in the future educational work of the Colony. The following table is intended to show in what proportions the teachers and pupil-teachers are distributed among the several classes of schools under the Council's superintendence:—

Schools.	Teachers.	Pupil-teachers.
Public.....	62	53
Church of England	44	44
Roman Catholic	42	25
Presbyterian	11	3
Wesleyan	10	2
Hebrew	2	.....
	171	127

Local Supervision.—Local supervision of schools is not very active. In most instances one Member practically constitutes the Board, and to him is delegated the duties of the entire body. Regular periodical visitation of schools is extremely rare. In some few cases Local Boards are of the smallest possible use, and in a few others they are a positive injury. There are, however, a fair number who entertain enlightened views of their duties and responsibilities, who manifest an abiding interest in the schools with which they are connected, and to whose untiring watchfulness and active sympathy much of the efficiency and success that characterize those schools is to be attributed. We do not hope for any great improvement in the local supervision of schools until they are placed under the control of the various Municipalities.

Free Scholars.—In a former report we gave the results of inquiries which we made into the grounds upon which children were exempted from paying school fees. We have not deemed it necessary to continue those inquiries to any great extent during the past year; but enough has come under our notice to induce the belief that the matter is one which in the case of one or two schools will call for the interference of the Council. We have seen it stated in more than one quarter that the special merit of Denominational Schools, as compared with Public Schools, lay in the fact that whereas the former provided for the education of the poor, the latter did not; upon what just ground that statement was based we have failed to discover. There certainly are more children educated gratuitously in Denominational Schools than in Public; but this arises from the fact that in some instances, and notably in one or two, facilities are offered to parents to evade the payment of school fees, and this apparently for no other reason than to enable such schools to compete in point of attendance with Public Schools in the same neighbourhoods. During the year the number of free children educated in Public Schools was 220, or nearly 2 per cent. of the total number of children on the roll. The number educated in Denominational Schools was 1,389, or 9 per cent. of the total number on the roll; in 1868 the per-centages were $2\frac{1}{2}$ and 10 respectively.

Cost of Education.—The following table is intended to show the approximate cost of each child's education in Public and Denominational Schools for the year:—

	Salary or Cost to the State.			Fees or Cost to Parents.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Public Schools	0	17	5 $\frac{1}{2}$	1	0	8	1	18	1 $\frac{1}{2}$
Church of England Schools	0	17	9 $\frac{1}{4}$	0	12	11 $\frac{1}{2}$	1	10	8 $\frac{3}{4}$
Roman Catholic Schools.....	0	18	7 $\frac{1}{2}$	0	11	0 $\frac{1}{2}$	1	9	8
Presbyterian Schools	0	19	10	0	14	5 $\frac{1}{2}$	1	14	3 $\frac{1}{2}$
Wesleyan Schools	1	0	3 $\frac{1}{2}$	0	16	4	1	16	7 $\frac{1}{2}$

A glance at the above table discloses the following facts: That whereas Public Schools cost least to the country they are the most liberally supported by the people; that, after the Public Schools, those belonging to the Church of England are the least expensive to the State, and that the most expensive are the Wesleyan.

Summary.—The results of the year's inspection may be thus briefly summarized:—The material condition of schools continues to improve; the discipline is fair; the proficiency shows an advance upon that attained in previous years; local supervision is probably as efficient as can be expected under existing circumstances; and in all essential features of school management appreciable progress has been made.

Inspector's Office, Sydney,
31st January, 1870.

E. JOHNSON,
EDMUND H. FLANNERY, } Inspectors.

ANNEX A.

TABLE, showing the Material Condition of Public Schools.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	15	7	2	6
Buildings	12	12	4	2
Playgrounds	12	4	5	6
Furniture	16	6	6	2
Apparatus	15	11	3	1
Books	26	3	.....	1
Registers	23	5	.....	2

TABLE, showing the Material Condition of Church of England Schools.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	21	10	.....	.....
Buildings	22	9	.....	.....
Playgrounds	11	17	3	.....
Furniture	9	15	4	3
Apparatus	17	12	2	.....
Books	21	10	.....	.....
Registers	14	14	2	1

TABLE, showing the Material Condition of Roman Catholic Schools.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	8	7	8	3
Buildings	3	13	6	4
Playgrounds	4	9	8	3
Furniture .....	.....	10	9	7
Apparatus	3	13	9	1
Books	6	15	4	1
Registers	9	12	2	3

TABLE, showing the Material Condition of Presbyterian Schools.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	2	.....	2	1
Buildings	1	3	1	.....
Playgrounds	1	.....	.....	3
Furniture	1	3	1	.....
Apparatus	1	4	.....	.....
Books	3	1	1	.....
Registers	1	3	1	.....

TABLE, showing the Material Condition of Wesleyan Schools.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	3	1	.....	1
Buildings	3	.....	1	1
Playgrounds .....	.....	.....	4	.....
Furniture	1	3	.....	1
Apparatus	1	3	1	.....
Books	3	1	1	.....
Registers	1	3	1	.....

* TABLE, showing the Material Condition of all Denominational Schools.

Organization.	Good.	Fair.	Tolerable.	Indifferent.
Situations	34	18	10	6
Buildings	29	26	8	5
Playgrounds	16	26	12	7
Furniture	11	31	15	11
Apparatus	22	32	13	1
Books	33	28	6	1
Registers	25	33	6	4

* In this table is included Sussex-street Hebrew.

ANNEX B.

TABLE, showing the Moral Character of Public Schools.

Discipline.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	15	14	.....	1
Punctuality	17	9	2	2
Cleanliness	24	3	2	1
Order	15	10	4	1
Government	19	7	2	2

TABLE, showing the Moral Character of Church of England Schools.

Discipline.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	7	19	4	1
Punctuality	3	22	6	.....
Cleanliness	15	14	2	.....
Order	7	16	6	2
Government	7	14	8	2

TABLE, showing the Moral Character of Roman Catholic Schools.

Discipline.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	4	7	13	2
Punctuality	1	12	12	1
Cleanliness	5	11	8	2
Order	2	10	10	4
Government	2	10	11	3

TABLE, showing the Moral Character of Presbyterian Schools.

Discipline.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	1	3	1	.....
Punctuality	2	3	.....	.....
Cleanliness	1	4	.....	.....
Order	1	3	1	.....
Government .....	.....	.....	5	.....

TABLE, showing the Moral Character of Wesleyan Schools.

Discipline.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	4	1	.....
Punctuality	3	2	.....
Cleanliness	3	2	.....
Order	3	2	.....
Government	2	2	1

* TABLE, showing the Moral Character of all Denominational Schools.

Discipline.	Good.	Fair.	Tolerable.	Indifferent.
Regularity	13	33	19	3
Punctuality	6	41	20	1
Cleanliness	21	32	13	2
Order	13	21	18	6
Government	9	26	27	6

Sussex-street Hebrew is included in this table.

ANNEX C.

TABLE, showing the Ages of the Pupils on the Roll, and present at Examination, in Public Schools.

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Numbers on the Roll	1338	966	361	268	378	265	401	284	356	266	694	660	3528	2809
Present at Examination	1094	854	309	216	330	215	318	231	300	224	568	537	2919	2277

TABLE,

TABLE, showing the Ages of the Pupils on the Roll, and present at Examination, in Church of England Schools.

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Numbers on the Roll	1102	960	319	240	265	230	241	175	203	140	345	232	2475	1977
Present at Examination	909	775	253	198	219	182	189	146	175	99	276	158	2021	1558

TABLE, showing the Ages of the Pupils on the Roll, and present at Examination, in Roman Catholic Schools.

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Numbers on the Roll	921	746	247	190	242	152	227	160	187	136	190	218	2014	1602
Present at Examination	650	578	203	149	193	133	176	139	138	102	139	150	1499	1251

TABLE, showing the Ages of the Pupils on the Roll, and present at Examination, in Presbyterian Schools.

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Numbers on the Roll	209	152	47	38	35	29	33	31	15	19	37	7	376	306
Present at Examination	176	125	38	27	27	24	30	20	10	15	24	21	305	232

TABLE, showing the Ages of the Pupils on the Roll, and present at Examination, in Wesleyan Schools.

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Numbers on the Roll	201	138	56	40	47	33	38	28	25	20	36	24	413	283
Present at Examination	156	103	39	34	36	28	31	23	19	15	28	15	309	218

*TABLE, showing the Ages of the Pupils on the Roll, and present at Examination, in all Denominational Schools.

	7 years and under.		8 years.		9 years.		10 years.		11 years.		12 years and over.		Total.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Numbers on the Roll	2472	2015	679	512	591	446	545	403	431	317	611	513	5339	4206
Present at Examination	1921	1598	540	411	477	369	432	337	343	233	470	346	4183	3294

*Sussex-street Hebrew is included in this Table.

ANNEX D.

TABLE, showing the character of the Instruction.—Public Schools.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	16	11	.....	3
Occupation	19	9	1	1
Methods.....	12	12	4	2

TABLE, showing the character of the Instruction.—Church of England Schools.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification.....	7	16	6	2
Occupation	7	16	5	3
Methods.....	5	9	11	6

TABLE, showing the character of Instruction.—Roman Catholic Schools.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	3	11	8	4
Occupation	4	12	6	4
Methods.....	4	11	6	5

TABLE, showing the character of the Instruction.—Presbyterian Schools.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	1	3	1	.....
Occupation .....	.....	4	1	.....
Methods.....	1	2	1	1

TABLE, showing the character of the Instruction.—Wesleyan Schools.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	1	4	.....
Occupation	2	3	.....
Methods.....	1	2	1

TABLE,* showing the character of Instruction.—All Denominational Schools.

Details.	Good.	Fair.	Tolerable.	Indifferent.
Classification	11	32	19	6
Occupation	11	35	15	7
Methods.....	10	24	21	13

* Sussex-street Hebrew is included in this table.

ANNEX E.

TABLE, showing the Proficiency of the Pupils in the subjects of Instruction—Public Schools.

Actual Proficiency.	Reading.				Writing.			Arithmetic.				Grammar.			Geography.			Object Lessons.	Vocal Music.	Drawing.	Euclid.	Algebra.	Latin.	Scripture.
	Mono-syllables.	Easy Narrative.	Ordinary Prose.	Total.	On Slates.	On Paper.	Total.	Simple Rules.	Compound Rules.	Higher Rules.	Total.	Elementary.	Advanced.	Total.	Elementary.	Advanced.	Total.							
Indifferent.....	73	30	11	114	82	64	146	134	48	50	232	257	176	433	307	152	459	395	986	180	88	24	33	42
Tolerable.....	286	381	179	846	383	530	913	809	322	150	1281	533	254	787	538	258	786	1511	1385	921	34	31	10	440
Fair	554	368	196	1118	410	646	1056	1118	307	200	1625	242	572	814	626	341	967	1583	885	1008	23	109	216	585
Good.....	585	688	1414	2687	638	1520	2158	352	144	327	823	332	682	1064	431	964	1395	1580	972	760	171	46	62	673
	1498	1467	1800	4765	1513	2760	4273	2413	821	727	3961	1414	1684	3098	1892	1715	3607	5069	4228	2819	316	210	321	1740

* TABLE, showing the Proficiency of the Pupils in the subjects of Instruction—Denominational Schools generally.

Actual Proficiency.	Reading.				Writing.			Arithmetic.				Grammar.			Geography.			Object Lessons.	Vocal Music.	Drawing.	Euclid.	Algebra.	Latin.	
	Mono-syllables.	Easy Narrative.	Ordinary Prose.	Total.	On Slates.	On Paper.	Total.	Simple Rules.	Compound Rules.	Higher Rules.	Total.	Elementary.	Advanced.	Total.	Elementary.	Advanced.	Total.							
Indifferent.....	569	69	107	745	589	279	868	1008	285	23	1316	475	386	861	763	493	1256	2276	2409	720	53	...	...	10
Tolerable.....	974	623	255	1852	747	991	1738	1230	381	51	1662	806	684	1490	806	440	1246	2579	2185	1264	...	...	...	...
Fair	732	1052	487	2271	794	962	1756	1139	307	165	1671	524	128	652	631	220	851	1657	993	973	25	25	25	25
Good	508	353	897	1758	303	1189	1492	111	64	38	213	380	273	653	348	341	689	680	574	612	...	...	...	...
	2783	2097	1746	6626	2433	3421	5854	3488	1097	277	4862	2185	1471	3656	2548	1493	4042	7192	6161	3569	78	25	35	35

* Sussex-street Hebrew is included in this table.

TABLE, showing the Proficiency of the Pupils in the subjects of Instruction—Certified Church of England Schools.

Actual Proficiency.	Reading.				Writing.			Arithmetic.				Grammar.			Geography.			Object Lessons.	Vocal Music.	Drawing.	Euclid.	Algebra.	Latin.	
	Mono-syllables.	Easy Narrative.	Ordinary Prose.	Total.	On Slates.	On Paper.	Total.	Compound Rules.	Higher Rules.	Total.	Elementary.	Advanced.	Total.	Elementary.	Advanced.	Total.								
Indifferent.....	404	24	75	503	821	95	416	643	161	23	827	242	155	397	314	324	638	1256	1272	247	53	...	...	10
Tolerable.....	408	345	186	939	245	202	447	518	249	41	808	453	333	786	544	82	626	1139	1019	688	...	...	...	...
Fair	371	509	119	999	539	570	1109	417	85	83	585	166	55	221	233	118	351	727	588	373	...	...	...	...
Good	170	195	456	821	162	763	925	52	18	21	91	170	164	334	219	173	392	363	310	434	...	...	...	...
	1353	1073	836	3262	1267	1630	2897	1630	513	168	2311	1031	707	1738	1310	697	2007	3385	3189	1742	53	...	...	10

TABLE, showing the Proficiency of the Pupils in the subjects of Instruction—Certified Roman Catholic Schools.

Actual Proficiency.	Reading.				Writing.			Arithmetic.				Grammar.			Geography.			Object Lessons.	Vocal Music.	Drawing.	Euclid.	Algebra.	Latin.
	Mono-syllables.	Easy Narrative.	Ordinary Prose.	Total.	On Slates.	On Paper.	Total.	Simple Rules.	Compound Rules.	Higher Rules.	Total.	Elementary.	Advanced.	Total.	Elementary.	Advanced.	Total.						
Indifferent.....	96	31	32	159	229	166	395	294	82	...	376	139	203	342	245	94	339	724	834	301	...	...	...
Tolerable	390	180	66	636	351	551	902	410	132	10	552	242	234	476	118	306	424	905	869	399	...	...	...
Fair	207	403	212	822	146	254	400	552	234	73	848	227	33	260	301	60	361	712	264	478	25	25	25
Good	292	121	359	772	124	344	468	43	21	8	72	192	109	301	116	153	269	284	136	133	...	...	...
	985	735	669	2389	850	1315	2165	1299	459	90	1848	800	579	1379	780	613	1393	2625	2103	1311	25	25	25

TABLE, showing the Proficiency of the Pupils in the subjects of Instruction—Certified Presbyterian Schools.

Actual Proficiency.	Reading.				Writing.			Arithmetic.				Grammar.			Geography.			Object Lessons.	Vocal Music.	Drawing.	Euclid.	Algebra.	Latin.
	Mono-syllables.	Easy Narrative.	Ordinary Prose.	Total.	On Slates.	On Paper.	Total.	Simple Rules.	Compound Rules.	Higher Rules.	Total.	Elementary.	Advanced.	Total.	Elementary.	Advanced.	Total.						
Indifferent.....	29	14	...	43	39	...	39	71	20	...	91	28	3	31	109	21	130	266	303	109	...	...	...
Tolerable	64	50	3	117	34	115	149	177	...	...	177	81	46	127	77	27	104	151	18	60	...	...	...
Fair	92	72	46	210	61	38	99	38	23	...	61	27	40	67	25	25	50	86	27	16	...	...	...
Good	22	...	40	62	17	72	89	...	...	9	9	...	...	...	13	15	28	15	123	40	...	...	...
	207	136	89	432	151	225	376	286	43	9	338	136	89	225	224	88	312	518	476	225	...	...	...

TABLE, showing the Proficiency of the Pupils in the subjects of Instruction—Certified Wesleyan Schools.

Actual Proficiency.	Reading.				Writing.			Arithmetic.				Grammar.			Geography.			Object Lessons.	Vocal Music.	Drawing.	Euclid.	Algebra.	Latin.
	Mono-syllables.	Easy Narrative.	Ordinary Prose.	Total.	On Slates.	On Paper.	Total.	Simple Rules.	Compound Rules.	Higher Rules.	Total.	Elementary.	Advanced.	Total.	Elementary.	Advanced.	Total.						
Indifferent.....	40	...	...	40	...	18	18	...	22	...	22	66	25	91	95	54	149	30	...	63	...	...	...
Tolerable	88	48	...	136	117	123	240	125	...	...	125	30	61	91	67	25	92	329	279	91	...	...	...
Fair	62	68	110	240	9	84	93	93	25	...	113	104	...	104	56	7	63	122	114	106	...	...	...
Good	9	37	32	78	...	...	...	...	25	...	25	18	...	18	...	...	...	18	...	...	...	...	...
	199	153	142	494	126	225	351	218	72	...	290	218	86	304	218	86	304	499	393	260	...	...	...

ANNEX F.

DETAILED statement of the condition of Public Schools in the Sydney District, inspected during the year 1869.

- The remarks under head 1 relate to the material condition of schools.
 2 to their moral character.
 3 to the subjects and methods of instruction.
 4 to the proficiency of the pupils.

BALMAIN :—Visited, 17th June.

Numbers present at examination :—Boys, 132 ; girls, 116 ; total, 248.

1. Additional accommodation is required. The fences are beginning to be damaged in places. More care is needed for the proper keeping of the school property. 2. The order and discipline are satisfactory. 3. Except that a premature and ill-judged attempt has been made to form a fifth class, the classification is appropriate. The methods are of fair average merit, and are applied with vigour and effect. 4. The proficiency is very fair. Arithmetic and algebra are the weak subjects.

BALMAIN (Infants) :—Visited, 17th June.

Numbers present at examination :—Boys, 58 ; girls, 53 ; total, 111.

1. The schoolroom is far too small for the ordinary attendance, but the organization is in other respects reasonably good. 2. The discipline has in almost every feature been sensibly improved since the date of the ordinary inspection, and is now good. 3. The course of instruction is complete, the lesson documents are suitably arranged, and the teaching is marked by industry and fair skill. 4. The proficiency ranks from fair to very fair.

BOTANY ROAD :—Visited, 24th August.

Numbers present at examination :—Boys, 100 ; girls, 65 ; total, 165.

1. The schoolroom is altogether unsuitable to the educational requirements of the locality. The property is in tolerable repair, and is fairly kept. 2. The attendance steadily improves, and could, were proper accommodation provided, be largely increased. At present the crowded state of the school interferes greatly with the discipline and interposes obstacles to successful management. The pupils are fairly regular and punctual, and, all things considered, in very passable order. A healthy tone pervades the school. 3. The classification is tolerably judicious; the instruction is properly regulated; the methods are suitable, and are applied with earnestness, zeal, and a fair degree of skill. 4. Recent promotions have affected the relative attainments of the classes. The average proficiency approaches fair.

BOURKE-STREET :—Visited, 22nd July.

Numbers present at examination :—Boys, 108 ; girls, 74 ; total, 182.

1. Since the date of last report several of the more serious defects in the material state of the school have been remedied. The schoolroom has been enlarged, the closets improved, the yard paved, and a make-shift lavatory provided. 2. The attendance is fairly kept up, and the pupils are passably punctual. Little improvement is visible in the order, which continues unsatisfactory. The government lacks vigour and firmness. 3. Indifferent judgment is evinced in the classification. The lesson documents, although faulty in some respects, are nevertheless calculated to answer the desired ends. The methods are wanting in force and penetrativeness. The teaching, whilst apparently careful, is immethodic, slovenly, and deficient in vigour and thoroughness. 4. In those subjects that appeal more directly to the thinking faculties, the attainments are poor, whilst in others, less intellectual, passable progress has been made.

BOURKE-STREET (Infants) :—Visited, 8th July.

Numbers present at examination :—Boys, 45 ; girls, 59 ; total, 104.

1. The schoolroom has been enlarged and a suitable gallery erected during the past year. A book-press and suitable desks have yet to be provided. The school is amply found in working materials. 2. The pupils are regular and fairly punctual. The order is passable, and the moral tone of the school tolerably healthy. 3. A fair classification obtains ; the lesson documents are carefully compiled ; and the instruction embraces the usual infant school course. The methods are modern, but need to be more vigorously and skilfully applied. 4. The attainments are tolerable.

CAMPERDOWN :—Visited, 12th August.

Numbers present at examination :—Boys, 57 ; girls, 47 ; total, 104.

1. Serious defects in connection with the material state of this school have already been specially reported on. Greater care is now manifested by the teacher in the arrangement and preservation of the school property placed in his charge. 2. The attendance has received a substantial increase within the past twelve months. The pupils are fairly regular and punctual. Except in the case of the first class, the order is fair. 3. The classification is unobjectionable. The instruction is fairly regulated, the methods are tolerably skilful, but require to be applied with greater vigor. 4. The proficiency varies from tolerable to fair.

CLEVELAND-STREET (Boys) :—Visited, 14th, 15th, 16th, and 20th July.

Number present at examination :—351.

1. The accommodation is inadequate to the large and increasing attendance. A classroom and additional desks and forms are required to render the organization complete ; otherwise, the school is excellently equipped. 2. A high standard of discipline is judiciously and effectively maintained, and the moral tone of the school is very good. 3. The course of instruction includes all the extra subjects prescribed by the standard. Both taste and judgment are manifested in the compilation of the lesson documents, and the teaching is vigorous, skilful, and effective. 4. The proficiency ranges from fair to very fair. The pupils as a whole acquit themselves well under examination, and evince a considerable degree of self-reliance and mental culture.

CLEVELAND-STREET (Girls) :—Visited, 14th, 15th, and 16th July.

Number present at examination :—259.

1. Some repairs are needed to the playground, and the want of classrooms is greatly felt. In other respects the organization is susceptible of little improvement. 2. The pupils are regular, punctual, clean, and in good order. The government is mild but firm, and the moral tone of the school is satisfactory. 3. Reasonable judgment is shown in the classification, and the instruction is well regulated. The methods are generally appropriate, but need, in the case of the younger teachers, to be applied with greater vigor and effect. 4. The attainments range from moderate in the lower classes to very fair in the higher. Recent changes in the classification have had a lowering tendency on the proficiency of the classes.

CLEVELAND-STREET (Infants) :—Visited, 21st and 27th July.

Numbers present at examination :—Boys, 179 ; girls, 115 ; total, 294.

1. An excellent schoolroom, amply supplied with the most modern educational appliances. The playground needs improvements. 2. The discipline is on the whole good, and the moral tone of the school healthy. 3. The pupils are classified with passable judgment, and the instruction is fairly regulated. The methods are in the main suitable. 4. The proficiency ranges from fair to very fair. Reasonable progress has been made within the year.

FORT-STREET (Boys) :—Visited, 1st, 2nd, 3rd, and 8th.

Number present at examination :—525.

1. The schoolroom is admirably adapted for teaching purposes, but is much too small for the number of pupils in attendance. Under existing circumstances the organization admits of little improvement. 2. The order and discipline are satisfactory. 3. The classification is appropriate, the instruction judiciously regulated, and the methods are skilful and applied with vigor and effect. 4. The proficiency in all the subjects is satisfactory, but particularly so in grammar, geography, singing, drawing, and geometry. The fourth and fifth classes answer well under examination, and evince a high degree of mental culture.

FORT-STREET (Girls) :—Visited, 1st, 2nd, 3rd, 8th, and 11th May.

Number present at examination :—501.

1. The accommodation is inadequate to the requirements of the present large and steadily increasing attendance. The material condition is in other respects unexceptionable, and the equipment of the school is complete. 2. The order is good, the government judicious, and the prevailing spirit of the school pleasing. 3. The course of instruction is complete and well regulated. The teaching is conducted with zeal, earnestness, and more than fair average ability. 4. The proficiency in most subjects is very satisfactory. The pupils of the upper second, fourth, and fifth classes evince in the quality of their answering much thoughtfulness and intelligence.

FORT-STREET (Infants):—Visited, 26th and 27th May.

Numbers present at examination:—Boys, 214; girls, 156; total, 370.

1. This department is reasonably well organized. 2. The comparatively small number present on the days of inspection was attributable to unsettled weather. The order has slightly deteriorated, but in other respects the discipline is healthy. 3. The instruction is appropriate and skilfully regulated, and is based upon intelligent and fairly effective methods. 4. The attainments are satisfactory in all the subjects except arithmetic.

GLEBE:—Visited, 23rd July.

Numbers present at examination:—Boys, 92; girls, 42; total, 134.

1. Existing defects in the material state of the school are,—the rain beats in under the eaves of the roof, a portion of the verandah requires to be cemented, and part of the fence dividing the playgrounds wants renewing. The school is in other respects reasonably well organized. 2. The attendance is temporarily affected by wet weather. The pupils are punctual, tolerably regular, and in very good order. The government is firm and effective. 3. A suitable classification obtains, the instruction is properly regulated, and the methods are applied with energy, intelligence, and skill. 4. The proficiency ranks from fair in the lower classes to good in the higher. The pupils are attentive, self-reliant, and answer with intelligence and spirit.

GLEBE (Infants):—Visited, 23rd July.

Numbers present at examination:—Boys, 35; girls, 29; total, 64.

1. The business of this department is conducted in a portion of the primary school. The organization is the best possible under the circumstances. 2. The pupils are punctual and neatly dressed. The order is less satisfactory, many of the pupils being restless and inattentive under instruction. The government is wanting in firmness and tact. 3. The instruction is properly regulated. The methods, although modern in kind, need to be applied with greater vigour and skill. 4. The proficiency varies from tolerable to fair,—a falling off from the results obtained at the previous inspection.

JAMISON-STREET:—Visited, 6th July.

Numbers present at examination:—Boys, 33; girls, 18; total, 51.

1. The playground has been fenced in, and furniture supplied since last inspection. In other respects the organization is indifferent. 2. The pupils are tolerably punctual, but untidy in dress. The order is bad and the government lax. 3. The classification is defective; little care is evinced in the arrangement of the lesson documents; and the standard of proficiency is to a great extent disregarded. 4. The proficiency is but indifferent.

NEWTOWN:—Visited, 29th July.

Numbers present at examination:—Boys, 65; girls, 36; total, 101.

1. The interior of the schoolroom has been recently coloured, and the out-offices improved. There is an ample stock of working materials. 2. Except that the pupils are to some extent unpunctual, the discipline is very fair. 3. The classification is fair, the instruction is appropriately arranged, and the teaching is on the whole fairly intelligent, painstaking, and effective. 4. The average proficiency is fair.

NEWTOWN (Infants):—Visited, 29th July.

Numbers present at examination:—Boys, 36; girls, 25; total, 61.

1. The schoolroom is in good repair, reasonably well-furnished, and presents a clean and tidy appearance. 2. Sickness has latterly much affected the attendance; under ordinarily favourable circumstances the pupils are tolerably regular and punctual. They are clean and in fair order. 3. The classification is appropriate. The lesson documents are imperfectly arranged, and the methods defective. The questioning is almost wholly suggestive. It is well nigh impossible to obtain individual answering. 4. In most subjects the attainments are below the standard. Examination was difficult, owing to the systematic prompting carried on. The results disclosed by the examination were most unsatisfactory.

PADDINGTON:—Visited, 27th and 28th July.

Numbers present at examination:—Boys, 110; girls, 74; total, 184.

1. Externally, the schoolhouse and its surroundings present a bare, cheerless, and uninviting appearance. The fences and outhouses are in disrepair, and the latter are not cleanly kept. Internally, the schoolroom is more cheerful-looking, and is amply furnished. 2. Little exception can be taken to the regularity with which the children attend school; they are also fairly punctual. Their demeanour is tolerably becoming, and their behaviour, although marked by an occasional unsteadiness, is on the whole satisfactory. 3. As regards vigor of application, accompanied by searching and intelligent questioning, the methods are susceptible of improvement. This remark applies more particularly to the younger teachers. 4. The proficiency ranges from moderate to fair. Recent alterations in the classes have tended to lower the general attainments. The pupils, although fairly attentive, are inclined to be restless and indolent.

PADDINGTON (Infants):—Visited, 27th July.

Numbers present at examination:—Boys, 63; girls, 65; total, 118.

1. The schoolroom is totally unsuitable to present requirements. To render class teaching at all possible, the small lavatory adjoining has to be used. A suitable schoolhouse is urgently needed. 2. The attendance has greatly increased under the present teacher. It was lower than usual on the day of examination, owing to the prevalence of juvenile sickness. In general, the pupils are tolerably regular and punctual. Fair order is maintained, and the government is of a mild, judicious, kind. 3. The instruction embraces the usual subjects, and is appropriately regulated. The methods are applied with zeal, energy, and skill. 4. The attainments are very fair. The pupils are attentive, evince fair mental effort, and answer with promptness and accuracy. The teacher displays tact, energy, and fidelity in the discharge of her duties.

PITT-STREET:—Visited, 30th July.

Numbers present at examination:—Boys, 37; girls, 30; total, 67.

1. The want of a playground and of suitable desks are the more striking defects in the material condition of this school. In other respects the schoolroom is fairly suitable, and is reasonably well-equipped. 2. The attendance is less than usual, owing, it is said, to temporary and accidental causes. The pupils

pupils appear to be tolerably regular and punctual. An improvement is desirable in the order. Restlessness is very prevalent, a good deal of talking is indulged in, and the marching is loose and slovenly. The government would seem to be not sufficiently strict. 3. The classification is tolerably appropriate, and the lesson documents are fairly arranged. The methods, although seemingly painstaking, are owing either to defective discipline, or to want of skill, or to both, but partially effective. 4. The attainments range from very fair in the lowest class to moderate in the highest. Prompting is very general throughout the school, and a good deal of the answering is mere guesswork.

PITT-STREET (Infants):—Visited, 30th July.

Numbers present at examination:—Boys, 44; girls, 29; total, 73.

1. The pupils are taught in the same room as those of the primary department. There is a fair supply of working materials. 2. The pupils are punctual, regular, and neatly attired. The order is susceptible of improvement, and the attention of the pupils needs careful cultivation. 3. The instruction is fairly regulated, and the teaching is tolerably skilful and effective. 4. The proficiency is indifferent in the lower class, and fair in the upper.

PITT-STREET, SOUTH:—Visited, 7th July.

Numbers present at examination:—Boys, 19; girls, 16; total, 35.

1. The interior of the school has been recently coloured, and now presents a cheerful appearance. The furniture is of but indifferent quality, but the school is in other respects amply found in necessary appliances. 2. The order and general discipline continue to be satisfactory, and the moral tone of the school is healthy. 3. A judicious classification obtains: the lesson documents are arranged with reasonable judgment, and the teaching is vigorous, intelligent, and effective. 4. The attainments are satisfactory.

PITT-STREET, SOUTH (Infants):—Visited, 7th July.

Numbers present at examination:—Boys, 39; girls, 21; total, 60.

1. The schoolroom is spacious but poorly furnished. 2. The discipline is good. 3. The instruction accords with the prescribed course. The methods are modern and are applied with diligence and a fair degree of skill. 4. In all subjects, except singing, the proficiency is satisfactory. The teacher has evidently worked hard and successfully during the year.

PYRMONT:—Visited, 22nd July.

Numbers present at examination:—Boys, 81; girls, 43; total, 124.

1. The material condition of the school is in most respects unsatisfactory, but the supply of working appliances is good. 2. Instances of unpunctuality are too numerous, but in other respects the discipline is good. 3. The instruction is intelligently regulated, and the teaching is marked by a fair degree of earnestness, diligence, and skill. 4. The proficiency ranks from fair to very fair. The mental powers of the pupils are well developed.

PYRMONT (Infants):—Visited, 22nd July.

Numbers present at examination:—Boys, 46; girls, 34; total, 80

1. The schoolroom is much too small and is unprovided with desks. The playground is a small unfenced yard, rather steep, very rugged, and provided only with ill-looking outhouses in an exposed position. There is a fair supply of suitable apparatus, neatly arranged, and in a good state of preservation. 2. A substantial increase in the attendance is noticeable. The pupils are regular, punctual, clean, and in fair order. 3. The usual documents regulate the instruction, which is that ordinarily included within the limits of infant-school teaching. The methods are appropriate and are applied with earnestness, zeal, and intelligence. 4. The progress in reading has been very satisfactory, and in other subjects the teaching has been equally painstaking and nearly as effective. The teacher improves in efficiency, and has given proof of a faithful discharge of the duties of her office.

SUSSEX-STREET:—Visited, 7th July.

Numbers present at examination:—Boys, 64; girls, 46; total, 110.

1. The want of a playground militates seriously against the organization of this school. In other respects its material condition and equipment are fairly satisfactory. 2. The attendance seems pretty stationary. A large proportion of the pupils are of the infant-school age. With few exceptions the pupils are clean and punctual. Fair order is maintained, and the moral tone of the school is tolerably pleasing. 3. The classification is injudicious; the lesson documents are moderately suitable; the methods are careful but formal and wanting in vigor and spirit. 4. The attainments range from moderate to fair; the average approaching tolerable. The intelligence of the pupils is but partially developed.

WATSON'S BAY:—Visited, 6th July.

Numbers present:—Boys, 17; girls, 4; total, 21.

1. The interior of the schoolroom is extremely dingy-looking, and the appearance of the premises, generally, is cheerless and neglected. 2. The attendance is very irregular, the order is lax, and the government feeble and ineffective. 3. The classification is hardly intelligible, the programmes are absurd and misleading, and the lesson registers have fallen into disuse. The methods are worthless. 4. The attainments are a blank. The teaching may be regarded as a complete failure. [The teacher has since been removed.]

WILLIAM-STREET (Boys):—Visited, 4th, 5th, and 6th August.

Number present at examination:—222.

1. The ventilation is defective; the interior of the building requires whitewashing, and the playground levelling and draining. 2. The punctuality is not satisfactory, and the order and general discipline are susceptible of much improvement. The pupils are inattentive under instruction, and the demeanour of many in the higher classes is sullen and unsubdued. 3. The classification is on the whole appropriate, and the instruction is fairly regulated. The methods are of tolerable average skill, but are applied in a formal and feeble manner. 4. The proficiency ranges from moderate to fair.

WILLIAM-STREET (Girls):—Visited, 4th and 5th August.

Number present at examination :—189.

1. The schoolroom does not afford adequate accommodation to the number of children in attendance, and requires to be re-whitewashed. It is well found in the requisite appliances. 2. The attendance has considerably increased under the present teacher, and is still increasing. The punctuality of the pupils, although not quite satisfactory, has improved. In point of regularity there is little to complain of, and the order and general behaviour are good. The moral tone of the school is pleasing, and the prevailing spirit healthy. 3. The classification is the best under existing circumstances. The lesson documents are judiciously arranged, the methods are modern, and are applied with vigour, skill, and intelligence. 4. The proficiency ranges from tolerable to good, the average approaching very fair. The answering of the pupils is thoughtful and intelligent, and evidences careful mental cultivation.

WILLIAM-STREET (Infants):—Visited, 6th and 9th August.

Numbers present at examination :—Boys, 152; girls, 138; total, 290.

1. The senior infant schoolroom requires to be white-washed internally, and the playground to be better drained. Otherwise the material condition is fairly satisfactory, and the school is reasonably well organized. 2. The attendance is suffering from a tolerably wide-spread sickness among young children. Some improvement is visible in the punctuality; the other features of the discipline are healthy and pleasing. The pupils present an animated appearance, manifest a ready attention, and afford unmistakable evidence of careful moral training. 3. The classification is good; the lesson documents are fairly arranged, and, so far as the senior infant department is concerned, are marked by intelligence and skill. 4. In the lower department the attainments range from moderate to tolerable, and in the higher from fair to very fair.

APPENDIX I.

COUNCIL OF EDUCATION.—EXAMINATION PAPERS FOR THIRD CLASS CERTIFICATE.

GRAMMAR.

Three hours allowed for this paper.

1. Punctuate the following passage :—

How often *have* I *blessed* the coming day
When *toil* remitting lent *its* turn to play
And *all* the village train from labour free
Led up their sports beneath the spreading tree
While many a *pastime* circled in the shade
The *young* contending *as* the old surveyed
And many a *gambol* frolicked o'er the ground
And *sleights* of art and feats of strength went round
And still as *each* repeated pleasure tired
Succeeding sports the mirthful *band* inspired

2. Arrange the above passage in simple prose order.
3. Paraphrase.
4. Parse the words in italic.
5. Analyse the first six lines.

GEOGRAPHY.

Three hours allowed for this paper.

1. Give a description of the surface of Africa.
2. Describe the river systems of Asia.
3. Describe or draw a map of the watershed of New South Wales.
4. Give as full an account as you can of France.

ARITHMETIC.

Three hours allowed for this paper. Female Teachers are expected to work the four first questions only,—Males, the last four.

1. The sum of 4,223 guineas is to be divided among a naval force—the Lieutenant commanding receives 175 guineas, two midshipmen each £65 6s. 8d., the sailors are to receive each £21 7s. 6d.: How many are there?
2. If one article costs 6s. 11½d., what should be given for $73,206\frac{2}{7}$ articles of the same kind?
3. Bought 3 cwt. 1 qr. 12 lbs. of tobacco for £24 1s. 6d., and paid a duty of 2s. 2½d. per lb.: What ought I to charge per packet of $3\frac{1}{2}$ pounds, in order to make a clear profit of £7 16s. 8d. on the whole?
4. If in nine months £60 gain 36 shillings, when will £590 gain £25 11s. 4d.?
5. Divide £48 17s. 6d. by 425, and reduce the quotient to the decimal of £20 sterling.

LESSON BOOKS.

Three hours allowed for this paper.

1. There are two compound words in the First Book, I. N. B.: What, and where are they?
2. What information is given under the head "Digitigrade Animals" in Sequel No. 2?
3. Enumerate all the lessons on "Travels" in Book 3rd; and write out one from memory, or give its substance.
4. Enumerate all the Poems of Book Second, and write out one from memory.

SCHOOL MANAGEMENT.

Three hours allowed for this paper.

1. In what points is the co-operation of parents essential, in order to secure an effective school discipline? Give reasons for your opinions.
2. Describe the essential features of a good first-class programme. Draw up a specimen, noting particularly the progression in writing.
3. Describe the various steps by which you would teach pupils notation, so as readily to set down, from dictation, an addition sum of two periods, with very unequal addends.
4. How would you give a lesson upon the "adjective" as to a junior class?

WRITING.

Two hours allowed for this subject.

1. Give specimens of copy-setting in three hands.
2. What measures would you adopt to make your pupils good writers?
3. Arrange the letters in the order in which you would teach children to form them.

DOMESTIC ECONOMY.

Two hours allowed for this paper.

Describe as explicitly as you can,—

1. The more serious difficulties which young, inexperienced females have to encounter, when commencing housekeeping.
2. What advice could you give as to meeting or removing those difficulties?

DRAWING.

Two hours allowed for this paper.

1. Describe the proper position of the pupil whilst drawing, and the mode of holding the pencil.
2. Of what use are construction lines?
3. What geometrical figures are most commonly used for construction?
4. What construction figures would you use to draw a tumbler, a funnel, a gothic arch, and a paper kite?
5. Draw in outline, from memory, a saucepan, a jug, a dish-cover, or a candlestick, using the proper construction lines.

VOCAL MUSIC.—TONIC-SOL-FA METHOD.

Two hours allowed for this paper.

1. The scales commencing on *doh* and *lay* are called respectively the major and minor scales, or modes. Why?
2. What are the *intervals* of the scale? Name all the intervals from *d* to *d'*, and their *inversions*.
3. Two and three pulse measures have one accent each. Write the *pulse-marks* for the correct musical expression of the following words; each syllable = one pulse:—

1. Beauty.
2. Admire.
3. Animal.
4. Affection.
5. Persevere.

Analyse the following time exercises:—

1. $\left| \begin{array}{c} : a | - : a | - : - | a : | a : - | - : a \end{array} \right\|$
2. $\left| \begin{array}{c} a : - : a | a : - : a : a | a : : a . a | a : - : | : a : - . a | a . , a : a : \end{array} \right\|$

EXAMINATION PAPERS FOR SECOND CLASS CERTIFICATE.

GRAMMAR.

*Three hours allowed for this paper.**"Should He again*

*As once at Gibeon interrupt the race
Of the undeviating and punctual sun
How would the world admire but speaks it less
An agency Divine to make him know
His moment when to sink and when to rise
Age after age than to arrest his course
All we behold is miracle but seen
So duly all is miracle in vain
Where now the vital energy that moved
While summer was the pure and subtle lymph
Through the imperceptible meandering veins
Of leaf and flower"*

- a. Punctuate the above passage.
- b. Arrange it in simple prose order.
- c. Paraphrase it.
- d. Parse the words in italics.
- e. Analyse the passage.

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GEOGRAPHY.

Three hours allowed for this paper.

1. Compare the American Continents, and show fully in what respects they resemble, and differ from, each other.
2. Give a full description of Hindostan.
3. Describe the Mediterranean fully.
4. Compare those rivers and river valleys of New South Wales which are similar in form or position, and show in what features a parallelism exists.

ARITHMETIC.

Three hours allowed for this paper.

1. 10 oz. 4 dwts. 6 gras. Troy, at £2 14 $\frac{3}{4}$ s. per lb. Work in two ways—Practice to be one of them.
2. Bought 19 $\frac{3}{4}$ cwts. of tea for £576 $\frac{1}{2}$ d.; I sold half at an advance of 8 $\frac{3}{4}$ d. per lb., and two-thirds of the remainder at a loss of 15 $\frac{1}{2}$ d. per lb.; the balance I disposed of at an advance of 16 penny per oz. on cost price. Do I gain or lose by the transaction? How much per cent.; and how much on the whole?
3. Extract the third root of ninety-six *millionths*, to 5 decimal places.
4. Find the area of a trapezium, whose diagonal is 824 links, the perpendiculars raised upon it being 204 and 268 links.

ARITHMETIC.—(Female Teachers.)

Three hours allowed for this paper.

1. If 236 men consume 160 quarters of wheat in 108 days, how much will 76 men require for a year and 67 days?
2. 1234 $\frac{3}{4}$ yards, at £1 11s. 11 $\frac{1}{2}$ d. each.
3. 5 $\frac{3}{4}$ cwt. cost £16 4s. 9 $\frac{1}{2}$ d., what will 17 $\frac{1}{2}$ pounds cost?
4. $\frac{0.19\frac{7}{8} \frac{4}{128}}$ express the answer in two forms.

SCHOOL BOOKS.

Three hours allowed for this paper.

1. What differences do you perceive between the poetry of the two Sequel Books? Quote one poem of each.
2. Give a synopsis of the Scripture History contained in the Third Book.
3. What is stated in the Fourth Book as to the mechanical properties of air and water?
4. What writings from the works of Benjamin Franklin do we find in the Supplement to the Fourth Book? Describe one lesson in full.

ART OF TEACHING.

Three hours allowed for this paper.

1. Describe the virtues of common life, which may originate in, and be fostered by, a healthy school discipline.
2. State the plans you adopt for periodically regulating the instruction of your school. Give a synopsis, showing the appropriation of the thirty-five hours devoted to school duty weekly.
3. How should reading be taught, in order to be thoroughly effective as a means of future educational advancement to the pupil?
4. Give an object lesson upon one of the following:—
The mechanical properties of water.
Cochineal.

WRITING.

Two hours allowed for this paper.

1. What subject matter is most suitable for copy lines? Give specimens of those you employ.
2. What methods of teaching writing are advocated in Morrison's School Management?
3. Write an official letter to the Council on some subject connected with the discipline of your school.

DOMESTIC ECONOMY.

Three hours allowed for this paper.

1. In the case of a young inexperienced housekeeper, what advice would you give her as to
 1. Cleanliness,
 2. Attire,
 3. Food,
 4. Expenditure,
 5. Demeanour towards husband and children.

GEOMETRY AND ALGEBRA.

Four hours and a half allowed for this paper.

1. A line that bisects the vertical angle of an isosceles triangle, also bisects the base perpendicularly.
2. Any two angles of a triangle are together less than two right angles.
3. State those propositions which bear upon parallelism and the section of parallel lines in Book I. (Euclid), and demonstrate one of them.

4. Shew fully that the two oblique angles of a right-angled triangle must be together equal to a right angle—demonstrating the proposition upon which the proof depends.
State the axioms of Euclid.

$$5. \frac{6-5x}{15} - \frac{7-2x^2}{14(x-1)} = \frac{1+3x}{21} - \frac{2x-2\frac{1}{2}}{6} + \frac{1}{105}$$

$$6. \left. \begin{array}{l} \frac{x}{b} + \frac{y}{c} = 1 \\ \frac{ax}{c} - \frac{by}{a} = 0 \end{array} \right\}$$

7. A and B give away £5 each. A relieves five persons more than B; but B has given to each person one shilling more than A allowed. How many did each relieve?

LATIN.

Three hours and a half allowed for this paper.

1. Translate into English the following passage :—

Qua re cognita, Caesar, quod tantum civitati Aeduae dignitatis tribuerat, coërcendum atque deterrendum, quibuscumque rebus posset, Dumnorigem statuebat, quod longius ejus amentiam, progredi videbat, prospiciendum, ne quid sibi ac republicae nocere posset. Itaque dies circiter xxv. in eo loco commoratus, quod corus ventus navigationem impediabat, qui magnam partem omnis temporis in his locis flare consuevit, dabat operam, ut in officio Dumnorigem contineret, nihilo tamen secius omnia ejus consilia cognosceret: tandem idoneam tempestatem nactus, milites equitesque conscendere in naves jubet. At omnium impeditis animis, Dumnorix cum equitibus Aeduorum a castris, insciente Caesare, domum discedere coepit. Qua re nunciata, Caesar, intermissa profectione atque omnibus rebus postpositis, magnam partem equitatus ad eum insequendum mittit retrahique imperat: si vim faciat neque pareat, interfici jubet: nihil hunc se absente pro sano facturum arbitratus, qui praesentis imperium neglexisset. Ille enim revocatus resistere ac se manu defendere suorumque fidem implorare coepit, saepe clamitans, liberum se liberaeque civitatis esse. Illi, ut erat imperatum, circumstantur hominem atque interficiunt; ad Aedui equites ad Caesarem omnes revertuntur.

2. Translate into Latin the following passage :—

I caught a mantis on a mountain on the shores of the Black Sea, which was more curious and extraordinary in its appearance and movements than any I had before seen. I shut it up in a box, and forgot where I had laid it. Several months after I found the box; and when I opened it I saw the prisoner inside as vigorous and lively as when I enclosed him. He seemed even more sage and active than any of his tribe. I kept him for nearly a year in this state of abstinence and confinement, and frequently exhibited him for the amusement of my friends. I never let him out, for fear he should become invisible, like his predecessors; but within the precincts of his prison he displayed all his extraordinary talents, and never seemed to suffer from the seclusion of air, light, or food. I sent him to a friend in England as a curiosity, hoping that he would have an opportunity of exhibiting him alive in the same way. Whether the voyage was as ungenial to his feelings as to other animals, and he sank under the effects of seasickness, or whether the period of his natural life had arrived, I know not; but when my friend opened the box on its arrival, the poor, wise, immortal mantis was dead.

VOCAL MUSIC.—TONIC-SOL-FA METHOD.

Two hours allowed for this paper.

1. In the tonic-sol-fa method the syllables **soh, lay, te**, are used instead of the old forms **sol, la, si**. State the reasons for these alterations.
2. Translate the following passage into the established notation; one pulse = one crotchet.

KEY A.

$$\left| \text{m} : \underline{\text{f}} . , \text{r} \mid \underline{\text{d}} : - . \text{r} \mid \underline{\text{m}} . , \text{r} : \underline{\text{m}} . , \text{f} \mid \underline{\text{m}} : \text{r} \mid \text{f} : \underline{\text{s}} . , \underline{\text{m}} \mid \text{r} : - . \text{m} \mid \right|$$

$$\left| \underline{\text{f}} . , \underline{\text{m}} : \underline{\text{f}} . , \underline{\text{s}} \mid \underline{\text{f}} : \underline{\text{m}} \parallel \right|$$

3. Translate the following passage into the sol-fa notation; one crotchet = one pulse :—



4. What is a *clef*? Describe all the clefs used in modern music; give examples.
5. Give the rules for finding the place of **doh** on the staff from the key signatures.

DRAWING.—

DRAWING.—PERSPECTIVE.

1. What is the derivation of the term perspective ?
2. Give a definition of perspective.
3. What is aerial and what linear perspective ?
4. What is the difference between angular and parallel perspective ?
5. To what points do receding lines converge, both in angular and parallel perspective ?
6. Why do objects appear to diminish as they recede from us ?
7. What is meant by visual rays ?
8. What constitutes the visual angle ?
9. What is the limited extent of the visual angle ?
10. Construct the elementary figure, marking all the lines and points with their initial letters ; and draw a square superface in parallel perspective.

EXAMINATION PAPERS FOR FIRST CLASS CERTIFICATE.

GRAMMAR.

Four hours allowed for this paper.

1. *He deserved no such return
From me whom He created what I was
In that bright eminence and with His good
Upbraided none nor was His service hard
What could He less than to afford Him praise
The easiest recompense and pay Him thanks
How due—yet all His good proved ill in me
And wrought but malice lifted up so high
I 's'dained subjection and thought one step higher
Would set me highest and in a moment quit
The debt immense of endless gratitude
So burdensome still paying still to owe*

- a. Punctuate the above passage.
 - b. Arrange it in prose order.
 - c. Paraphrase it.
 - d. Parse the words in italic.
 - e. Analyse the whole.
2. How could you show that the English Alphabet is inconsistent, defective, and redundant.

ARITHMETIC.

Four hours allowed for this paper.

1. Prove as fully as possible that $\frac{1}{3}$ of 5 is equal to $\frac{5}{3}$ of 1.
2. Required the amount and compound interest of £142 for eight years, at 3 per cent. *half-yearly*.
3. A dockyard employs 300 men, works full time, and yields a profit of £10·1 per man per annum : What will be the total profit per annum, when one-fourth of the men are discharged, the rest work $\frac{1}{2}$ time, and prices have gone down so as to reduce the profits $4\frac{1}{4}$ per cent. ?
4. Two vessels passing the Sound pay toll. No. 1, containing 150 hhd., gives 1 hhd., and receives 12s. No. 2 gives 1 hhd. and £1·8 in addition. At how much was each hogshead valued ?
5. The diagonal of a field in the form of a trapezium is 1,660 links, and the perpendiculars 702 and 712 links respectively. State the area in acres, &c.

GEOGRAPHY—PHYSICAL.

Three hours allowed for this paper.

1. In what particulars, as regards outline, do great differences exist between the land masses of the Globe ?
2. What is Maury's theory of the "rotation of air currents?"
3. Account for the unequal distribution of the population of Asia.
4. Describe the Danish Peninsula and its surrounding seas.

GEOGRAPHY—DESCRIPTIVE, &C.

Three hours allowed for this paper.

1. What is meant by the overland route to Europe? Describe it.
2. Describe the eastern river valleys of New South Wales.
3. How do you prove the sphericity of the earth ?
4. How may latitude be determined by the position of the Polar Star ?

SCHOOL BOOKS.

Three hours allowed for this paper.

1. In what respects does the Second Book, I.N.B., differ from that of Constable ?
2. What lessons on arts and manufactures are given in the Fourth Book ?
3. What lessons on Eastern manners are furnished in the Supplement to the Fourth Book ?
4. Describe the literary class-book used by the pupil-teachers. What writings of Addison's have you met with in it ?

PRINCIPLES AND ART OF TEACHING.

Four hours allowed for this paper.

1. Give as to an advanced or fifth class, an object lesson on a *mirror*.
2. Describe your views as to the mental training necessary in an infant's school.
3. Describe fully how you would give an oral lesson, aided by illustration from the blackboard, on the simplification of the fraction ($\frac{3}{8}$ of $\frac{4}{7}$).
4. Show, by reference to the constitution of the human mind, that the faculties of pupils in Primary Schools may be, unless care is taken, paralyzed, overtaken, and wrongly developed by inappropriate work.
5. Describe fully the difference between the mere infusion of knowledge and the development of power, and discuss the saying—"Thought is the greatness of Men."

ENGLISH LITERATURE.

Three hours allowed for this paper.

1. Give an account of the Life and Works of Chaucer.
2. Describe briefly the more important Poets of the second period of English Literature.
3. Give an account of Milton and his writings.
4. What authors have endeavoured, since the Revolution, to give a high moral tone to English Literature?

WRITING.

Two hours allowed for this paper.

1. Write a letter as to the Council, describing the moral tone and character of your school, and how you form it.
2. What faults in writing are young pupils specially liable to fall into?
3. Describe the essential features of good writing.

DOMESTIC ECONOMY.

Three hours and a half allowed for this paper.

1. In a case of clothes catching fire, how would you act?
2. Describe those articles of food which are most economical and nutritious, and easily within reach of the working classes.
3. What uses may be made of maize and millet?
4. In the case of distance from medical aid, what remedies would you apply in a case of sun-stroke?

GEOMETRY.

1. Assuming Euclid's propositions, prove that every equilateral triangle is equiangular, and that every equiangular triangle is also equilateral.
2. By proposition 32, Book I., find in degrees an interior angle of the following regular figures, viz. :—
 - I. A pentagon.
 - II. A hexagon.
 - III. An octagon.
3. In obtuse angled triangles, if a perpendicular be drawn from either of the acute angles to the opposite side produced, the square of the side subtending the obtuse angle is greater than the squares of the sides which contain it, by twice the rectangle contained by the side upon which, when produced, the perpendicular falls, and the straight line intercepted without the triangle between the perpendicular and the obtuse angle.
4. In a parallelogram the sum of the squares of the sides is equal to the sum of the squares of the diagonals.
5. Describe a circle about a given equilateral and equiangular pentagon.
6. Describe an isosceles triangle having each of the angles at the base double of the third angle.

ALGEBRA.

1. Simplify the expression $3 \left\{ (a + b)^2 + (a - b)^2 \right\} - \left\{ (a - b)^2 - 2(a^2 - b^2) \right\}$.
2. Solve the equation $\frac{a}{x + a} + \frac{b}{x + b} = \frac{a + b}{x + 2a}$.
3. Solve the equations $ax + by = c$;
 $a, x + b, y = c$;
And explain the result, when $\frac{a}{a} = \frac{b}{b} = \frac{c}{c}$.
4. Show that the value of—
 $\frac{\sqrt{a + x} + \sqrt{a - x}}{\sqrt{a + x} - \sqrt{a - x}}$ is $\sqrt{\frac{a}{b} - 1}$, when $x = 2\sqrt{ab - b^2}$.
5. Solve the equations $7x + \frac{9}{4} - x - \frac{2x - 1}{9} = 9$;
 $\frac{x}{a} + \frac{x}{b - a} = \frac{a}{b + a}$.

6. Two packages, weighing 9 lbs. and 16 lbs., cost respectively 11s. 6d. and £1 0s. 4d. The charge for carriage was proportional to the square root of the weight. What was the cost per pound of the material?

FRENCH.

FRENCH.

Translate into English—

Molière—*Misanthrope*—Ah! ne plaisantez point, &c.—*Acte IV, Scène III.*

Translate into French—

“I have scarcely employed eight days in traversing a country which would require years of observation; but besides that, the snow drives me away. I wished to return before the mail, which is bringing me, I hope, one of your letters. In the meanwhile, before its arrival, I begin to write you this one, after which I shall write you a second, if necessary, to answer yours. I shall not detail to you here my journey and my remarks. I have written an account of them, which I count on bringing to you. We must reserve our correspondence for the things which concern each of us more nearly. I shall content myself with speaking of the condition of my mind.”

1. After verbs of *believing*, when is “que” followed by the indicative, and when by the subjunctive?
2. Distinguish between “quelque” declinable, “quelque” indeclinable, and “quel que.”
3. Write down the present and preterite tense, first person singular, and the past participle of *appeler*, *croire*, *courir*, *tendre*, *mouvoir*, *mourir*, *tondre*, *voir*.
4. Write down the French for “Had I not told it to you”—“He had promised it to himself.”

APPENDIX J.

RECEIPTS and DISBURSEMENTS of the Council of Education, from 1st January to 31st December, 1869.

RECEIPTS.		DISBURSEMENTS.			
	£ s. d.	GENERAL MANAGEMENT.	£ s. d.	£ s. d.	
To Balance from 1868	8 0 4	By Salaries	9,652 8 4		
Church and Schools Estates Revenue...	1,426 8 11	Sundries—			
Amount received from Treasury on account of Vote for 1869	100,000 0 0	Buildings, repairs, rent, &c.	476 17 11		
		Travelling expenses	1,522 12 1		
		Books, printing, &c.	889 14 9		
		Miscellaneous expenses ...	917 18 11		13,459 12 0
		SCHOOLS.			
		Salaries	68,950 4 0		
		Sundries—			
		Buildings, repairs, rent, &c.	14,500 7 5		
		Travelling expenses	602 12 2		
		Books, printing, &c.	2,656 11 11		
		Training allowance	826 17 10		
		Forage allowance	128 18 4		
		Miscellaneous expenses ...	296 9 6		87,962 1 2
		Balance to 1870			12 16 1
	£ 101,434 9 3				£ 101,434 9 3

JOHN M. GIBSON,
Accountant.

[3. 6d.]

APPENDIX K.

ABSTRACT of Returns from Public, Provisional, and Half-time Schools, under the Council of Education.

Quarter ending—	Number of Children on the Rolls.									Average Daily Attendance.			Amount of School Fees paid.
	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Total.	Boys.	Girls.	Total.	
March, 1869—													£ s. d.
Public Schools	13,857	11,434	25,291	11,009	4,262	3,680	3,789	2,551	25,291	9,386-484	7,314-677	16,701-161	4,832 17 0
Provisional Schools	1,571	1,613	3,184	1,397	1,016	366	334	71	3,184	1,056-8815	1,118-8483	2,175-6298	422 3 4½
Half-time Schools	358	333	691	323	292	51	14	11	691	244-19	225-30	469-49	30 0 1
	15,786	13,380	29,166	12,729	5,570	4,097	4,137	2,633	29,166	10,687-5555	8,658-8253	19,346-3808	5,285 0 5½
June, 1869—													
Public Schools	13,935	11,772	25,707	11,276	4,317	3,744	3,888	2,482	25,707	9,459-615	7,489-076	16,948-691	5,096 0 3½
Provisional Schools	1,537	1,548	3,085	1,404	1,031	330	240	80	3,085	1,022-99	1,082-20	2,105-19	445 5 3
Half-time Schools	327	322	649	321	259	50	11	8	649	228-44	232-63	461-07	35 6 10
	15,799	13,642	29,441	13,001	5,607	4,124	4,139	2,570	29,441	10,711-045	8,803-906	19,514-951	5,576 12 4½
September, 1869—													
Public Schools	14,329	12,024	26,353	11,489	4,356	3,822	4,161	2,525	26,353	10,040-78	7,992-43	18,033-21	5,311 9 3½
Provisional Schools	1,804	1,735	3,539	1,611	1,163	355	322	88	3,539	1,250-75	1,245-67	2,496-42	523 19 5
Half-time Schools	455	475	930	469	335	89	30	7	930	305-71	342-27	647-98	51 11 9
	16,588	14,234	30,822	13,569	5,854	4,266	4,513	2,620	30,822	11,597-24	10,580-37	21,177-61	5,887 0 5½
December, 1869—													
Public Schools	14,122	12,086	26,208	11,569	4,280	3,811	4,058	2,490	26,208	9,829-04	7,915-00	17,744-04	5,418 13 0
Provisional Schools	1,898	1,915	3,813	1,768	1,222	340	383	100	3,813	1,302-80	1,314-74	2,617-54	590 1 8½
Half-time Schools	501	543	1,044	523	373	96	44	8	1,044	315-43	371-90	687-33	57 15 0
	16,521	14,544	31,065	13,860	5,875	4,247	4,485	2,598	31,065	11,447-27	9,601-64	21,048-91	6,066 9 8½

Sydney : Thomas Richards, Government Printer.—1870.

1870.

NEW SOUTH WALES.

REPORT

OF THE

COUNCIL OF EDUCATION

UPON THE CONDITION

OF THE

CERTIFIED DENOMINATIONAL SCHOOLS

FOR

1869.

Presented to both Houses of Parliament, in pursuance of Act 30 Vict., No. 22, sec. 27.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

THE COUNCIL OF EDUCATION TO HIS EXCELLENCY THE GOVERNOR,

SUBMITTING

REPORT UPON DENOMINATIONAL SCHOOLS FOR 1869.

To His Excellency the Right Honorable SOMERSET RICHARD, Earl of Belmore, Member of Her Majesty's Most Honorable Privy Council in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,

In accordance with the provisions of the Public Schools Act of 1866, section 27, we, the Council of Education, beg to submit to your Excellency this our Third Annual Report upon the condition of the Certified Denominational Schools of the Colony.

In our Report upon the Public Schools we have fully described the general condition of the schools under our superintendence. The statements therein contained apply equally to Public and Denominational Schools, except in those instances where observations are limited to schools of one class.

The number of Certified Denominational Schools existing during the earlier portion of 1869 was 264; but 15 of these, ere the termination of the year, had either been closed or had changed their Denominational character. The number in existence at the close of the year was 249. A list of these schools will be found in Schedule A, annexed to this Report. Further information as regards attendance and school fees is supplied in a second return. Appendix A;
Appendix B.

Application for a Certified Roman Catholic Denominational School at Adelong was received, but declined by the Council on the ground that the conditions of the Act were not satisfied. Appendix C.

The only material addition to the number formerly existing has been an Infants' School at the Certified Denominational Church of England School, Darlinghurst, which was opened as a separate department in 1869.

The following Church of England Schools were converted into Public Schools, on application from the inhabitants of the respective localities, viz. :—

Dural,
Frederickton,
Guntawang,
O'Connell,
Rylstone,
Tirranna.

The following were, on account of insufficient attendance, reopened as, or converted into, Provisional Schools :—

Church of England—
Goonoo Goonoo,
Hunter's Hill,
Muscle Creek.

Presbyterian—
Wallaby Hill.

The Certified Denominational Church of England School at Adaminaby was, on account of its low attendance, worked as a Half-time School in conjunction with that at Boconnoc.

The Certified Denominational Church of England School at Paterson has been closed during the latter portion of the year, but the certificate has not been cancelled, and a movement is now on foot for its reopening.

The following were closed on the ground of insufficient attendance :—

Church of England—
Kiora,
Port Maitland.

Presbyterian—
Lane Cove.

In the case of the Certified Denominational Church of England School at Kiora, it was stated to be the desire of the residents that a large and efficient Public School should be established.

The Certified Denominational Roman Catholic School at Church Hill has received no aid from the Council since the 31st May, and further action is suspended waiting the nomination of a suitable Teacher by the Local Board.

These changes have, as has been already stated, reduced the number of existing Certified Denominational Schools to 249.

In the latter portion of 1869, the attention of the Council having been drawn to the low attendance at several of the Certified Denominational Schools, the Local Boards were in each case called upon to explain the reason, and, in some instances, to show cause, why the certificate should not be withdrawn. The replies, though not in all cases satisfactory, were considered sufficient to justify the Council in suspending action until fuller inquiries could be made.

As

Appendix D.

As regards organization, discipline, instruction, and progress, the Certified Denominational Schools are dealt with in conjunction with the Public Schools, and fuller details will be found in the reports of the Inspectors annexed. The Council believes that these schools have improved in general excellence, more especially in the Sydney District.

Some of the Inspectors appear to be of opinion that the parents as a body attach little value to denominational education as such; in short, that if left to themselves, parents would choose for their children those schools which are nearest and, in their opinion, most effective, irrespective altogether of their religious denomination. In Sydney, where perhaps the best judgment can be formed, the Inspectors adduce statistics to show "that denominational predilections are exceedingly weak, and that except to a partial extent in the case of Church of England and Roman Catholic Schools, Denominational Schools, *as such*, do not really exist."

As regards local supervision, this duty is to a great extent committed to one member of the Local Board. In the majority of instances the resident clergyman visits regularly, takes a warm interest in the working of the school, and attends the periodical examinations, even when no other visitor is present.

The remarks made under the head of Free Scholars in the Public Schools Report are applicable here, and need not be repeated.

The amount accruing to Certified Denominational Schools from the Church and School Estates was £713 4s. 6d., which was apportioned rateably among the various Denominations as follows, viz. :—

	£	s.	d.
Church of England Schools	359	6	2
Roman Catholic Schools.....	222	15	5
Presbyterian Schools	77	18	6
Wesleyan Schools	53	4	5

We submit this as our Report upon the Certified Denominational Schools for the year ending 31st December, 1869; and in testimony thereof we have caused our corporate seal to be affixed hereto, this 22nd day of March, one thousand eight hundred and seventy.

(L.S.)

HENRY PARKES, President.
 GEORGE ALLEN.
 W. M. ARNOLD.
 JAMES MARTIN.
 J. SMITH.

R. E. WEBSTER,
 Acting Secretary.

APPENDIX A.

RETURN of the Attendance of Children at the Certified Denominational Schools of New South Wales, as certified by the Local Boards, for the quarter ending 31st December of the year 1869, or for the last quarter in which the schools were in operation respectively.

Name of School. I.	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys.	Girls.	Total	Church of England	Roman Catholic	Presbyterians	Wesleyans	Others.	Total.	Boys.	Girls.	Total.
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.
CHURCH OF ENGLAND SCHOOLS.												
Albury	26	15	41	34	...	4	3	...	41	19-00	11-20	30-20
Araluen	43	30	73	62	...	...	11	...	73	24-90	20-40	45-30
Armidale	45	54	99	89	...	1	8	1	99	30-00	42-30	72-30
Ashfield	44	30	74	62	3	7	1	1	74	30-50	18-60	49-10
Balmain	100	58	158	74	3	30	47	4	158	66-00	33-70	99-70
Bathurst	83	69	152	138	...	2	9	3	152	60-86	47-05	107-91
Bega	40	25	65	63	...	2	...	...	65	28-75	13-20	41-95
Bendolda, Upper.....	34	29	63	28	11	11	13	...	63	14-70	19-20	33-90
Bishopsbridge	18	23	41	32	...	9	...	...	41	11-90	18-70	30-60
Blandford	17	15	32	28	...	...	4	...	32	7-14	6-46	13-60
Bombala	19	23	42	42	...	...	...	...	42	16-66	16-63	33-29
Braidwood	28	21	49	40	...	2	6	1	49	17-70	12-90	30-60
Broke	30	31	61	48	13	...	...	...	61	15-60	15-80	31-40
Buchanan	36	35	71	29	34	3	5	...	71	20-70	15-20	35-90
Burwood	54	44	98	70	...	...	...	28	98	32-00	27-00	59-00
Cabramatta	28	20	48	33	14	1	...	...	48	16-70	12-90	29-60
Camden	45	48	93	66	...	2	20	5	93	29-40	31-80	61-20
Campbelltown.....	54	36	90	78	8	1	...	3	90	31-00	20-40	51-40
Canberra	23	17	40	35	1	2	...	2	40	17-98	11-15	29-13
Canterbury	46	35	81	64	13	...	4	...	81	37-40	26-60	64-00
Cassilis	19	12	31	24	6	...	1	...	31	15-40	8-10	23-50
Castle Hill	46	27	73	50	8	1	14	...	73	28-50	18-70	47-20
Christ Church.....	281	219	500	396	9	41	30	24	500	195-90	130-60	326-50
Cobbitty	18	17	35	32	3	...	...	...	35	5-20	5-70	10-90
Cook's River	96	68	164	89	11	13	51	...	164	75-80	50-70	126-50
Corowa	45	27	72	46	20	4	1	1	72	36-60	19-10	55-70
Dapto	19	15	34	17	4	6	7	...	34	12-80	13-30	26-10
Darlinghurst	110	74	184	159	1	7	11	6	184	75-40	50-40	125-80
Denham Court	14	16	30	16	11	...	...	3	30	9-00	9-00	18-00
Denman	22	27	49	28	21	...	...	...	49	13-60	17-30	30-90
Double Bay	107	101	208	178	5	11	8	6	208	73-50	65-80	139-30
Dungog	30	29	59	50	7	...	...	2	59	17-90	16-00	33-90
Emu Plains	46	24	70	45	2	...	23	...	70	26-30	14-70	41-00
Enfield	30	35	65	53	9	...	...	3	65	16-10	20-10	36-20
Enfield (N.R.)	32	33	65	52	2	5	5	1	65	24-90	23-00	47-90
Erina	21	40	61	48	13	...	...	...	61	13-20	23-20	36-40
Foxground	19	24	43	23	6	6	8	...	43	11-90	13-40	25-30
Frederickton	31	26	57	35	7	...	15	...	57	14-80	13-90	28-70
Gerringong	29	36	65	32	...	2	28	3	65	19-70	24-10	43-80
Glebe	80	59	139	89	...	3	40	7	139	62-90	43-60	106-50
Glen Innes	40	23	63	38	7	18	...	...	63	30-40	19-10	49-50
Gosford	28	20	48	43	5	...	...	...	48	19-30	14-50	33-80
Goulburn	68	50	118	95	2	5	16	...	118	48-23	36-55	84-78
Goulburn, N.	44	56	100	79	2	4	4	11	100	25-10	32-30	57-40
Ginninderra.....	15	19	34	5	11	11	7	...	34	7-53	13-27	20-80
Gundagai, S.	26	24	50	35	7	5	3	...	50	17-06	17-26	34-32
Gunnedah	25	32	57	45	5	4	2	1	57	11-90	16-00	27-90
Hexham	20	28	48	24	8	8	8	...	48	14-50	19-20	33-70
Hinton	35	33	68	46	4	4	4	10	68	22-60	19-70	42-30
Jamberoo	28	18	46	30	...	16	...	...	46	18-50	11-50	30-00
Jerry's Plains	35	30	65	34	26	2	3	...	65	25-00	22-70	47-70
Kelso	35	36	71	68	2	...	1	...	71	28-18	23-01	51-19
Kempsey	29	30	59	33	10	9	7	...	59	16-90	21-00	37-90
Kiama	53	27	80	44	2	18	16	...	80	34-70	17-10	51-80
Kincumber	16	14	30	22	8	...	...	...	30	13-27	9-36	22-63
Kurrajong, N.	29	24	53	50	...	3	...	...	53	22-30	17-60	39-90
Do. S.	21	22	43	41	...	2	...	...	43	13-50	16-20	29-70
Laguna	26	24	50	40	10	...	...	...	50	17-50	17-20	34-70
Liverpool	80	70	150	133	...	1	16	...	150	57-50	42-30	99-80
Lord's Forest	32	29	61	46	2	4	7	2	61	23-30	17-20	40-50
Macquarie River.....	16	10	26	12	4	8	2	...	26	9-40	5-30	14-70
Maitland, E.	86	63	149	111	...	18	20	...	149	50-19	32-09	82-28
Maitland, W. (St. Mary's)	103	96	199	162	2	11	18	6	199	68-10	57-30	125-40
Do. W. (St. Paul's)	54	50	104	82	4	7	10	1	104	32-90	26-10	59-00
Marsfield	45	34	79	66	2	8	3	...	79	33-40	26-70	60-10
Marulan	39	28	67	54	12	1	...	...	67	23-70	18-00	41-70
Menangle	18	20	38	31	4	...	3	...	38	10-10	8-40	18-50
Miller's Forest	43	35	78	40	16	10	12	...	78	27-60	20-70	48-30
Morpeth	59	67	126	92	8	5	15	6	126	37-88	42-12	80-00
Moruya	32	64	96	69	3	15	6	3	96	25-50	46-60	72-10
Mudgee	77	71	148	112	3	21	11	1	148	51-68	48-03	99-76
Mulgoa	27	17	44	25	19	...	...	...	44	17-70	8-30	26-00
Musclebrook	73	60	133	117	5	7	4	...	133	45-20	36-00	81-20
Narellan	14	21	35	21	9	...	5	...	35	8-00	12-00	20-00

APPENDIX A—continued.

Name of School. I.	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys.	Girls.	Total.	Church of England	Roman Catholic	Presbyterians.	Wesleyans.	Others.	Total.	Boys.	Girls.	Total.
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.
CHURCH OF ENGLAND SCHOOLS—continued.												
Newcastle (Christ Church)	125	117	242	165	36	17	10	14	242	86·70	74·80	161·50
Do. (St. John's) ...	62	48	110	88	4	6	3	9	110	46·00	36·60	82·60
Newtown	93	67	160	149	1	2	6	2	160	61·50	43·20	104·70
Nundle	24	20	44	13	7	21	...	3	44	13·30	10·60	23·90
Paddington	59	48	107	72	5	14	10	6	107	36·00	28·10	64·10
Parramatta	54	52	106	79	6	7	14	...	106	36·60	30·60	67·20
Paterson	23	16	39	29	...	10	...	...	39	17·16	11·24	28·40
Pennant Hills	56	51	107	76	...	3	28	...	107	41·80	32·80	74·60
Pitt Town	29	30	59	39	11	9	...	...	59	18·20	19·10	37·30
Pymont	64	38	102	68	...	27	7	...	102	51·60	29·10	80·70
Queanbeyan	27	30	57	47	...	5	5	...	57	19·29	17·64	36·93
Randwick	45	23	68	60	5	3	...	...	68	29·90	13·00	42·90
Raymond Terrace ...	57	33	90	62	1	11	12	4	90	40·48	21·16	61·64
Redfern	276	236	512	483	5	9	7	8	512	206·70	170·60	377·30
Richmond	63	46	109	107	...	...	2	...	109	37·70	28·40	66·10
Rouse Hill	25	22	47	39	8	...	...	...	47	15·10	16·70	31·80
Ryde	20	21	41	39	2	...	...	...	41	15·10	15·50	30·60
Scone	44	59	103	90	6	3	4	...	103	30·10	33·80	63·90
Seven Hills	34	21	55	38	11	...	1	5	55	25·00	15·00	40·00
Singleton	112	65	177	138	2	12	18	7	177	88·10	44·10	132·20
Sofala	36	38	74	60	1	4	6	3	74	29·63	31·25	60·88
South Creek	50	44	94	82	9	3	...	...	94	39·20	32·50	71·70
St. Andrew's	182	168	350	318	11	4	8	9	350	105·20	105·40	210·60
St. Barnabas'	259	185	444	403	5	11	16	9	444	176·00	121·70	297·70
St. James'	254	190	444	374	13	11	14	32	444	187·50	134·00	321·50
St. Leonard's (Boys)	101	...	101	84	3	1	12	1	101	75·90	.....	75·90
Do. (Girls) .....	...	33	33	23	3	1	6	...	33	.....	20·00	20·00
St. Philip's	216	221	437	382	15	21	6	13	437	161·60	152·40	314·00
Stroud	23	24	47	38	2	7	...	...	47	18·34	17·29	35·63
Surry Hills	143	114	257	220	8	6	12	11	257	113·50	88·10	201·60
Sutton Forest	29	29	58	47	3	5	...	3	58	21·91	20·14	42·05
Tamworth	47	40	87	67	18	2	...	...	87	32·40	28·10	60·50
Terara	22	13	35	22	1	8	4	...	35	12·80	6·90	19·70
Trinity	182	145	327	292	17	7	7	4	327	130·50	97·00	227·50
Wallsend	144	103	247	113	13	42	37	42	247	103·29	65·25	168·54
Waterloo	143	128	271	238	5	2	17	9	271	108·40	82·40	190·80
Waverley	48	56	104	84	...	...	20	...	104	35·00	36·90	71·90
Wilberforce	22	41	63	35	3	4	21	...	63	15·80	32·80	48·60
Windsor	45	44	89	79	1	1	5	3	89	32·60	27·90	60·50
Wingecarribee	21	33	54	21	14	9	1	9	54	14·50	21·00	35·50
Wollongong	61	23	84	55	...	6	19	4	84	41·80	14·90	56·70
Woodville	24	25	49	25	6	5	13	...	49	15·40	21·60	37·00
Woonoona	34	32	66	34	1	14	15	2	66	23·00	18·00	41·00
Yass	61	38	99	69	...	4	20	6	99	54·80	35·40	90·20
Young	57	47	104	93	4	2	1	4	104	37·97	28·15	66·12
	6775	5669	12444	9,662	713	739	963	367	12,444	4,690·28	3,724·75	8,415·03
<i>Open for portion of the year only.</i>												
Frederick's Valley ...	20	18	38	30	4	...	4	...	38	11·00	8·60	19·60
Hunter's Hill	18	4	22	18	4	...	...	...	22	11·70	2·80	14·50
Kiora	20	32	52	50	...	2	...	...	52	12·00	19·80	31·80
O'Connell	19	16	35	27	5	...	3	...	35	11·71	10·69	22·40
Port Maitland	18	20	38	18	1	...	8	11	38	10·70	12·70	23·40
Tirranna	21	15	36	19	...	6	6	5	36	13·99	10·86	24·85
	116	105	221	162	14	8	21	16	221	71·10	65·45	136·55
ROMAN CATHOLIC SCHOOLS.												
Albury	75	...	75	...	75	...	...	...	75	57·40	...	57·40
Appin	26	24	50	...	50	...	...	...	50	12·30	9·10	21·40
Araluen	84	103	187	4	183	...	...	...	187	57·90	71·30	129·20
Armidale	53	37	90	6	83	1	...	...	90	40·50	22·50	63·00
Balmain	138	120	258	...	258	...	...	...	258	65·00	59·00	124·00
Bargo, East	17	15	32	1	31	...	...	...	32	9·90	8·70	18·60
Bathurst (Boys)	146	...	146	...	146	...	...	...	146	108·05	...	108·05
Do. (Girls & Infants)	27	255	282	1	281	...	...	...	282	16·90	203·10	220·00
Bega	21	24	45	...	45	...	...	...	45	13·80	17·00	30·80
Berrima	26	30	56	13	43	...	...	...	56	18·95	24·50	43·45
Blandford	51	32	83	7	76	...	...	...	83	30·98	17·52	48·50
Braidwood	59	60	119	19	100	...	...	...	119	41·97	40·32	82·29
Burrowa	38	28	66	7	57	...	2	...	66	25·90	22·10	48·00
Bungendore	19	21	40	...	40	...	...	...	40	15·20	16·80	32·00
Cabramatta	23	21	44	4	40	...	...	...	44	15·80	13·80	29·10
Camden	34	33	67	...	67	...	...	...	67	16·50	16·20	32·70

APPENDIX A.—continued.

Name of School. I.	Number of Children on Rolls.										Average Weekly Attendance.		
	Boys.	Girls.	Total	Church of England	Roman Catholic	Presby- terians.	Wesley- ans.	Others.	Total.	Boys.	Girls.	Total.	
	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII.	XIII.	
ROMAN CATHOLIC SCHOOLS—continued.													
Campbelltown	62	44	106	16	90	...	...	...	106	34.40	28.00	62.40
Camperdown	34	38	72	1	71	...	...	...	72	25.00	24.00	49.00
Charcoal Creek	25	22	47	...	47	...	...	...	47	15.60	18.70	34.30
Clarence Town.....	20	14	34	...	34	...	...	...	34	13.37	10.23	23.65
Concord	39	15	54	2	52	...	...	...	54	24.60	7.30	31.90
Cooma	30	28	58	2	56	...	...	...	58	22.35	21.59	43.94
Cook's River	29	37	66	9	37	...	20	...	66	23.00	30.00	53.00	
Dapto	32	22	54	2	52	...	...	...	54	15.70	10.70	26.40
Double Bay	43	25	68	...	68	...	...	...	68	30.20	13.50	43.70
Ermington	17	13	30	...	29	1	...	...	30	13.70	9.00	22.70
Goulburn (Boys).....	117	...	117	2	115	...	...	...	117	80.00	...	80.00
Goulburn (Girls)	27	122	149	5	144	...	...	...	149	13.57	79.96	93.53
Grafton	32	30	62	12	42	4	1	3	62	19.00	19.00	38.00	
Greendale	27	24	51	10	33	8	...	...	51	13.50	12.40	25.90
Gunnedah	14	26	40	15	25	...	...	...	40	10.60	18.20	28.80
Hartley	27	27	54	28	26	...	...	...	54	17.20	18.10	35.30
Haymarket	257	...	257	...	257	...	...	...	257	141.50	...	141.50
Irishtown	30	17	47	1	46	...	...	...	47	15.60	11.10	26.70
Jamberoo	28	16	44	6	34	3	1	...	44	20.40	11.50	31.90	
Jembacumbene	32	33	65	10	55	...	...	...	65	17.00	22.00	39.00
Jugiong	36	24	60	12	46	2	...	...	60	25.30	18.10	43.40
Kent-street, North	258	144	402	16	386	...	...	...	402	170.50	98.90	269.40
Do. South	193	178	371	11	360	...	...	...	371	106.80	108.40	215.20
Kincumber	17	30	47	19	28	...	...	...	47	11.50	20.90	32.40
Kurrajong	24	39	63	20	31	...	12	...	63	15.20	21.70	36.90	
Lambing Flat	42	37	79	6	71	...	3	...	79	25.60	22.10	47.70	
Lane Cove	18	18	36	...	36	...	...	...	36	12.50	13.10	26.60
Liverpool	27	23	50	1	49	...	...	...	50	20.60	18.20	38.80
Lochinvar	39	24	63	4	58	...	1	...	63	24.60	14.90	39.50	
Maitland, East	47	84	131	...	131	...	...	...	131	31.70	59.20	90.90
Maitland, West	203	219	422	...	421	1	...	...	422	143.60	162.80	306.40
Menangle	27	25	52	2	50	...	...	...	52	12.20	10.80	23.00
Miller's Forest.....	33	29	62	1	57	4	...	...	62	19.10	17.50	36.60
Mittagong	20	29	49	17	27	3	2	...	49	14.40	21.60	36.00	
Morpeth	75	65	140	...	140	...	...	...	140	54.60	46.40	101.00
Moruya	58	55	113	1	106	4	2	...	113	42.88	43.01	85.89	
Mudgee	45	32	77	3	73	1	...	...	77	32.39	22.80	55.19
Musclebrook	48	47	95	16	79	...	...	...	95	32.00	28.50	60.50
Nelson	22	18	40	4	36	...	...	...	40	15.70	14.50	30.20
Nerrigundah	32	11	43	15	28	...	...	...	43	25.10	8.70	33.80
Newcastle	97	85	182	4	178	...	...	...	182	68.51	51.68	120.19
Newtown	85	77	162	...	162	...	...	...	162	56.20	50.90	107.10
Oaks	21	33	54	13	41	...	...	...	54	10.00	17.70	27.70
Orange	40	37	77	2	74	...	1	...	77	26.70	29.40	56.10	
Paddington	34	84	118	...	118	...	...	...	118	23.70	55.00	78.70
Parramatta	62	51	113	...	113	...	...	...	113	43.50	36.00	79.50
Parramatta-street	232	220	452	3	449	...	...	...	452	149.10	140.50	289.60
Penrith	51	49	100	12	88	...	...	...	100	32.50	33.30	65.80
Petersham	28	26	54	12	42	...	...	...	54	20.40	14.60	35.00
Phoenix Park	29	18	47	...	42	...	5	...	47	18.80	10.60	29.40	
Pymont	60	49	109	4	102	3	...	...	109	36.80	30.40	67.20
Queanbeyan	29	33	62	2	60	...	...	...	62	18.80	22.30	41.10
Raymond Terrace	24	32	56	...	56	...	...	...	56	19.60	24.40	44.00
Reidsdale	38	47	85	3	82	...	...	...	85	21.80	24.00	45.80
Richmond	37	41	78	23	50	...	5	...	78	27.30	26.60	53.90	
Rocky Point	21	26	47	11	30	3	3	...	47	14.20	17.70	31.90	
Ryde	30	13	43	...	43	...	...	...	43	19.20	10.40	29.60
Shoalhaven	27	24	51	...	51	...	...	...	51	16.80	14.80	31.60
Singleton	94	98	192	7	180	...	...	5	192	65.40	72.80	138.20
Sofala	33	55	88	24	61	...	3	...	88	25.60	45.40	71.00	
South Creek	14	17	31	8	23	...	...	...	31	11.20	10.10	21.30
Spaniard's Hill	24	14	38	9	28	1	...	...	38	16.60	9.60	26.20
St. Leonards	66	41	107	7	88	5	5	2	107	52.10	33.30	85.40	
St. Mary's (Girls)	102	283	385	...	385	...	...	...	385	58.00	201.00	259.00
Do. (Boys)	221	...	221	...	221	...	...	...	221	165.70	...	165.70
Surry Hills	258	175	433	2	431	...	...	...	433	160.20	98.70	258.90
Sutton Forest	17	9	26	8	18	...	...	...	26	11.80	7.20	19.00
Taralga	33	30	63	...	61	2	...	...	63	23.92	21.20	45.12
Tumut	45	28	73	14	59	...	...	...	73	36.50	24.40	60.90
Ulladulla	26	12	38	6	32	...	...	...	38	17.10	9.40	26.50
Villa Maria	33	22	55	8	45	...	2	...	55	19.60	13.50	33.10	
Victoria-street	68	173	241	...	241	...	...	...	241	47.00	124.00	171.00
Wagga Wagga	52	14	66	9	57	...	...	...	66	38.45	7.71	46.16
Waterloo	115	74	189	11	178	...	...	...	189	64.40	42.50	106.90
Waverley	62	46	108	...	108	...	...	...	108	44.20	33.40	77.60
Wellington	33	24	57	...	57	...	...	...	57	21.67	15.84	37.51
Windsor	71	64	135	21	110	1	3	...	135	59.10	50.60	109.70	
Wollongong	48	36	84	...	84	...	...	...	84	38.00	26.00	64.00
Yass	72	54	126	2	124	...	...	...	126	53.40	35.60	89.00
	5455	4701	10156	555	9,473	47	71	10	10,156	3,612.96	3,171.91	6,784.87	

APPENDIX A—continued.

Name of School. L	Number of Children on Rolls.									Average Weekly Attendance.		
	Boys. II.	Girls. III.	Total IV.	Church of England V.	Roman Catholic VI.	Presby- terians. VII.	Wesley- ans. VIII.	Others. IX.	Total. X.	Boys. XI.	Girls. XII.	Total. XIII.
	<i>Open for portion of the year only.</i>											
Church Hill.....	83	214	297	...	297	...	...	...	297	56.00	148.00	204.00
	PRESBYTERIAN SCHOOLS.											
Araluen	81	70	151	69	13	37	12	20	151	60.35	46.99	107.34
Bathurst	53	46	99	32	1	41	25	...	99	44.58	36.67	81.25
Campbelltown	14	15	29	9	6	12	...	2	29	9.00	10.50	19.50
Charcoal Creek	23	26	49	30	...	11	8	...	49	16.80	17.80	34.60
Dapto East	22	18	40	21	8	9	2	...	40	15.10	14.90	30.00
Dingo Creek	17	23	40	9	2	29	...	...	40	12.00	14.00	26.00
Erskine-street	58	64	122	87	11	17	1	6	122	36.30	40.10	76.40
Kempsey	26	32	58	16	7	21	10	4	58	20.60	24.00	44.60
Maitland, West	47	25	72	22	7	29	7	7	72	29.20	14.70	43.90
Newcastle	124	108	232	42	21	36	8	125	232	88.58	65.98	154.56
Parramatta	44	47	91	44	4	27	12	4	91	33.60	34.40	68.00
Parramatta Junction	35	48	83	53	10	5	15	...	83	24.20	31.10	55.30
Portland Head	33	13	46	14	3	16	13	...	46	22.50	7.50	30.00
Shoalhaven	18	16	34	13	...	21	...	...	34	11.90	12.20	24.10
St. Andrew's	99	87	186	119	6	48	10	3	186	58.40	47.40	105.80
St. Leonard's	56	22	78	45	...	16	13	4	78	41.80	15.10	56.90
Waverley	43	45	88	16	7	8	38	19	88	36.70	37.70	74.40
Windsor	17	18	35	8	...	17	4	6	35	15.10	12.60	27.70
Woolloomooloo	143	119	262	50	16	105	32	59	262	109.80	87.80	197.60
Yass	35	22	57	18	1	31	7	...	57	23.57	14.17	37.74
	988	864	1852	717	123	536	217	259	1,852	710.08	585.61	1,295.69
	WESLEYAN SCHOOLS.											
Botany	29	23	52	7	...	3	25	17	52	20.60	15.40	36.00
Carr's Creek	32	26	58	23	3	16	14	2	58	14.40	18.40	32.80
Castlereagh	25	25	50	7	12	...	31	...	50	14.40	15.90	30.30
Chippendale	112	109	221	53	8	8	135	17	221	73.30	67.10	140.40
George's River	15	25	40	12	5	...	16	7	40	11.00	16.10	27.10
Hornsby	27	13	40	18	7	...	15	...	40	21.90	10.40	32.30
Lane Cove	19	32	51	24	7	...	20	...	51	12.60	18.60	31.20
Maitland, W.	75	55	130	43	...	7	67	13	130	55.40	33.50	88.90
Newtown	129	87	216	52	3	10	119	32	216	99.70	62.50	162.20
Parramatta	25	7	32	10	...	...	22	...	32	22.00	5.30	27.30
Rocky Point	26	29	55	10	2	...	40	3	55	17.60	17.90	35.50
Surry Hills	142	75	217	48	2	16	138	13	217	100.50	48.00	148.00
Ulmarra	23	18	41	9	7	3	22	...	41	18.10	13.20	31.30
Windsor	49	33	82	9	...	...	65	8	82	39.10	23.10	62.20
York-street	62	50	112	48	6	8	46	4	112	41.00	27.20	68.70
	790	607	1397	373	62	71	775	116	1,397	561.60	392.60	954.20
	HEBREW SCHOOL.											
Sussex-street	61	38	99	1	1	...	...	97	99	48.00	28.00	76.00

APPENDIX B.

ABSTRACT of Returns from Denominational Schools under the Council of Education.

117-B

Quarter ending—	Number of Children on Rolls.									Average Daily Attendance.			Amount of School Fees paid.
	Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Total.	Boys.	Girls.	Total.	
MARCH, 1869.													
Church of England Schools	6,929	5,715	12,644	9,525	865	829	1,003	422	12,644	4,701·555	3,642·808	8,344·363	2,202 18 8
Roman Catholic do.	5,260	4,807	10,067	507	9,419	39	89	13	10,067	3,428·39	3,154·39	6,582·78	1,284 13 5½
Presbyterian do.	972	810	1,782	683	157	467	230	245	1,782	670·72	522·26	1,192·98	285 15 11½
Wesleyan do.	782	583	1,365	355	78	76	736	120	1,365	529·5	356·8	886·3	257 4 7
Hebrew do.	50	24	74	...	...	...	...	74	74	38·7	17·8	56·5	17 11 0
	13,993	11,939	25,932	11,070	10,519	1,411	2,058	874	25,932	9,368·865	7,694·058	17,062·923	4,048 3 8
JUNE, 1869.													
Church of England Schools	6,766	5,572	12,338	9,416	774	801	945	402	12,338	4,544·64	3,517·94	8,062·58	2,133 5 0½
Roman Catholic do.	5,198	4,718	9,916	490	9,279	43	91	13	9,916	3,372·93	3,065·25	6,438·18	1,319 1 10
Presbyterian do.	998	823	1,826	716	176	494	207	233	1,826	708·02	535·09	1,243·11	313 10 5½
Wesleyan do.	756	573	1,329	366	67	59	718	119	1,329	522·7	344·3	867·0	353 5 11
Hebrew do.	58	29	87	...	...	...	...	87	87	42·9	19·3	62·2	17 10 0
	13,776	11,720	25,496	10,988	10,296	1,397	1,961	854	25,496	9,191·19	7,481·88	16,673·07	4,136 13 3
SEPTEMBER, 1869.													
Church of England Schools	6,820	5,647	12,467	9,611	751	792	936	377	12,467	4,735·22	3,734·58	8,469·80	2,225 10 10
Roman Catholic do.	5,465	4,780	10,245	666	9,428	54	90	7	10,245	3,698·97	3,194·82	6,893·79	1,420 8 0
Presbyterian do.	1,009	866	1,875	714	155	530	226	250	1,875	721·84	593·02	1,314·86	346 16 2
Wesleyan do.	787	620	1,407	397	66	71	751	122	1,407	539·10	386·40	925·50	274 17 10
Hebrew do.	59	36	95	1	...	...	...	94	95	46·20	24·70	70·90	18 6 3
	14,140	11,949	26,089	11,389	10,400	1,447	2,003	850	26,089	9,741·33	7,933·52	17,674·85	4,285 19 1
DECEMBER, 1869.													
Church of England Schools	6,752	5,653	12,405	9,632	713	730	963	367	12,405	4,673·12	3,712·51	8,385·63	2,243 7 2
Roman Catholic do.	5,455	4,701	10,156	555	9,473	47	71	10	10,156	3,603·51	3,171·91	6,775·42	1,427 7 8½
Presbyterian do.	988	864	1,852	717	123	536	217	259	1,852	710·08	585·61	1,295·69	337 15 4½
Wesleyan do.	790	607	1,397	373	62	71	775	116	1,397	561·60	393·10	954·70	305 6 8
Hebrew do.	61	38	99	1	1	...	...	97	99	48·00	28·00	76·00	18 18 0
	14,046	11,863	25,909	11,278	10,372	1,384	2,026	849	25,909	9,596·31	7,891·13	17,487·44	4,332 14 11

APPENDIX C.

SCHEDULE of Applications for Certificates to Denominational Schools, received during the year 1869.

Name of Place.	Distance of nearest School.	Number of Children residing in the Locality.						Number of Children promised to attend.						Number of Parents or Guardians undertaking to send Children.	Council's Decision.										
		Boys.	Girls.	Total.	C.E.	R.C.	Pres.	Wes.	Others.	Total.	Boys.	Girls.	Total.			C.E.	R.C.	Pres.	Wes.	Others.	Total.				
Adelong, R.C.	32	29	61	12	49	61	32	29	61	12	49	61	5	22	27	declined.

APPENDIX D.

Inspector's Report on Certified Denominational Schools, Albury District.
 Inspector's Report on Certified Denominational Schools, Armidale District.
 Inspector's Report on Certified Denominational Schools, Bathurst District.
 Inspector's Report on Certified Denominational Schools, Camden District.
 Inspector's Report on Certified Denominational Schools, Cumberland District.
 Inspector's Report on Certified Denominational Schools, Goulburn District.
 Inspector's Report on Certified Denominational Schools, Maitland District.
 Inspector's Report on Certified Denominational Schools, Newcastle District.
 Inspectors' Report on Certified Denominational Schools, Sydney District.

ALBURY DISTRICT.

DETAILED statement of the condition of the Schools inspected.

CERTIFIED DENOMINATIONAL SCHOOLS.

The remarks under head 1 relate to the material condition of the schools.
 2 to their moral character.
 3 to the subjects and methods of instruction.
 4 to the proficiency of the pupils.

ALBURY (C.E.) :—Visited, 11th November.

Pupils enrolled :—Boys, 26 ; girls, 15 ; total, 41.

Pupils present :—Boys, 20 ; girls, 13 ; total, 33.

1. The organization has not been materially altered. It is still defective in the extent and distribution of the subjects of instruction as well as in the documents pertaining thereto. The enclosure of the grounds is very defective and is unsightly in its appearance. 2. The attendance has, of late, increased. The discipline is still too harsh in its tone. 3. Some improvement has been effected by the introduction of certain maps and books from the Council's list; but the course of instruction is yet very limited. 4. The proficiency of the pupils ranges from fair to very fair.

ALBURY (R.C.) :—Visited, 10th and 12th November.

Pupils enrolled :—Boys, 74.

Pupils present :—Boys, 56.

1. The space available for teaching is much too small for the present attendance, and the supply of furniture is not sufficient for proper accommodation. A schoolroom proper is much needed. 2. The discipline is too lax in every point, and the government is uneven and wanting in firmness. 3. The course of instruction is not quite complete, and the method, though fairly intelligent, is not sufficiently penetrative. More teaching power is, however, now necessary. 4. The attainments of the pupils vary from tolerable to fair.

COROWA (C.E.) :—Visited, 3rd August.

Pupils enrolled :—Boys, 44 ; girls, 17 ; total, 61.

Pupils present :—Boys, 38 ; girls, 15 ; total, 53.

1. The organization is now complete—suitable furniture having been provided. 2. The discipline is, in general, very fair; amongst the pupils, however, more life is wanted. 3. The method is not sufficiently thorough; the pupils are not sufficiently grounded in the elements, but the teaching is painstaking to a great degree. The spirit of emulation should be cultivated. 4. The proficiency of the pupils is, in general, fair.

GUNDAGAI SOUTH (C.E.) :—Visited, 22nd June.

Pupils enrolled :—Boys, 24 ; girls, 25 ; total, 49.

Pupils present :—Boys, 17 ; girls, 18 ; total, 35.

1. The organization is improved; but the furniture is hardly sufficient; and the interior walls need to be cleaned. 2. The discipline is mechanical in its tone; the pupils are irregular and very unpunctual; and the tone of the school is not a healthy one. Little or no local interest is shown in the school. 3. The method is tolerably intelligent, but the teaching seems to have but little penetrative and exciting power. 4. The state of the attainments is, on the whole, fair.

JUGIONG (R.C.) :—Visited, 24th June.

Pupils enrolled :—Boys, 28 ; girls, 21 ; total, 49.

Pupils present :—Boys, 17 ; girls, 11 ; total, 28.

1. No alteration has been made in the organization, at this date, although the Local Board had been appealed to for better furniture, &c. The teacher was on the point of leaving ; and since his successor arrived, some improvement has, I believe, been effected. 2. The state of the discipline was bad. 3. The method and general management were capable of great improvement. 4. The proficiency of the pupils ranged from moderate to tolerable. A change of teachers was greatly needed.

TUMUT (R.C.) :—Visited, 11th and 14th June.

Pupils enrolled :—Boys, 42 ; girls, 34 ; total, 76.

Pupils present :—Boys, 27 ; girls, 26 ; total, 53.

1. Some additional furniture has been provided since my last visit, but not in sufficient quantity to meet the wants of the present large attendance. The supply of books, &c., is also too limited. 2. The discipline is very fair. 3. The course of instruction is too limited. The teaching is very earnest and careful, but, from want of training, the method is not well adapted for the requirements of the place and pupils. The spirit of the school is, however, very pleasing. 4. The attainments of the pupils range from tolerable to fair.

WAGGA WAGGA (R.C.) :—Visited, 31st May.

Pupils enrolled :—Boys, 39 ; girls, 16 ; total, 55.

Pupils present :—Boys, 29 ; girls, 14 ; total, 43.

The classification of the pupils is more in accordance with the standard than formerly. The organization is, on the whole, very fair. 2. The discipline is much improved, but more drill with marching exercises should be introduced. 3. The course of instruction is not complete. The method, in general, is unsuggestive and wanting in force. The teacher is, however, painstaking and earnest in his work. 4. The proficiency of the pupils is uneven, but in general it may be said to be very fair.

SUMMARY of REPORTS on Certified Denominational Schools inspected in 1869.**ARMIDALE (C.E.) :—Visited, 4th and 9th August, 1869.**

Numbers at the examination :—Boys, 26 ; girls, 33 ; total, 59.

1. The material condition of this school has been much improved ; the organization is good. 2. The moral tone is fair. 3. The prescribed subjects are taught with fair efficiency, and the instruction is better regulated ; but the younger pupils still need more of the teacher's attention. 4. The mental culture and general proficiency of the pupils range from moderate to fair.

FREDERICTON (C.E.) :—Visited, 22nd October, 1869.

Numbers at the examination :—Boys, 21 ; girls, 19 ; total, 40.

1. The schoolhouse has been repaired, the condition of the playground improved ; the supply of furniture and apparatus is adequate ; the organization is fair ; more scrupulous attention should be paid to the preservation of the school materials. 2. The moral tone of the school is passable. 3. The prescribed subjects are taught with earnestness and diligence, but lack of liveliness and vigour ; the teaching is moderately skilful. 4. The average mental culture and proficiency of the pupils are moderate.

GLEN INNES (C.E.) :—Visited, 17th September, 1869.

Numbers at the examination :—Boys, 35 ; girls, 18 ; total, 53.

1. The schoolroom is small, ill-conditioned, and unsuitable for school purposes ; the condition of the fence is unsatisfactory ; there is neither lavatory nor water ; the supply of furniture and apparatus is fair—but the schoolroom being small, and encumbered with church furniture, renders the proper arrangement rather impracticable. 2. The moral tone of the school has slightly improved during the year ; the discipline, however, requires to be still more vigilant, firm, and judicious. 3. The prescribed subjects are taught, except singing ; the classification is passable, and the lesson documents are framed with fair judgment, but do not appear to be faithfully observed ; the teaching is fairly intelligent, but deficient in zeal, energy and painstaking. 4. The mental culture and general proficiency of the pupils are tolerable ; the younger pupils require more of the teacher's attention.

GUNNEDAH (C.E.) :—Visited, 4th June, 1869.

Numbers at the examination :—Boys, 12 ; girls, 14 ; total, 26.

1. This school is conducted in a church, the internal appearance of which has been improved in point of cleanliness and lighting ; the supply of working materials is defective, but faultily arranged ; lavatory, water, fence to playground, and out-offices, are still needed ; the organization is moderate. 2. The moral tone of the school is unsatisfactory. 3. The instruction is elementary and ill-regulated, and the teaching, though earnest and diligent, is empirical and ineffective. 4. The mental culture and general proficiency of the pupils are low.

KEMPSEY (C.E.) :—Visited, 18th October, 1869.

Numbers at the examination :—Boys, 18 ; girls, 24 ; total, 42.

1. This school is held in a spacious, airy, and well lighted church, and is supplied with adequate furniture and apparatus ; lavatory, water, out-offices, and fence to playground, are still needed. 2. The moral tone of the school has rather retrograded. 3. The prescribed subjects are taught with lack of energy and diligence, and only moderate skill. 4. The mental culture and general proficiency of the pupils are moderate.

NUNDLE (C.E.) :—Visited, 7th July, 1869.

Numbers at the examination :—Boys, 22 ; girls, 18 ; total, 40.

1. Repairs to the schoolhouse and residence are needed ; the furniture is defective in quantity, quality, and arrangement, and the stock of apparatus passable ; the organization is moderate. 2. The pupils are

are clean and decently dressed, fairly well-behaved, but not properly regulated in their movements. The moral tone is tolerable. 3. The prescribed subjects, omitting singing, are taught with moderate energy, industry, and intelligence, and the instruction is defectively regulated. 4. The general proficiency of the pupils is moderate.

TAMWORTH (C.E.) :—Visited, 16th June, 1869.

Numbers at the examination :—Boys, 37 ; girls, 21 ; total, 58.

1. The building is in good condition, but the schoolroom bare, dirty, and disorderly. The apparatus is tolerably adequate, but the furniture is insufficient, ill-arranged, and unsuitable. There is no lavatory, and the out-offices are not in good condition. There is a manifest carelessness in the preservation of the school property. 2. The school routine is conducted with moderate efficiency ; the pupils, though tolerably clean and tidy, are noisy, disorderly, and indiligent, and the appearance of the schoolroom shows obvious signs of neglect. 3. The prescribed subjects are taught in a mechanical and irregular manner ; the classification is defective ; there is no register of lessons, and but one programme. 4. The mental culture and general proficiency of the pupils are moderate.

ARMIDALE (R.C.) :—Visited, 3rd and 9th August, 1869.

Numbers at the examination :—Boys, 40 ; girls, 27 ; total, 67.

1. The schoolhouse and residence belong to the teacher, and are in excellent order. A playground, with adequate out-office accommodation and with lavatory, are still needed. There is a good supply of material appliances, but the desks are unsuitable in form and arrangement. The organization is passable. 2. The appearance of the schoolroom and pupils is pleasing ; but the latter are not sufficiently energetic, frank, or self-reliant in their demeanour. The moral tone is in general fair. 3. The prescribed subjects are taught, except singing ; the classification is rather defective, and the instruction is fairly well regulated. The teaching is painstaking but still too mechanical. 4. The mental culture and general proficiency of the pupils range from moderate to fair.

GUNNEDAH (R.C.) :—Visited, 4th June, 1869.

Numbers at the examination :—Boys, 12 ; girls, 20 ; total, 32.

1. This school is held in a temporary chapel of suitable size and form. Hat-pegs, book-press, and additional desks are needed, as also fence to playground, lavatory, water, and out-offices. The organization is moderate. 2. The moral tone of the school is passable. 3. The prescribed subjects are taught, except singing and drawing ; the instruction is tolerably well regulated ; but the teaching, though earnest and apparently diligent, is only moderately skilful. 4. The mental culture and general proficiency of the pupils are moderate.

GRAFTON (R.C.) :—Visited, 23rd November, 1869.

Numbers at the examination :—Boys, 21 ; girls, 21 ; total, 42.

1. This school is now held in a more suitable building, more centrally situated, and provided with playground and out-offices ; additional furniture has been provided. The supply of working materials is fair. The organization is fair. 2. The moral tone of the school is fair. 3. The prescribed subjects are taught, except sewing. The instruction is appropriately regulated, and the teaching is tolerably painstaking and intelligent. 4. The mental culture and general proficiency of the pupils are passable.

KEMPSEY (PRES.) :—Visited, 28th October, 1869.

Numbers at the examination :—Boys, 21 ; girls, 22 ; total, 43.

1. Additional out-office accommodation and a supply of water are needed ; otherwise, the organization is fair. 2. The moral tone is fair. 3. The prescribed subjects are taught, except sewing ; the classification and lesson documents are fairly satisfactory, and the teaching is fairly skilful. 4. The mental culture and general proficiency of the pupils are tolerable.

CARR'S CREEK (WES.) :—Visited, 22nd November, 1869.

Numbers at the examination :—Boys, 19 ; girls, 19 ; total, '38.

1. This school has been provided with additional furniture and a supply of water. The organization is fair. 2. The discipline is healthy, and the moral tone fair. 3. The prescribed subjects are taught with tolerable energy and diligence, but the teaching is empirical and moderately effective. 4. The attainments and mental culture of the pupils are moderate.

BATHURST DISTRICT.

DETAILED STATEMENT of the condition of Denominational Schools in the Bathurst District, visited in 1869.

BATHURST (C.E., Primary) :—Visited, 5th October, 1869.

Numbers enrolled :—Boys, 38 ; girls, 35 ; total, 73.

Numbers present :—Boys, 31 ; girls, 21 ; total, 52.

The material condition of the school is good. The discipline is not effective, and the instruction is tolerably regulated. The methods are modern, but fail, from want of disciplinary power, to produce good results. The proficiency is not satisfactory, and the prevailing spirit of the school is not pleasing.

BATHURST (C.E., Infants) :—Visited, 6th October, 1869.

Numbers enrolled :—Boys, 38 ; girls, 27 ; total, 65.

Numbers present :—Boys, 27 ; girls, 16 ; total, 43.

In its material aspect the school is satisfactory. The discipline is genial and firm, and the instruction is fairly regulated. The average attainments are creditable, and the general spirit of the school is pleasing. Owing to the inclemency of the weather, the attendance was considerably below the average.

BATHURST (PRES.) :—Visited, 12th October, 1869.

Numbers enrolled :—Boys, 52 ; girls, 42 ; total, 94.

Numbers present :—Boys, 43 ; girls, 36 ; total, 79.

The playground is too small ; otherwise, the material condition is fair. The discipline has improved in energy and vigilance, and the lesson documents are judiciously arranged. The proficiency is, on the whole, reasonably satisfactory, and the moral tone is healthy.

BATHURST (R.C.—Infants) :—Visited, 13th October, 1869.

Numbers enrolled :—Boys, 22 ; girls, 139 ; total, 161.

Numbers present :—Boys, 10 ; girls, 127 ; total, 137.

The material condition of the school is now good. It is conducted in a room belonging to the Convent, finished during the year. The usefulness of the gallery is marred by its peculiar construction, and the area of playground is too small. There are too many classes, and some pupils have been detained in school who should have been promoted to the primary schools. The discipline is passable, the instruction is tolerably regulated, and the teaching is industrious and earnest. The proficiency is unequal, ranging from moderate in some subjects to fair and very fair in others. The moral tone is fair.

BATHURST (R.C.—Girls) :—Visited, 14th October, 1869.

Number enrolled :—Girls, 95.

Number present :—Girls, 86.

The playground is too small ; otherwise, the material aspect of the school is good. The schoolroom, which is a good one, forms part of the Convent. The discipline is thoroughly effective, and the teaching is earnest, very industrious, and well regulated. The proficiency is satisfactory, ranging from fair to good, and the moral tone is good. Altogether, this school deserves commendation.

BATHURST (R.C.—Boys) :—Visited, 15th October, 1869.

Number enrolled :—Boys, 132.

Number present :—Boys, 107.

The material condition of the school has been improved since last inspection, and the entire room is now at the disposal of the master. There is still no proper playground belonging to the school. The discipline is fair, and the instruction is tolerably regulated. The attainments are only partially satisfactory, varying from moderate to very fair. The moral tone is fair.

BURROWA (R.C.) :—Visited, 15th April, 1869.

Numbers enrolled :—Boys, 39 ; girls, 32 ; total, 71.

Numbers present :—Boys, 34 ; girls, 31 ; total, 65.

The material condition is, on the whole, fair. The discipline is healthy, and the instruction is properly regulated. The attainments are reasonably satisfactory, and the prevailing spirit of the school is pleasing.

HARTLEY (R.C.) :—Visited, 31st August, 1869.

Numbers enrolled :—Boys, 18 ; girls, 23 ; total, 41.

Numbers present :—Boys, 16 ; girls, 18 ; total, 34.

The building, which is composed of slabs, needs plastering, and the playground is unfenced. The furniture is of a clumsy description. The discipline is tolerable, and the instructional documents are moderately framed. The average proficiency and the moral tone are tolerable.

KELSO (C.E.) :—Visited, 10th August, 1869.

Numbers enrolled :—Boys, 32 ; girls, 34 ; total, 66.

Numbers present :—Boys, 28 ; girls, 30 ; total, 58.

The material condition of the school is satisfactory. The building is in good repair, and adequately supplied with furniture and apparatus. The discipline is healthy, and the lesson documents are fairly constructed. The proficiency is on the whole fair, and the spirit of the school is pleasing.

LAMBING FLAT (R.C.) :—Visited, 8th April, 1869.

Numbers enrolled :—Boys, 38 ; girls, 34 ; total, 72.

Numbers present :—Boys, 37 ; girls, 24 ; total, 61.

The school is still conducted in the church, and the furniture is neither suitable nor sufficient. On the whole the material condition is only tolerable. The discipline is mild, but wanting in energy and promptness, and the instruction is tolerably arranged. The proficiency and moral tone are tolerable.

MUDGE (R.C.) :—Visited, 2nd December, 1869.

Numbers enrolled :—Boys, 45 ; girls, 31 ; total, 76.

Numbers present :—Boys, 36 ; girls, 28 ; total, 64.

The schoolroom has lately been renovated, and has a much more cheerful aspect than before. The closets have been repaired, and the teacher makes shift in the residence, but it is very uncomfortable, in fact scarcely tenable. The discipline is productive of reasonable results, but would be improved by more decisive energy. The teaching is earnest and painstaking, and, with a few exceptions, the proficiency varies from fair to good. The prevailing tone of the school is healthy. The more advanced pupils of the fourth class study elementary Algebra.

MUDGE (C.E., Primary) :—Visited, 7th December, 1869.

Numbers enrolled :—Boys, 42 ; girls, 30 ; total, 72.

Numbers present :—Boys, 38 ; girls, 26 ; total, 64.

The playground having been recently fenced, there is no particular defect in the material condition. Good order is maintained, and the government is prompt and energetic. The teaching is earnest, intelligent, and well regulated, and the answering is spirited. The proficiency varies from fair to good, with two exceptions in the second class. The moral tone is, on the whole, good. In addition to the subjects prescribed, Latin and Algebra are taught to the more advanced pupils of the fourth class. One boy deserves special mention for his proficiency in these subjects.

MUDGE (C.E.—Infants) :—Visited, 8th December, 1869.

Numbers enrolled :—Boys, 35 ; girls, 40 ; total, 75.

Numbers present :—Boys, 26 ; girls, 30 ; total, 56.

Materially the condition of the school continues the same as at last inspection. The order and government have improved, and the instruction is earnest, more careful, and better regulated. The average proficiency is now reasonably satisfactory, and the spirit of the school manifests a more healthy tone.

ORANGE (R.C.) :—Visited, 27th October, 1869.

Numbers enrolled :—Boys, 28 ; girls, 33 ; total, 61.

Numbers present :—Boys, 26 ; girls, 31 ; total, 57.

Hat pegs and additional furniture have been provided, but there is still no proper playground, and the site is not a good one. The building is, however, only rented for temporary use. The discipline is mild, but firm and vigilant, and the instruction is earnest, careful, and guided by the necessary documents. The proficiency varies from moderate to fair, and the moral tone is tolerable. The present teacher has only taken charge recently, and the school has suffered from being closed for a time.

WELLINGTON (R.C.) :—Visited, 8th November, 1869.

Numbers enrolled :—Boys, 33 ; girls, 23 ; total, 56.

Numbers present :—Boys, 27 ; girls, 20 ; total, 47.

The furniture is insufficient, and the building itself needs replacing. I am informed that steps are being taken for the erection of new premises. The discipline is wanting in decision and vigilance, and the instruction is not properly regulated. The methods are indifferent. The attainments are very unequal, ranging from very small to fair ; on the whole, they are not satisfactory. The moral tone is not healthy.

YOUNG (C.E.) :—Visited, 6th April, 1869.

Numbers enrolled :—Boys, 48 ; girls, 42 ; total, 90.

Numbers present :—Boys, 48 ; girls, 39 ; total, 87.

The material condition of the school is good. The discipline is effective, and the instruction is fairly arranged. The proficiency is tolerably satisfactory, and the general spirit of the school is fairly pleasing.

J. M'CREIDIE,
Inspector, Bathurst District.

CAMDEN DISTRICT.—INSPECTOR'S REPORT.

APPENDIX B.

DETAILED STATEMENT of the condition of Certified Denominational Schools inspected in 1869.

The remarks under head 1 relate to the material condition of the schools.

2 to their moral condition.

3 to the subjects and methods of instruction.

4 to the proficiency of the pupils.

CHURCH OF ENGLAND.

ASHFIELD :—Visited, 9th December, 1869.

Numbers present :—Boys, 28 ; girls, 17 ; total, 45.

1. A teacher's residence and a classroom are needed ; and the furniture should be rearranged. Otherwise the material condition is good. 2. The discipline is healthy. 3. The prescribed subjects are taught. The methods are fairly appropriate. 4. The proficiency ranges from fair to good.

CAMDEN (Primary) :—Visited, 10th May, 1869.

Numbers present :—Boys, 12 ; girls, 20 ; total, 32.

1. The material condition is fairly satisfactory. 2. The discipline is healthy. At the time of inspection there was a flood in the locality, hence the attendance was small. 3. The prescribed subjects are taught with intelligence and much industry. 4. The proficiency is very fair.

CAMDEN (Infants) :—Visited, 11th May, 1869.

Numbers present :—Boys, 15 ; girls, 15 ; total, 30.

1. The schoolroom is too small ; otherwise, the material condition is fair. 2. The pupils are orderly and attentive. 3. The prescribed subjects are taught with earnestness and painstaking. 4. The proficiency is fair.

CANTERBURY :—Visited, 9th June, 1869.

Numbers present :—Boys, 43 ; girls, 29 ; total, 72.

1. There is no teacher's residence. A classroom is also needed. Otherwise, the material condition is good. 2. The discipline is healthy. 3. The prescribed subjects are taught. The methods are suitable and fairly well applied. 4. The proficiency ranges from fair to very fair.

DENHAM COURT :—Visited, 16th August, 1869.

Numbers present :—Boys, 18 ; girls, 17 ; total, 35.

1. The schoolroom needs repairs. The supply of requisites is not sufficient. 2. The discipline is only moderately satisfactory. 3. The teaching is carried on with industry, but the methods are very defective. 4. The proficiency is moderate.

ENFIELD :—

ENFIELD :—Visited, 10th December, 1869.

Numbers present :—Boys, 20 ; girls, 14 ; total, 34.

1. The furniture is unsuitable ; otherwise the material condition is fairly satisfactory. 2. The discipline is but moderately healthy. 3. The teacher is energetic and painstaking, but his work is mechanical and ineffective. 4. The proficiency is moderate.

JAMBEROO :—Visited, 3rd September, 1869.

Numbers present :—Boys, 30 ; girls, 21 ; total, 51.

1. When the improvements now being made are completed, the material condition will be fairly satisfactory. 2. The regularity is not good ; otherwise, the general discipline is tolerably healthy. 3. The instruction is carried on with industry and tolerable skill. 4. The proficiency ranges from tolerable to fair.

KIAMA :—Visited, 21st and 22nd June, 1869.

Numbers present :—Boys, 57 ; girls, 19 ; total, 76.

1. Furniture and requisites excepted, the material condition is unsatisfactory. 2. The pupils are regular and punctual, and the prevailing tone of the school is healthy. 3. The prescribed subjects are taught. The methods are fairly appropriate, and the school work is carried on with much earnestness. 4. The proficiency ranges from tolerable to very fair.

LIVERPOOL :—Visited, 23rd April, 1869.

Numbers present :—Boys, 57 ; girls, 58 ; total, 115.

1. The buildings are dilapidated and unsuitable for school purposes. The supply of furniture and other requisites is satisfactory. 2. The discipline is very fair. 3. The prescribed subjects are taught. The methods are appropriate. 4. The proficiency is fair.

MACQUARIE RIVER :—Visited, 9th August, 1869.

Numbers present :—Boys, 12 ; girls, 8 ; total, 20.

1. The schoolroom is much in need of repair, and the teacher's residence is too small. 2. The discipline is tolerably healthy. The attendance should be much larger than it is, but the teacher is not popular with a number of the parents ; hence they do not send their children to the school. 3. The instructional documents are not properly attended to by the teacher, but the schoolwork appears to be carried on with considerable energy. 4. The proficiency is moderate.

MENANGLE :—Visited, 17th August, 1869.

Numbers present :—Boys, 18 ; girls, 15 ; total, 33.

1. The material condition is moderate. 2. The discipline is healthy. 3. The instruction is carried on with earnestness and fair skill. 4. The proficiency is fair.

NARELLAN :—Visited, 5th May, 1869.

Numbers present :—Boys, 15 ; girls, 15 ; total, 30.

1. The material condition is fairly satisfactory. 2. The discipline is tolerably healthy. 3. The prescribed subjects are taught. The methods are tolerably appropriate. 4. The proficiency is tolerable. Grammar and geography are the subjects least known.

ROMAN CATHOLIC.

APPIN :—Visited, 13th August, 1869.

Numbers present :—Boys, 20 ; girls, 12 ; total, 32.

1. There is no teacher's residence ; and the schoolroom is much in need of repairs. 2. The pupils are neither regular nor punctual. The general discipline is only moderate. 3. The instruction is not effective. 4. The general proficiency is very moderate.

CAMDEN :—Visited, 4th May, 1869.

Numbers present :—Boys, 24 ; girls, 22 ; total, 46.

1. The material condition is unsatisfactory. 2. The discipline is moderately healthy. 3. The teaching is carried on with industry, but the lesson documents are not well arranged, and the school work is not effective. 4. The proficiency is very moderate.

COOK'S RIVER :—Visited, 14th December, 1869.

Numbers present :—Boys, 21 ; girls, 35 ; total, 56.

1. Furniture excepted, the material condition is fairly satisfactory. 2. The discipline is moderate. 3. The teacher is energetic and painstaking. 4. The proficiency is tolerable.

CABRAMATTA :—Visited, 16th December, 1869.

Numbers present :—Boys, 11 ; girls, 12 ; total, 23.

1. The material condition is only moderate. 2. The regularity is unsatisfactory. The general tone of the school is moderately healthy. 3. The teaching is carried on with earnestness and moderate skill. 4. The proficiency is moderate.

JAMBEROO :—

JAMBEROO :—Visited, 3rd September, 1869.

Numbers present :—Boys, 36 ; girls, 17 ; total, 53.

1. The material condition is tolerably satisfactory. 2. The pupils are moderately regular and punctual. The general tone of the school is tolerably healthy. 3. Singing is not taught. Otherwise, the usual instruction is carried on with industry, but the work is not effective. 4. The proficiency is only tolerable.

LIVERPOOL :—Visited, 22nd April, 1869.

Numbers present :—Boys, 18 ; girls, 12 ; total, 30.

1. The teacher's residence should be enlarged, and new closets are needed ; otherwise, the material condition is fair. 2. The discipline is healthy. 3. The teacher is energetic, industrious, and fairly skilful. 4. The proficiency is fairly satisfactory.

MENANGLE :—Visited, 24th August, 1869.

Numbers present :—Boys, 22 ; girls, 22 ; total, 44.

1. The furniture is unsuitable ; otherwise, the material condition is fair. 2. The discipline is very moderate. 3. The teaching is very weak and ineffective. 4. The proficiency is small.

THE OAKS :—Visited, 17th December, 1869.

Numbers present :—Boys, 4 ; girls, 5 ; total, 9.

1. There is no residence ; otherwise, the material condition is fair. 2. The discipline is moderate. It had been raining heavily on the day of my visit—hence the small attendance. 3. The instruction is weak. 4. The proficiency is very moderate.

ROCKY POINT :—Visited, 15th December, 1869.

Numbers present :—Boys, 13 ; girls, 18 ; total, 31.

1. The material condition is fair. 2. The discipline and general tone of the school are tolerable. 3. The teaching is carried on with great earnestness, and with fair skill. 4. The proficiency (under the present teacher) is fair.

SHOALHAVEN :—Visited, 21st September, 1869.

Numbers present :—Boys, 18 ; girls, 16 ; total, 34.

1. The desks are unsuitable ; otherwise, the material condition is fairly satisfactory. 2. The discipline is very moderate. 3. The teaching is mechanical and ineffective. 4. The results are very moderate.

PRESBYTERIAN.

CAMPBELLTOWN :—Visited, 25th August, 1869.

Numbers present :—Boys, 15 ; girls, 15 ; total, 30.

1. The material condition of the school is unsatisfactory. The buildings are too small ; they are in bad repair, and, in their present state, they are unsuitable for even a small school. 2. The discipline is healthy. 3. The instruction is carried on with industry and tolerable skill. 4. The proficiency of the pupils is fair.

WESLEYAN.

GEORGE'S RIVER :—Visited, 10th June, 1869.

Numbers present :—Boys, 16 ; girls, 16 ; total, 32.

1. The desks are unsuitable and badly arranged. A teacher's residence and school out-buildings have not been provided. 2. The discipline is moderate. 3. The prescribed subjects are taught. The methods are tolerably appropriate, and moderately well applied. 4. The proficiency ranges from tolerable to fair.

ROCKY POINT :—Visited, 15th December, 1869.

Numbers present :—Boys, 17 ; girls, 17 ; total, 34.

1. The furniture is unsuitable, and there is no residence for the teacher ; otherwise, the material condition is good. 2. The discipline is moderate. 3. The instruction is given with great earnestness and industry, but the methods used are not appropriate. 4. The proficiency ranges from moderate to tolerable.

J. HUFFER,
Inspector.

DETAILED STATEMENT of the Condition of Certified Denominational Schools in the Cumberland District, inspected during the year 1869.

1.—CHURCH OF ENGLAND SCHOOLS.

BURWOOD :—Visited, 24th June.

Present at examination :—Boys, 34 ; girls, 29 ; total, 63.

1. The material condition of the school is good, and the organization generally is tolerably satisfactory. 2. The character of the attendance has somewhat improved since last year. The pupils are fairly clean, but not sufficiently diligent and self-reliant. 3. The teaching is animated, careful, and tolerably profitable. 4. The range of attainments is from tolerable to very fair.

CABRAMATTA :—

CABRAMATTA :—Visited, 23rd February.

Present at examination :—Boys, 26 ; girls, 15 ; total, 41.

1. The premises are in tolerably good condition, but too small ; the organization in other respects is fairly satisfactory. 2. The attendance is regular and punctual, and the children are upon the whole clean, orderly, and diligent. 3. The instruction embraces the prescribed subjects, and is imparted with earnestness and energy. 4. The character of the proficiency may be regarded as ranging from tolerable to very fair.

CASTLE HILL :—Visited, 11th June.

Present at examination :—Boys, 38 ; girls, 19 ; total, 57.

1. The organization, as a whole, is fairly satisfactory. 2. The attendance is tolerably regular and punctual. The children are generally clean and orderly. 3. Instruction is imparted in the prescribed subjects with earnestness and care. 4. The attainments are nearly fair.

EMU PLAINS :—Visited, 19th February.

Present at examination :—Boys, 46 ; girls, 20 ; total, 66.

1. The schoolroom remains in its unfinished, uncomfortable-looking state. 2. The attendance is neither sufficiently regular nor punctual. There is likewise considerable room for improvement in cleanliness, order, and general behaviour, although a change for the better has taken place since last examination. 3. The instruction is almost limited to the more ordinary subjects. The lesson documents are not constructed with due judgment and care, and in communicating knowledge there is a want of clearness and penetrativeness. 4. The proficiency ranks from moderate to fair.

ENFIELD :—Visited, 17th March.

Present at examination :—Boys, 24 ; girls, 18 ; total, 42.

1. The building is good, and better and more suitable furniture has been provided. 2. The discipline is fairly effective. 3. Instruction in the ordinary subjects is imparted with diligence and fair skill. 4. The attainments, as a whole, do not exceed tolerable.

KURRAJONG, NORTH :—Visited, 4th March.

Present at examination :—Boys, 25 ; girls, 20 ; total, 45.

1. The condition of the schoolhouse is unsatisfactory. 2. The discipline is tolerably healthy, and the moral aspect of the school is, upon the whole, pleasing. 3. Greater conformity to the standard of proficiency is required in constructing the lesson documents and imparting instruction. 4. The answering in the second-class was specially indifferent. The attainments in the other classes, as exhibited by their answering, vary between tolerable and fair.

KURRAJONG, SOUTH :—Visited, 5th March.

Present at examination :—Boys, 12 ; girls, 16 ; total, 28.

1. The material condition of the schoolroom has been very considerably improved. 2. The discipline is improved, but it has not yet secured that regularity of attendance, and that propriety of deportment on the part of the pupils, which are desirable as marking moral health in a school. 3. The instruction is too mechanical, not exercising and developing the mental faculties of the pupils so regularly and fully as it ought. 4. The attainments rank between tolerable and fair.

MARSFIELD :—Visited, 28th May.

Present at examination :—Boys, 39 ; girls, 24 ; total, 63.

1. The organization generally is satisfactory. 2. The attendance is tolerably regular and punctual, and the pupils are upon the whole clean, orderly, and diligent. 3. The required course of instruction is followed, and the work of teaching is faithfully and earnestly performed. 4. The attainments reach to fair.

MULGOA :—Visited, 22nd February.

Present at examination :—Boys, 18 ; girls, 8 ; total, 26.

1. The school buildings stand much in need of extensive repairs. 2. The pupils give very indifferent attendance, and they are deficient in attention and self-reliance. 3. As regards the matter of the instruction, the prescribed course is followed ; but in the manner of imparting it there is a want of animation and energy, which operates against its effectiveness. 4. The attainments are very moderate.

PARRAMATTA :—Visited, 27th May.

Present at examination :—Boys, 40 ; girls, 30 ; total, 70.

1. The whole material condition of the school is good. 2. Attendance is irregular and unpunctual. The pupils are, with few exceptions, deficient in cleanliness, order, and diligence. 3. Instruction is given in all the prescribed subjects, except vocal music. The methods employed are not lively and penetrative, and the practical skill is but moderate. 4. The range of the proficiency is from moderate to tolerable.

PENNANT HILLS :—Visited, 4th August.

Present at examination :—Boys, 47 ; girls, 39 ; total, 86.

1. The material organization of the school is satisfactory. 2. The attendance is tolerably regular and punctual, and the pupils generally are clean and orderly, but deficient in perseverance and self-reliance. 3. The instruction is by programmes, but it wants vigour and penetrativeness. The thinking and reasoning faculties of the pupils are little cultivated. 4. The attainments vary from tolerable to fair.

PRRT TOWN :—Visited, 22nd July.

Present at examination :—Boys, 24 ; girls, 13 ; total, 37.

1. The schoolroom is in fair condition, and suitably furnished. 2. The attendance is irregular. Upon the whole the pupils are clean, orderly, and diligent. 3. The prescribed course of instruction is followed, and the methods employed are profitable and fairly effective. 4. The attainments approach to fair.

RICHMOND :—Visited, 31st May and 1st June.

Present at examination :—Boys, 50 ; girls, 36 ; total, 86.

1. A new and more suitable school building is very much wanted. 2. The discipline is fairly healthy, and the moral aspect of the school is generally pleasing. 3. Instruction in all the prescribed subjects is imparted with painstaking care and fair practical skill. 4. The proficiency, upon the whole, ranges from fair to very fair.

ROUSE HILL :—Visited, 22nd April.

Present at examination :—Boys, 22 ; girls, 20 ; total, 42.

1. The building is good, but very unsuitably furnished. 2. The attendance is tolerably regular and punctual. Improvement is required in matters of cleanliness and order. 3. The instruction is fairly regulated. 4. The attainments are fair.

RXDE :—Visited, 21st October.

Present at examination :—Boys, 13 ; girls, 21 ; total, 34.

1. The schoolhouse has received some repairs since the date of last inspection. 2. The attendance is regular and tolerably punctual. The pupils are moderately clean and orderly, but they do not evince much mental culture. 3. The instruction wants regularity and penetrativeness. 4. The proficiency ranges from moderate to tolerable.

SEVEN HILLS :—Visited, 13th April.

Present at examination :—Boys, 32 ; girls, 22 ; total, 54.

1. The material organization is fairly satisfactory. 2. Upon the whole, the attendance is regular and punctual, and the pupils generally are clean, orderly, and diligent. 3. The prescribed subjects are taught, and since the date of last inspection an improvement is apparent in the working of the school. 4. The proficiency is nearly fair.

SOUTH CREEK :—Visited, 27th August.

Present at examination :—Boys, 38 ; girls, 35 ; total, 73.

1. The schoolroom is too small and imperfectly furnished. 2. The attendance is regular and fairly punctual, the children generally are clean, but neither orderly nor diligent. 3. The instruction is not well regulated, nor profitably imparted. 4. The attainments are very little beyond tolerable.

WILBERFORCE :—Visited, 14th July.

Present at examination :—Boys, 19 ; girls, 28 ; total, 47.

1. The condition of the school materially, is, upon the whole, satisfactory. 2. The attendance is fairly regular and punctual. With a few exceptions the pupils are clean, orderly, and tolerably diligent. 3. Instruction in the prescribed subjects is communicated with steadiness and care. 4. The attainments make a close approach to fair.

WINDSOR :—Visited, 6th May.

Present at examination :—Boys, 34 ; girls, 24 ; total, 58.

1. The material condition of the school is reasonably good, and the organization as a whole is tolerably satisfactory. 2. The pupils do not attend so regularly and punctually as might be expected. They are fairly clean and attentive. 3. The prescribed course is followed as to the subjects of instruction, and the methods employed are tolerably appropriate. 4. The proficiency is nearly fair.

2.—ROMAN CATHOLIC SCHOOLS.

CONCORD :—Visited, 23rd June.

Present at examination :—Boys, 31 ; girls, 8 ; total, 39.

1. The organization is not satisfactory. The arrangement of the furniture is unsuitable, and the classification of the pupils is injudicious. 2. The attendance is irregular, and the order and diligence of the pupils are but indifferent. 3. The instruction is limited to the more ordinary subjects. The programmes are imperfect, and the methods employed in teaching are not effective. 4. The attainments are nearly tolerable.

ERMINGTON :—Visited, 26th August.

Present at examination :—Boys, 14 ; girls, 12 ; total, 26.

1. The schoolroom is good and fairly furnished. 2. The attendance is irregular. The children are moderately clean and orderly. 3. The instruction embraces all the prescribed subjects, except music. The classification is more appropriate, and the lesson documents are better arranged than at the date of last inspection. 4. The attainments vary from tolerable to fair.

GREENDALE :—Visited, 25th February.

Present at examination :—Boys, 14 ; girls, 15 ; total, 29.

1. Materially viewed, this school is tolerably well organized. 2. The discipline is feeble, as evidenced by the very unsatisfactory character of the attendance. 3. The instruction is tolerably regulated, and the work of the school is carried on with moderate skill. 4. The proficiency is nearly tolerable.

KURRAJONG :—

KURRAJONG:—Visited, 19th March.

Present at examination :—Boys, 11 ; girls, 20 ; total, 31.

1. As regards material appliances, the condition of the school is tolerably satisfactory. 2. The pupils are very irregular in their attendance, and they are generally wanting in cleanliness, order, and diligence. 3. The instruction is confined to the more ordinary subjects. The time and attention of the pupils are not fully or profitably occupied. 4. The progress is about moderate.

LANE COVE:—Visited, 2nd September.

Present at examination :—Boys, 16 ; girls, 14 ; total, 30.

1. The school is not well organized. The arrangement of the pupils is very unsatisfactory. 2. The attendance is bad, and the general appearance and demeanour of the children are not indicative of healthful training. 3. The more elementary subjects are introduced. The teaching is marked by little method or skill. 4. The proficiency attained ranks from very moderate to tolerable.

NELSON:—Visited, 14th April.

Present at examination :—Boys, 15 ; girls, 15 ; total, 30.

1. Better furniture has been provided, but in other particulars the organization is unimproved. 2. The children display little interest in their work ; they are neither orderly, thoughtful, nor industrious. 3. The instruction is of a mechanical and superficial kind. The children do not receive it. 4. The proficiency is, as a whole, little over moderate.

PARRAMATTA:—Visited, 4th June.

Present at examination :—Boys, 43 ; girls, 28 ; total, 71.

1. The organization is not satisfactory. The furniture, such as it is, is badly arranged, and a wooden partition, by which the schoolroom is divided into two, prevents the teacher from exercising proper supervision over the whole of the pupils. 2. The attendance is neither regular nor punctual ; effective discipline is not maintained. 3. The instruction is wanting in animation and energy. Methods are too mechanical. 4. The attainments rank from moderate to tolerable.

PENRITH:—Visited, 28th July.

Present at examination :—Boys, 40 ; girls, 42 ; total, 82.

1. The schoolroom is too small, in indifferent repair, and unsuitably furnished. 2. The attendance is tolerably regular. As a whole, the pupils are fairly clean, but neither orderly nor industrious. 3. The classification is irregular, and the teaching has developed but little self-reliance and mental culture even in the more advanced pupils. 4. The proficiency ranks from moderate to tolerable.

PETERSHAM:—Visited, 30th July.

Present at examination :—Boys, 19 ; girls, 16 ; total, 35.

1. The furniture of the schoolroom has been improved, but the organization as a whole, is not satisfactory. 2. The attendance is neither regular nor punctual, and the pupils generally are disorderly, noisy, and inattentive. 3. The methods of imparting instruction are obsolete and ineffective. 4. The attainments rank from indifferent to moderate.

RICHMOND:—Visited, 18th March.

Present at examination :—Boys, 28 ; girls, 23 ; total, 51.

1. The material organization of the school has been improved. 2. The discipline is weak. The pupils are neither regular nor punctual, and they are deficient in attention, industry, and self-reliance. 3. The methods employed in teaching are mechanical, and do not secure the reception of the lessons given. 4. The attainments are but moderate.

RYDE:—Visited, 22nd October.

Present at examination :—Boys, 18 ; girls, 8 ; total, 26.

1. The school is tolerably organized. 2. The pupils attend irregularly, and they are remarkable for neither cleanliness, order, nor industry. 3. Instruction is imparted with considerable earnestness and vigour. 4. The attainments are about tolerable. The present teacher has been but a short time in charge.

SOUTH CREEK:—Visited, 15th April.

Present at examination :—Boys, 13 ; girls, 17 ; total, 30.

1. The whole organization of this school is bad. 2. The attendance is very irregular. The pupils are tolerably clean, but noisy, disorderly, and negligent. 3. The more elementary subjects are professedly taught, but the work is carried on so irregularly as to produce little good effect. 4. The attainments are very indifferent.

VILLA MARIA:—Visited, 5th November.

Present at examination :—Boys, 16 ; girls, 13 ; total, 29.

1. The schoolroom is good and fairly furnished. 2. The discipline is feeble, not securing proper order and diligent working among the pupils. 3. The instruction is deficient in penetrativeness. Methods are mechanical, and applied with little life and energy. 4. The proficiency is, upon the whole, about tolerable. The present teacher is but in temporary charge.

WINDSOR:—Visited, 18th May.

Present at examination :—Boys, 45 ; girls, 42 ; total, 87.

1. The schoolroom is too small, and not well furnished. 2. The attendance is fair, and the pupils generally are clean, orderly, and fairly diligent. 3. The subjects of instruction are those prescribed, and the work of teaching is performed with energy and diligence. 4. The proficiency ranks from tolerable to very fair.

3.—PRESBYTERIAN SCHOOLS.

PARRAMATTA :—Visited, 20th May.

Present at examination :—Boys, 31 ; girls, 32 ; total, 63.

1. The material condition of this school is very unsatisfactory. The pupils are assembled in two small rooms, and proper supervision on the part of the teacher is impossible. 2. The attendance is tolerably satisfactory, and the pupils, as a whole, are clean, orderly, and fairly diligent. 3. The prescribed course is followed, and the instruction is imparted with care and earnestness. 4. The attainments range from tolerable to very fair.

PARRAMATTA JUNCTION :—Visited, 14th May.

Present at examination :—Boys, 26 ; girls, 28 ; total, 54.

1. The schoolroom is good, and fairly supplied with furniture and apparatus. 2. Discipline is feebly administered, and the pupils are noisy and not industrious. 3. The teaching produces little mental culture. 4. The attainments may be regarded as about tolerable.

PORTLAND HEAD :—Visited, 23rd July.

Present at examination :—Boys, 16 ; girls, 12 ; total, 28.

1. The schoolroom is good, but the furniture and classes are badly arranged. 2. The attendance is tolerably regular, and the pupils are clean, but neither orderly nor diligent. 3. The instruction is diligently but feebly imparted. 4. The attainments rank from moderate to tolerable.

WINDSOR :—Visited, 27th April.

Present at examination :—Boys, 16 ; girls, 12 ; total, 28.

1. The material state of the school is fairly satisfactory. 2. The pupils are fairly regular and punctual, and generally they are clean and well conducted. 3. Instruction is given in the prescribed subjects, and the methods employed are tolerably appropriate. 4. The proficiency reaches to fair.

4.—WESLEYAN SCHOOLS.

CASTLEREAGH :—Visited, 23rd April.

Present at examination :—Boys, 20 ; girls, 25 ; total, 45.

1. The schoolroom is good, but the furniture is much in need of repair. 2. The discipline is weak. The pupils are noisy, disorderly, and indolent. 3. The instruction is imparted with little energy and skill. 4. The proficiency is barely moderate.

HOENSBY :—Visited, 2nd September.

Present at examination :—Boys, 19 ; girls, 10 ; total, 29.

1. The schoolroom is a fairly suitable building, but the furniture is badly arranged. 2. The attendance is somewhat irregular. The pupils generally are clean, attentive, and diligent. 3. The business of the school is carried on with tolerable energy and earnestness. 4. The attainments rank from tolerable to fair.

LANE COVE :—Visited, 1st September.

Present at examination :—Boys, 13 ; girls, 26 ; total, 39.

1. The furniture is very unsuitably arranged, and the organization generally is not satisfactory. 2. The attendance is moderately regular, and the pupils are clean and orderly, but not industrious. 3. Appropriate methods, tact, and energy are to a considerable extent wanting in the management of the school. 4. The proficiency varies between moderate and fair.

PARRAMATTA :—Visited, 21st May.

Present at examination :—Boys, 30 ; girls, 3 ; total, 33.

1. The schoolroom requires considerable repairs. 2. The discipline is not effective. 3. Instruction is given in the prescribed subjects. Whilst the methods are tolerably appropriate, they are not applied with sufficient earnestness and vigour. 4. The proficiency ranges from tolerable to fair.

WINDSOR :—Visited, 4th May.

Present at examination :—Boys, 40 ; girls, 16 ; total, 56.

1. The whole organization is fairly satisfactory. 2. The discipline is firm, and on the whole effective. 3. The prescribed course of instruction is followed ; and the methods in use are appropriate. 4. The proficiency ranks from fair to very fair.

ALEXR. L. FORBES, A.M.,

Inspector.

GOULBURN DISTRICT—INSPECTOR'S GENERAL REPORT UPON DENOMINATIONAL
SCHOOLS FOR 1869.

CERTIFIED DENOMINATIONAL SCHOOLS.

THE following remarks are abridged statements of my detailed reports upon the condition of the Denominational Schools inspected by me from 17th March to 31st December, 1869. The remarks chiefly relate to the material condition and organization of the schools, the general discipline and moral training, the subjects and methods of instruction, and the progress of the pupils in learning.

CHURCH OF ENGLAND SCHOOLS.

MORUYA :—Visited, 17th March.

Numbers of pupils enrolled :—Boys, 47 ; girls, 49 ; total, 96.
Present at examination :—Boys, 40 ; girls, 43 ; total, 83.

This school is held in the English Church. The building is suitable, and the organization is good. The cleanliness, order, attention, and general discipline are fair. The course of instruction is judicious, and the attainments of the pupils are tolerably satisfactory. Many of the scholars have been recently admitted.

KIORA :—Visited, 18th March.

Numbers of pupils enrolled :—Boys, 20 ; girls, 32, total, 52.
Present at examination :—Boys, 15 ; girls, 24 ; total, 39.

The situation of this school is central, and the building is in fair repair, but the furniture, apparatus, and books, are insufficient and badly arranged. The pupils are inattentive and ill-behaved, and the general discipline is unsatisfactory. No pupils have been promoted during the year 1868, and their attainments are miserable. The organization, discipline, and instruction of this school are in a deplorable condition.

ARALUEN :—Visited, 27th July.

Numbers of pupils enrolled :—Boys, 29 ; girls, 22 ; total, 51.
Present at examination :—Boys, 25 ; girls, 17 ; total, 42.

The schoolroom is in bad repair ; the grounds are not fenced ; there are no closets fit for use ; and desks and hat-pegs are required. The cleanliness is very unsatisfactory ; the pupils are unpunctual and very ill-behaved. There are no programmes, nor time-tables to regulate the school work, and the pupils make very little or no progress in learning. The organization, discipline, and instruction of this school are very unsatisfactory. The teacher is incompetent for his office.

MARULAN :—Visited, 31st August.

Numbers of pupils enrolled :—Boys, 43 ; girls, 24 ; total, 67.
Present at examination :—Boys, 35 ; girls, 19 ; total, 54.

The school is held in the English Church. The building needs some repairs, and additional desks and hat-pegs are still wanting. The pupils are clean and orderly, and attentive to their work. The instruction is well regulated, and the attainments of the pupils are fairly satisfactory.

SUTTON FOREST :—Visited, 15th September.

Numbers of pupils enrolled :—Boys, 29 ; girls, 28 ; total, 57.
Present at examination :—Boys, 23 ; girls, 25 ; total, 48.

This school is held in the English Church. It is a spacious building, but the furniture is unsuitable and badly arranged. The general discipline admits of much improvement, and the attainments of the pupils are but moderately efficient. The teacher is industrious, but his methods of tuition are defective. He requires a course of training.

WINGECARRIBEE :—Visited, 23rd September.

Numbers of pupils enrolled :—Boys, 24 ; girls, 31 ; total, 55.
Present at examination :—Boys, 15 ; girls, 24 ; total, 39.

This school is held in the English Church. The building is suitable and well supplied with the necessary appliances, but out-buildings are much needed. The pupils are not punctual, but the discipline is passable in other respects. The attainments of the scholars are fair.

GOULBURN, NORTH :—Visited, 4th October.

Numbers of pupils enrolled :—Boys, 38 ; girls, 40 ; total, 78.
Present at examination :—Boys, 23 ; girls, 39 ; total, 62.

The material condition of this school is tolerably good. About three-fourths of the pupils enrolled are regular in attendance, and the order, attention, and cleanliness are passable. The time-table is informal in some respects, but all the usual subjects are taught. The attainments of the pupils are tolerable, and more satisfactory than last year.

GOULBURN :—Visited, 29th October.

Numbers of pupils enrolled :—Boys, 65 ; girls, 49 ; total, 114.
Present at examination :—Boys, 50 ; girls, 38 ; total, 88.

This school is situated in a central and picturesque position. The schoolroom is sufficient in size, and well furnished, and there is a good stock of apparatus and books. The playgrounds are not fenced. All the ordinary branches are taught, with algebra and geometry to the advanced boys. The general discipline is very fair, and the attainments of the pupils are good. The assistant teacher performs her duty with attention and care.

BOMBALA :—Visited, 29th November.

Numbers of pupils enrolled :—Boys, 19 ; girls, 23 ; total, 42.
Present at examination :—Boys, 15 ; girls, 16 ; total, 31.

The schoolroom is in fair repair and sufficient in size, but the furniture is unsuitable and badly arranged. The pupils are unpunctual in attendance ; the course of instruction is badly arranged, and the progress of the pupils in learning is very unsatisfactory. The general management of this school needs much improvement.

BEGA :—

BEGA :—Visited, 7th December.

Numbers of pupils enrolled :—Boys, 40 ; girls, 25 ; total, 65.
Present at examination :—Boys, 29 ; girls, 12 ; total, 41.

The material condition of the school is fairly satisfactory in most respects, but an additional closet, a book-press, and repairs to the fencing are required. The general discipline and progress of the scholars in learning are nearly tolerable in most respects.

ROMAN CATHOLIC SCHOOLS.

MORUYA (Girls' Department) :—Visited, 15th March.

Number of pupils enrolled :—71.
Present at examination :—65.

The schoolroom is rather small, but it is in good repair. The furniture is not quite sufficient, but there is a good stock of apparatus and books. The order, cleanliness, and attention of the pupils are satisfactory. The teacher is skilful, diligent, and painstaking in the discharge of her duty. The instruction is well arranged, and the general attainments of the scholars are fair.

MORUYA (Boys' Department) :—Visited, 16th March.

Number of pupils enrolled :—57.
Present at examination :—52.

The schoolroom is too small, and the out-buildings are not suitably situated, but in other respects the material condition of the school is passable. The general discipline and instruction of the pupils are tolerably satisfactory.

NERRIGUNDAH :—Visited, 22nd March.

Numbers of pupils enrolled :—Boys, 38 ; girls, 24 ; total, 62.
Present at examination :—Boys, 37 ; girls, 21 ; total, 58.

The roof of the schoolroom needs some repairs ; and a more suitable playground, a book-press, and a supply of slates are required. The cleanliness is passable, but the children are rather talkative, and the general discipline admits of some improvement. The teaching is conducted with earnestness and intelligence, and the attainments of the pupils are tolerably satisfactory.

BRAIDWOOD :—Visited, 21st September.

Numbers of pupils enrolled :—Boys, 37 ; girls, 46 ; total, 83.
Present at examination :—Boys, 25 ; girls, 35 ; total, 60.

The schoolroom is an old building, but it is in habitable repair, and the material condition is in other respects passable. About three-fourths of the pupils are regular in attendance ; many of them are not sufficiently punctual, but the cleanliness and order are tolerable. The occupations of the pupils are not well arranged, and the attainments are barely tolerable.

ABALUEN :—Visited, 29th July.

Numbers of pupils enrolled :—Boys, 61 ; girls, 69 ; total, 130.
Present at examination :—Boys, 47 ; girls, 53 ; total, 100.

The school is held in the Roman Catholic Chapel. It is suitable, well furnished, and there is a good stock of apparatus and books. The clock is not a good time-keeper. The pupils are in most cases clean, punctual, and attentive to their work. Vocal music and drawing are not taught ; but considering the limited amount of teaching power and the ages of the pupils, the progress in the other branches is fairly satisfactory in most respects.

JEMBAICUMBENE :—Visited, 4th August.

Numbers of pupils enrolled :—Boys, 31 ; girls, 40 ; total, 71.
Present at examination :—Boys, 26 ; girls, 27 ; total, 53.

The grounds need fencing, but the schoolroom has been repaired and some additional furniture supplied since my last inspection. There is a sufficient stock of working materials. About half the pupils are regular in attendance, and many of them are still very unpunctual. The cleanliness and order, although more satisfactory than last year, still admit of great improvement. The attainments of the pupils range from moderate to tolerable.

REIDSDALE :—Visited, 5th August.

Numbers of pupils enrolled :—Boys, 26 ; girls, 34 ; total, 60.
Present at examination :—Boys, 17 ; girls, 18 ; total, 35.

The grounds are fenced, and there are suitable closets, but the schoolroom still needs some repairs. New desks have been supplied since my last inspection, but a bell, a book-press, and hat-pegs are needed. Many of the pupils are unpunctual. In some cases they are not sufficiently clean, but the order and attention are passable. The teaching appears to be conducted with considerable intelligence and skill, and the attainments of the pupils are fair.

GOULBURN (Boys' Department) :—Visited, 21st October.

Number of pupils enrolled :—104.
Present at examination :—81.

The material condition of this school is good. The playground has been enlarged, and some new furniture supplied since my last inspection. The general discipline has been improved during the year. All the usual subjects are taught with the elements of geometry, and the average proficiency of the pupils is tolerably satisfactory. The *special religious instruction* is not confined to the time specified in Article 73 of the Council's Regulations, but the teacher has promised to correct this irregularity. The assistant teacher is attentive to his duty.

GOULBURN (Girls' and Infants' Departments) :—Visited, 3rd and 4th November.

Numbers of pupils enrolled :—Boys, 24 ; girls, 104 ; total, 128.
Present at examination :—Boys, 11 ; girls, 81 ; total, 92.

This school is held in a building attached to the Convent of the Sisters of Mercy. The schoolroom is rather small, and the furniture and infant gallery are not very suitable, nor conveniently arranged for teaching. A new schoolroom is in course of erection. The playground is too small, but there is a fair stock of working materials. All the usual subjects are taught, and the teachers are much interested in the education and moral training of the pupils, but with all many of the scholars are not punctual, and the order needs improvement. The writing is fair, but the reading is indistinct ; the arithmetic is not well taught, but the attainments in the other branches are tolerable. The scholars are not properly classified, and the instruction does not accord with the "Standards of Proficiency." The *special religious instruction* is not confined to the proper time, but the teacher has promised to correct this irregularity.

MITTAGONG :—

MITTAGONG :—Visited, 6th September.

Numbers of pupils enrolled :—Boys, 23 ; girls, 30 ; total, 53.

Present at examination :—Boys, 15 ; girls, 23 ; total, 38.

The material condition of this school is passable, but the discipline and instruction are very unsatisfactory. Reading books not sanctioned by the Council are in use, and the special religious instruction is not confined to the proper time. The most objectionable feature in the management of this school is, that the religious teaching is given to all the pupils—twenty-one of the fifty-three enrolled being Protestants—but the teacher has promised to correct this irregularity, and conform to the Council's Regulations.

BERRIMA :—Visited, 9th September.

Numbers of pupils enrolled :—Boys, 22 ; girls, 31 ; total, 53.

Present at examination :—Boys, 8 ; girls, 16 ; total, 24.

The schoolroom is not of sufficient width and the play-ground needs fencing. The general discipline and progress of the pupils in learning are tolerably satisfactory. All the usual subjects are taught, except vocal music. The teacher is industrious and painstaking in the discharge of his duty. The small attendance of scholars on the day of my visit was caused by a heavy fall of snow.

SUTTON FOREST :—Visited, 16th September.

Numbers of pupils enrolled :—Boys, 19 ; girls, 11 ; total, 30.

Present at examination :—Boys, 17, girls, 9 ; total, 26.

The schoolroom is sufficient in size and in fair repair, but the walls are in much need of white-washing. The working materials are sufficient, but the furniture is not well arranged. The pupils are restless and talkative, and the attention and cleanliness admit of improvement. I estimate the proficiency of the pupils as nearly passable.

PRESBYTERIAN SCHOOLS.**ARALUEN :—Visited, 28th July.**

Numbers of pupils enrolled :—Boys, 69 ; girls, 50 ; total, 119.

Present at examination :—Boys, 64 ; girls, 48 ; total, 112.

The material condition of this school is bad, but excellent buildings are in course of erection, and when complete this school will be closed, and a Public School established. The discipline is efficient, the instruction is well regulated, and the attainments of the pupils are fairly satisfactory.

W. MCINTYRE,

Inspector of Schools.

Goulburn, 12 February, 1870.

MAITLAND DISTRICT.

DETAILED STATEMENT, showing the condition of the Certified Denominational Schools inspected as regards—

1. Their material condition.
2. Their moral character.
3. The subjects and methods of instruction.
4. The proficiency of the pupils.

CHURCH OF ENGLAND SCHOOLS.**BISHOP'S BRIDGE :—Visited, 22nd December.**

Numbers present at examination :—Boys, 14 ; girls, 21 ; total, 35.

1. The premises are in good condition, and the schoolroom is moderately well organized, but deficient in ventilation. 2. The moral aspect of the school is pretty fair. 3. The classification is judicious, the occupation appropriate, the instruction intelligent and tolerably effective. 4. The general proficiency ranges from moderate to tolerable.

BLANDFORD :—Visited, 9th August.

Numbers present at examination :—Boys, 7 ; girls, 7 ; total, 14.

1. The premises are in a bad state, and the organization of the school is very defective. 2. The pupils are docile and well-behaved, but poorly attentive and ignorant of order. 3. The classification is unsuitable, the occupation injudicious, the instruction weak, wandering, and ineffectual. 4. The pupils know almost nothing.

BROKE :—Visited, 4th May.

Numbers present at examination :—Boys, 16 ; girls, 24 ; total, 40.

1. The schoolroom is in good repair, and fairly supplied with furniture, apparatus, and books. 2. The younger children are noisy ; but otherwise the discipline has much improved. 3. The classification is judicious, the occupation appropriate, the instruction intelligent and tolerably effective. 4. The general proficiency ranges from moderate to tolerable.

CASSILES :—Visited, 25th August.

Numbers present at examination :—Boys, 19 ; girls, 10 ; total, 29.

1. The schoolroom is in good repair, but very unsuitably organized. The out-offices are insufficient and in bad condition. 2. The manners and attention of the pupils have improved a little, but their order, as a whole, is decidedly bad, and the entire discipline very ineffective. 3. The standard is not observed, the regulations are unheeded, the occupation is desultory and undefined, and the instruction proceeds entirely by rote. 4. In reading and writing a few pupils evince a passable knowledge ; but the general proficiency is bad.

DENMAN :—Visited, 21st September.

Numbers present at examination :—Boys, 19 ; girls, 23 ; total, 42.

1. The schoolroom is now fairly suitable and sufficient, and provided with a reasonable supply of furniture, apparatus, and books. 2. The pupils are deficient in regularity, tidiness, and order, but the moral aspect of the school is tolerable. 3. The occupation is suitable, but carelessly arranged ; the teaching is conscientious, but poorly effectual. 4. The general proficiency is moderate.

HINTON :—

HINTON :—Visited, 13th December.

Numbers present at examination :—Boys, 22 ; girls, 19 ; total, 41.

1. The condition of the premises and the organization of the school are in all respects tolerable.
2. The moral tone of the school is pretty fair.
3. The occupation is fairly appropriate and judiciously regulated ; the instruction is earnest but unskilful.
4. The general proficiency ranges from tolerable to indifferent.

JERRY'S PLAINS :—Visited, 22nd September.

Numbers present at examination :—Boys, 27 ; girls, 23 ; total, 50.

1. The material condition of the school is now fair.
2. The moral tone of the school is tolerable and manifests considerable improvement.
3. The occupation is suitable, but not precisely set forth ; the methods are fairly intelligent and vigorous.
4. The average proficiency ranges from moderate to tolerable.

LAGUNA :—Visited, 14th May.

1. The building is tolerable, but the organization very defective.
2. The moral aspect of the school is tolerable.
3. The pupils are properly classed and suitably employed ; the instruction, though mechanical, is tolerably intelligent and interesting.
4. The knowledge and mental culture are, for the most part, tolerable.

MAITLAND, EAST :—Visited, 20th and 21st October.

Numbers present at examination :—Boys, 58 ; girls, 32 ; total, 90.

1. The building is suitable, in excellent condition, and fairly organized.
2. The pupils are unsteady, inattentive, and noisy in their habits, but pretty orderly in their movements. The discipline, as a whole, wants vigor and influence.
3. The occupation is appropriate and pretty well arranged, and the methods in themselves are tolerably intelligent.
4. The general proficiency ranges from moderate to tolerable.

MAITLAND, WEST (St. Mary's) :—Visited, 16th and 17th November.

Numbers present at examination :—Boys, 69 ; girls, 66 ; total, 135.

1. The premises are in good condition, and the school is well provided with requisites, books excepted.
2. The moral aspect of the school is good.
3. The instruction is appropriate, and arranged with fair judgment ; the methods are intelligent, judicious, and fairly effective.
4. In numerous instances the proficiency ranges from fair to good ; upon the whole it is tolerable.

MAITLAND, WEST (St. Paul's) :—Visited, 2nd November.

Numbers present at examination :—Boys, 38 ; girls, 34 ; total, 72.

1. The premises are in fair condition, and the organization of the school is tolerable.
2. Many of the children are untidy and inattentive ; but, in general, their conduct and order are tolerable, and evince a considerable improvement.
3. The occupation is, for the most part, suitable, but rather injudiciously arranged ; the instruction is tolerably intelligent, but not effectual.
4. The proficiency and mental culture are, upon the whole, poor.

MORPETH (Primary) :—Visited, 2nd December.

Numbers present at examination :—Boys, 20 ; girls, 18 ; total, 38.

1. The fencing and out-buildings need repairs ; otherwise, the premises are in good condition, and the school is fairly organized.
2. The moral character of the school is fair.
3. The occupation is suitable, and for the most part judiciously regulated ; the instruction is intelligent and reasonably effective.
4. The general proficiency ranges from tolerable to fair.

MORPETH (Infants) :—Visited, 3rd December.

Numbers present at examination :—Boys, 20 ; girls, 29 ; total, 49.

1. The building is in good order, and the supply of furniture and apparatus tolerable.
2. The appearance, attention, and order of the pupils have somewhat improved. The moral tone is tolerable.
3. The occupation is fairly appropriate ; but the instruction, though earnest, is very monotonous.
4. The general proficiency is tolerable.

MUSCLEBROOK :—Visited, 21st and 22nd July.

Numbers present at examination :—Boys, 50 ; girls, 42 ; total, 92.

1. The premises are in good order, and the organization of the school is fair.
2. The demeanour of the pupils is not satisfactorily respectful, steady, and subdued ; otherwise, their moral bearing is tolerable.
3. The occupation is fairly suitable and well arranged ; the methods vary in value from tolerable to bad.
4. A few of the elder pupils answer well ; but the general proficiency is much below the standard.

SCONE :—Visited, 5th and 6th August.

Numbers present at examination :—Boys, 32 ; girls, 43 ; total, 75.

1. The buildings are in fair condition, but the organization of the school is only tolerable ; new desks in course of preparation.
2. The moral aspect of the school is pretty fair ; but the general deportment of the pupils is rather bustling.
3. The occupation is appropriate and fairly well arranged ; the instruction is intelligent, earnest, and impressive, but not sufficiently individual.
4. A few children answer with tolerable intelligence and ease, but the average proficiency is small for the enrolment of the pupils.

SINGLETON :—Visited, 29th and 30th November.

Numbers present at examination :—Boys, 92 ; girls, 54 ; total, 146.

1. The premises are in excellent condition, suitable, and abundantly provided with requisites.
2. The discipline is effective, and the moral tone high.
3. The pupils are skilfully classed and appropriately occupied. The instruction is intelligent, animated, and zealous, but, in some points, not judicious.
4. In several instances the proficiency ranges from fair to good, but, on the average, from moderate to tolerable.

WOODVILLE :—

WOODVILLE :—Visited, 24th March.

Numbers present at examination :—Boys, 12 ; girls, 14 ; total, 26.

1. The buildings are good, and the school is fairly organized. 2. The children are noisy, inattentive, and disorderly ; and the discipline is very ineffective. 3. The prescribed subjects are taught, but carelessly arranged. The methods are feeble and ineffectual. 4. To a partial extent the proficiency is very moderate, but, for the most part, bad.

ROMAN CATHOLIC SCHOOLS.

BLANDFORD :—Visited, 10th August.

Numbers present at examination :—Boys, 30 ; girls, 20 ; total, 50.

1. The school is in good condition, and tolerably well organized. 2. The appearance, attention, and order of the pupils are tolerable. 3. The occupation is constant, appropriate, and fairly regulated. The methods are tolerably intelligent and effectual. 4. The general proficiency ranges from moderate to fair.

LOCHINVAR :—Visited, 15th December.

Numbers present at examination :—Boys, 24 ; girls, 17 ; total, 41.

1. The state of the building continues satisfactory, and the organization tolerable. 2. The moral tone of the school is fair. 3. The subjects are appropriate, and arranged with fair judgment. The methods are earnest and intelligent, but too diffuse. 4. The proficiency is, for the most part, moderate.

MAITLAND, EAST (Boys):—Visited, 13th and 14th October.

Number present at examination :—Boys, 59.

1. In essential respects the building is good ; but a verandah and minor repairs are much needed. The organization is tolerable. 2. The moral character of the school is fairly satisfactory. 3. The subjects are suitable and arranged with fair judgment. The instruction is fairly skilful and effective. 4. Reading, writing, and arithmetic are taught with some success ; but the general proficiency does not exceed moderate.

MAITLAND, EAST (Girls):—Visited, 14th and 15th October.

Number present at examination :—Girls, 55.

1. A verandah is required ; otherwise, the accommodation is sufficient and suitable, and the organization fair. 2. The pupils are clean, attentive, and orderly. 3. The occupation is suitable and tolerably well arranged. The instruction is tolerably intelligent, impressive, and effectual. 4. To a partial extent the answering ranged from fair to good ; upon the whole, from moderate to tolerable.

MAITLAND, WEST (Boys):—Visited, 27th to 29th October.

Number present at examination :—Boys, 130.

1. The room is inadequate to the requirements ; but in good repair, fairly furnished, and well stocked with appliances. 2. The discipline needs precision ; but the moral aspect of the school is fair. 3. The subjects are appropriate, regulated with fair judgment, and taught with energy and skill. 4. The average proficiency ranges from moderate to tolerable.

MAITLAND, WEST (Girls):—Visited, 3rd to 5th November.

Number present at examination :—Girls, 100.

1. The room is rather small, but very suitable and well organized. 2. The discipline is excellent, and the moral tone very high. 3. The occupation is suitable and well regulated ; the instruction skilful, intelligent, and effective. 4. Satisfactory progress has been made, but the average proficiency does not exceed moderate.

MAITLAND, WEST (Infants) :—Visited, 8th November.

Numbers present at examination :—Boys, 27 ; girls, 73 ; total, 100.

1. The room is too small, and the supply of furniture insufficient ; otherwise, the material state of the school is fair. 2. The discipline is effective, and the moral character of the school very fair. 3. The subjects are appropriate and well arranged ; the methods, intelligent, skilful, and well applied. 4. The average proficiency ranges from moderate to fair, and manifests a satisfactory degree of mental culture.

MOBFETH :—Visited, 9th and 10th December.

Numbers present at examination :—Boys, 53 ; girls, 46 ; total, 99.

1. The schoolroom is in good repair and tolerably well organized. The playground is suitable and pretty well appointed. 2. The general order of the school is very fair, but regularity is not well observed. 3. The occupation accords with the standard. The instruction is fairly intelligent and skilful. 4. The general proficiency is tolerable.

MUSCLEBROOK :—Visited, 20th July.

Numbers present at examination :—Boys, 28 ; girls, 25 ; total, 53.

1. The building is in good repair, and provided with a fair supply of suitable requisites. 2. The moral aspect of the school is fair. 3. Most of the prescribed subjects are taught, and, on the whole, pretty well arranged ; the instruction is intelligent and fairly effective. 4. For their time of enrolment the pupils evince a creditable knowledge of the principal subjects.

PHOENIX PARK :—Visited, 14th December.

1. The state of the premises, the accommodation, and supply of materials, are tolerable for the place. 2. The pupils are, for the most part, untidy and irregular, but in other respects their discipline is moderate and shows improvement. 3. The classification and occupation are moderately judicious ; the instruction is tolerably intelligent, but not sufficiently collected and to the point. 4. The general proficiency varies from moderate to tolerable.

SINGLETON :—

SINGLETON :—Visited, 24th and 25th November.

Numbers present at examination :—Boys, 68 ; girls, 76 ; total, 144.

1. The schoolroom is an excellent building, suitable, sufficient, and fairly equipped. 2. The discipline and moral character of the school maintain their previous high standing. 3. The classification and occupation continue satisfactory, and the instruction is fairly intelligent, skilful, and zealous. 4. The general proficiency ranges from moderate to fair.

PRESBYTERIAN SCHOOL.

MAITLAND, WEST :—Visited, 18th November.

Numbers present at examination :—Boys, 38 ; girls, 22 ; total, 60.

1. A very good schoolroom, suitable and well organized. 2. The discipline has considerably improved, and the moral tone of the school is fairly satisfactory. 3. The subjects accord with the standard, are regulated with fair judgment, and carefully imparted ; but the methods are rather slow and diffident. 4. The general proficiency is about tolerable.

WESLEYAN SCHOOL.

MAITLAND, WEST :—Visited, 11th to 15th November.

Numbers present at examination :—Boys, 61 ; girls, 45 ; total, 106.

1. The school accommodation is suitable and abundant ; but the furniture is old and unserviceable. The apparatus and books are in fair supply. 2. Noisy and talkative habits are to some extent prevalent ; but the general demeanour, attention, and order of the pupils are good. 3. The occupation which accords with the standard, is constant and well arranged ; and the instruction careful, vigorous, and effective. 4. The general proficiency ranges from moderate to fair.

SYDNEY DISTRICT.

DETAILED STATEMENT of the condition of Certified Denominational Schools in the Sydney District, inspected during the year 1869.

The remarks under head 1 relate to the material condition of schools.
2 to their moral character.
3 to the subjects and methods of instruction.
4 to the proficiency of the pupils.

BALMAIN (C.E.) :—Visited, 12th August.

Numbers present at examination :—Boys, 69 ; girls, 38 ; total, 107.

1. Substantial improvements have been made in the material condition of this school during the year. 2. The pupils are fairly punctual and regular, but in other respects the discipline is barely moderate. 3. The classification is unnecessarily minute. The teaching is painstaking and tolerably skilful, but lacks vigor. 4. The proficiency ranks from moderate to tolerable.

BALMAIN (R.C.—Boys) :—Visited, 7th October.

Number present at examination :—54.

1. The material state of the school is fair, and the supply of furniture and apparatus ample. 2. The order, attention, and demeanour of the pupils are below mediocrity in the higher classes ; in the lowest class the discipline is more healthy. 3. The prescribed subjects are taught. The lesson documents are carefully arranged, the teaching is earnest and tolerably effective. 4. The proficiency varies from tolerable to fair.

BALMAIN (R.C.—Girls) :—Visited, 7th October.

Number present at examination :—54.

1. The schoolhouse is in good repair, is fairly supplied with furniture, and, with the exception of diagrams, is tolerably well found in apparatus. 2. The pupils are irregular and unpunctual ; but moderate order is maintained ; restlessness is very prevalent ; a good deal of talking is indulged in, and the "changes" are noisily conducted. The government is feeble and but partially effective. 3. The classification is on the whole passable. The instructional documents are comparatively worthless ; the methods are haphazard and mechanical ; and the teaching is to a large extent a failure. 4. The attainments are very low.

BALMAIN (R.C.—Infants) :—Visited, 7th October.

Numbers present at examination :—Boys, 12 ; girls, 25 ; total, 37.

1. The schoolroom is small but passably suitable notwithstanding. It is very scantily furnished. 2. The order and discipline are poor. 3. The instruction is regulated by neither time-table nor programme. The methods are mechanical and worthless. 4. The proficiency is little more than a blank.

CAMPERDOWN (R.C.) :—Visited, 27th October.

Numbers present at examination :—Boys, 27 ; girls, 28 ; total, 55.

1. The fencing needs repair, additional out-buildings are required, the schoolroom wants coloring and flooring, and the supply of furniture is meagre. The school is liberally provided with apparatus and books. 2. On the whole the discipline may be regarded as satisfactory, and the moral tone healthy. 3. The instruction accords with the prescribed course. The teaching is characterized by reasonable intelligence, and conducted with zeal and industry. 4. The average proficiency approaches tolerable, and is due to the labors of the present teacher, who has been about six months in charge.

CHIPPENDALE (WES.) :—Visited, 25th August.

Numbers present at examination :—Boys, 74 ; girls, 78 ; total, 152.

1. New out-buildings are urgently needed ; otherwise, the organization is passably good.
2. The discipline is very fair.
3. The instruction is tolerably well regulated, and teaching is marked by like skill.
4. The attainments are tolerable in the highest class and fair in the two lower.

CHRIST CHURCH (C.E.) :—Visited, 17th and 18th August.

Numbers present at examination :—Boys, 145 ; girls, 88 ; total, 233.

1. The inside of the schoolroom requires to be re-whitewashed ; otherwise, the premises are in fair repair ; and the supply of working materials is ample.
2. An improvement is noticeable in the order. Much of the boisterousness that marked the demeanour of the children has disappeared, and their behaviour is consequently less open to objection. There is still, however, room for amendment in these respects.
3. The classification is defective ; promotions are made too rapidly. The number of classes too might be conveniently reduced. The lesson documents are poorly drawn up, and are not well understood. The methods are in some respects old-fashioned, but are applied with earnestness and zeal.
4. The attainments vary from moderate to tolerable.

CHRIST CHURCH (C.E.—Infants) :—Visited, 18th August.

Numbers present at examination :—Boys, 71 ; girls, 61 ; total, 132.

1. The schoolroom badly needs whitewashing, and the out-offices and windows require repairs. The desks are old, otherwise, the school is well equipped.
2. As regards punctuality and regularity the discipline has sensibly improved. The order is but indifferent, and the government is wanting in firmness and tact.
3. The prescribed subjects are taught ; the instruction is fairly regulated ; the teaching is painstaking, but marked by indifferent skill.
4. The results are barely tolerable.

DARLINGHURST (C.E.) :—Visited, 25th August.

Numbers present at examination :—Boys, 82 ; girls, 62 ; total, 144.

1. A lavatory is needed, and there is a deficiency of hat-pegs. An infant schoolroom is in course of erection. There is a sufficiency of working materials, and the whole property is carefully kept.
2. The attendance has been improving for some time. The pupils are fairly regular and punctual. Fair order is maintained, and the moral tone of the school is sound.
3. The classification is appropriate, the lesson documents are fairly compiled, the methods are modern, and are applied with earnestness, diligence, and very fair effect.
4. The proficiency ranges from tolerable to very fair. Creditable work has been done during the year.

DOUBLE BAY (C.E.) :—Visited, 11th August.

Numbers present at examination :—Boys, 46 ; girls, 39 ; total, 85.

1. The playground is not divided for the sexes, the approach thereto is steep and a lavatory for the boys is needed. Interiorly, the school presents a neat and well-ordered appearance. The walls have been recently cleaned and the woodwork painted.
2. The discipline is on the whole good and the moral tone healthy.
3. The instruction is well regulated, and the teaching is marked by vigor and very fair skill.
4. The average proficiency approaches very fair.

DOUBLE BAY (C.E.—Infants) :—Visited, 10th August.

Numbers present at examination :—Boys, 34 ; girls, 32 ; total, 66.

1. The schoolroom is in very good repair, and is abundantly furnished in furniture, apparatus, and books.
2. The discipline is, on the whole, satisfactory, and the moral tone is high.
3. A fair classification obtains. The instruction is well regulated, and the teaching is passably skilful and fairly effective.
4. The proficiency ranges from tolerable to very fair.

DOUBLE BAY (R.C.) :—Visited, 16th September.

Numbers present at examination :—Boys, 38 ; girls, 10 ; total, 48.

1. The school is held in the Roman Catholic Church. The accommodation is ample, although not precisely of the required kind. A lavatory and book-press are badly needed.
2. The discipline is, on the whole, fair, and the prevailing tone of the school is healthy.
3. The instruction is well regulated, and the teaching is fairly skilful.
4. The proficiency varies from tolerable to fair.

ERSKINE-STREET (PRES.) :—Visited, 7th September.

Numbers present at examination :—Boys, 47 ; girls, 47 ; total, 94.

1. The school is held in the upper room of a produce store. The playground is so small as scarcely to deserve the name. The school is reasonably well furnished, but is not very clean.
2. The pupils are unpunctual ; several are not clean. Their conduct is marked by considerable boisterousness. Playground duty would appear to be much neglected. The government is wanting in intelligent aim, and is for the most part feeble and ineffective.
3. The classification is bad, and the teacher has no settled ideas about the matter. The methods are in the main empirical, and need to be applied with greater earnestness and industry.
4. The attainments are very moderate. The pupils think slowly, and answer only after repeated questioning. They are unused to mental exertion, and display little intelligence. The teaching is ineffective.

GLEBE (C.E.) :—Visited, 5th and 12th October.

Numbers present at examination :—Boys, 64 ; girls, 45 ; total, 109.

1. Several defects in the material state of this school still exist. These the Local Board contemplate remedying at their earliest convenience. The schoolroom is tolerably clean, but more neatness is required in the arrangement of the maps and diagrams.
2. The attendance is on the increase. The pupils are tolerably regular and punctual. A few are disposed to appear untidy. The order is susceptible of improvement. Restlessness and whispering are generally prevalent, and the movements are awkwardly conducted. The government is deficient in firmness and requires to be more strict.
3. Viewed generally, the

the classification may be regarded as moderately judicious; the instructional documents are poorly arranged; the methods are formal and somewhat mechanical, and need to be applied with greater vigor, energy, and intelligence. 4. The proficiency ranks from indifferent to moderate. The pupils yield a passive attention, evince little effort to answer, and their intelligence is only very partially developed.

HAYMARKET (R.C.) :—Visited, 12th October.

Number present at examination :—Boys, 152.

1. The accommodation is rather limited. The furniture is of indifferent quality, and the want of a lavatory and a playshed is urgent. There is a fair supply of working materials. 2. The discipline is barely moderate, and the moral aspect of the school is not satisfactory. 3. The classification is passable. The lesson documents need revision. The teaching is in the main mechanical and unproductive. 4. The proficiency is very moderate, and the mental powers of the pupils are but partially developed.

KENT-STREET, NORTH (R.C.—Boys) :—Visited, 23rd September.

Number present at examination :—187.

1. The playground is small and the accommodation afforded by the schoolroom is exceedingly limited. There is a very fair supply of working materials. 2. The pupils are regular, fairly punctual, and, on the whole, neat in dress. In other respects the discipline is less satisfactory. 3. The course of instruction is complete, the lesson documents are judiciously compiled, and the teaching is in the main painstaking, and ranges in point of skill from indifferent to very fair. 4. The attainments are small in the lowest class, and exceed fair in the others.

KENT-STREET, NORTH (Girls) :—Visited, 22nd September.

Number present at examination :—121.

1. The schoolroom is a good weatherboard building with a classroom attached. There is a fair supply of furniture, and the school is well equipped in other respects. 2. The discipline has in most respects been improved. The moral tone of the school is pleasing. 3. The instruction is fairly regulated; the teaching is earnest and tolerably skilful. 4. The proficiency ranges from very fair in the lower to tolerable in the higher classes.

KENT-STREET, SOUTH (R.C.—Boys) :—Visited, 13th October.

Number present at examination :—74.

1. A mean dilapidated schoolhouse, scantily furnished, and destitute of proper outbuildings. 2. The pupils are fairly punctual and regular. In other respects the discipline is tolerable. 3. A sound classification obtains; the instruction is fairly regulated, and the teaching is tolerably skilful. 4. The proficiency ranges from tolerable to fair.

KENT-STREET, SOUTH (R.C.—Girls) :—Visited, 13th October.

Numbers present at examination :—Girls, 72; infants, 97; total, 169.

1. The school is held in a church, and desks and seats are so constructed as to serve the twofold purpose. A portion of the room is divided off for the use of the infants. A lavatory, mapstand, and additional desks are needed. A narrow side passage is the only playground. The whole property is tidily kept. 2. The attendance has largely increased under the present teacher. The pupils are reasonably regular and punctual, clean, and in fair order. The moral aspect of the school has undergone a decided reformation. 3. The classification is appropriate, the lesson documents are compiled with judgment, the methods are intelligent and are applied with diligence and skill. 4. All things considered, the proficiency of the pupils is satisfactory.

NEWTOWN (C.E.) :—Visited, 1st September.

Numbers present at examination :—Boys, 31; girls, 17; total, 48.

1. The school is destitute of proper furniture, but is fairly supplied with other working materials. 2. There is a large falling off in the attendance. The order is very fair, but the government savours of harshness, and is not calculated to win the sympathy of those governed. 3. The pupils are fairly classified, the instruction is tolerably well regulated, and the teaching is earnest, painstaking, and moderately skilful. 4. The results vary from indifferent in the lower class to tolerable in the higher.

NEWTOWN (C.E.—Infants) :—Visited, 1st September.

Numbers present at examination :—Boys, 33; girls, 34; total, 67.

1. The material condition of this school is good. There is an ample supply of educational appliances in a fair state of preservation. 2. The attendance has fallen off since last regular inspection, and is marked by much irregularity. The punctuality is moderate. The pupils are with few exceptions clean and becomingly attired. The order has slightly improved, but is still unsatisfactory. 3. The classification is in some respects objectionable. Middling judgment is evinced in the compilation of the lesson documents. The methods are not very suitable, and need to be applied with greater vigor and intelligence. 4. The attainments are very moderate. The pupils are restless under instruction, and manifest a feeble attention. The answering is limited to two or three pupils in each class.

NEWTOWN (R.C.) :—Visited, 27th October.

Numbers present at examination :—Boys, 63; girls, 65; total, 128.

1. A play-shed is required, and the out-offices are not sufficiently private, otherwise, the material condition of the property is satisfactory. 2. The pupils are clean, punctual, and tolerably regular. With the exception of the younger children, who are disposed to be restless and noisy, their behaviour is good. Very fair order is maintained, and the government is on the whole reasonably effective. 3. Fair judgment is shown in the classification of the children and in the compilation of the instructional documents. The methods are appropriate and are applied with earnestness and intelligence. 4. The attainments range from moderate to very fair, the average being fair.

NEWTOWN

NEWTOWN (WES.) :—Visited, 20th September.

Numbers present at examination :—Boys, 99 ; girls, 60 ; total, 159.

1. The material condition of this school is very fair, the supply of working materials adequate, and the general organization fairly satisfactory. 2. The majority of the pupils are regular and punctual ; the order is fair, the government tolerably judicious, and the moral tone healthy. 3. The instruction is fairly regulated, the teacher is earnest and energetic, but the methods are of only moderate skill. 4. The attainments are on the whole tolerable.

PADDINGTON (C.E.) :—Visited, 6th October.

Numbers present at examination :—Boys, 42 ; girls, 30 ; total, 72.

1. A lavatory and a shed are urgently needed, and the desks are in bad condition. Otherwise the school is fairly furnished, and is amply found in educational appliances. The teacher complains of the damage done to the desks by the children of the Sunday School, and by others who use the schoolroom on occasional evenings. 2. The attendance has improved, and is marked by tolerable regularity. The pupils are however unpunctual. Their demeanour is marked by forwardness, their behaviour is bad, and their movements are noisy and disorderly. The government appears of a vacillating character, and is wanting in tact and judgment. 3. Considering the number of pupils in attendance, the classification is low. The instructional documents are arranged with moderate judgment. The methods are apparently suitable, but owing to the unskilful manner in which they are applied and to the bad order that obtains in the school, they fail to produce adequate results. 4. The proficiency ranges from indifferent to tolerable. The pupils are restless under examination, yield but a fitful attention, and manifest little effort to answer.

PADDINGTON (R.C.) :—Visited, 6th October.

Numbers present at examination :—Boys, 17 ; girls, 55 ; total, 72.

1. The out-offices are objectionably placed, the playground is unprovided with shed and lavatory, the furniture is scanty in supply, and a book-press is badly needed. There is a fair amount of working materials. 2. The pupils are fairly punctual, the order is tolerable, and the government mild. 3. The usual subjects are taught, the lesson documents are passably compiled, and the teaching, both as regards skill and effectiveness, is of moderate quality. 4. The results are moderate.

PARRAMATTA-STREET (R.C.—Boys) :—Visited, 23rd November.

Number present at examination :—90.

1. The school has since last regular inspection been put into a good state of repair ; the playground has been levelled, and its condition otherwise improved, and the school-furniture has received important additions. A lavatory and a playshed have to be added to render the material condition of the school fully satisfactory. 2. The attendance is about stationary. The pupils are reasonably regular and punctual, clean in person, and tolerably well-behaved. The government is fairly effective, and the moral tone of the school has much changed for the better. 3. The classification is suitable ; the instructional documents are carefully compiled ; the methods are moderate, and are applied with much earnestness and industry. 4. The proficiency in all the classes is fair. In point of general efficiency and usefulness, the present condition of the school affords ground for satisfaction.

PARRAMATTA-STREET (R.C.—Girls) :—Visited, 24th and 25th November.

Number present at examination :—102.

1. The school-building has been put in repair within the year. At present, the chief defects in the organization are the insufficiency of the accommodation and the presence of infant pupils in the same room with the girls. 2. In point of punctuality and order the discipline has improved, but more judgment and firmness in governing need to be exercised before it can be regarded as satisfactory. 3. The classification is, on the whole, judicious, but the compilation of the lesson documents is faulty, and the teaching, though painstaking, is not very skilful. 4. The attainments are moderate in the lower classes, and tolerable in the higher.

PARRAMATTA-STREET (R.C.—Infants) :—Visited, 25th November.

Numbers present at examination :—Boys, 66 ; girls, 58 ; total, 124.

1. A new and suitable schoolroom is needed, and its erection is said to be contemplated by the Local Board. 2. The pupils are rather unpunctual and irregular in attendance ; the order is unsatisfactory, the bulk of the pupils being restless and inattentive under instruction. 3. The instruction is poorly regulated, and the teaching, although painstaking for the most part, is neither skilful nor effective. 4. The average proficiency is moderate.

PYRMONT (C.E.) :—Visited, 8th September.

Numbers present at examination :—Boys, 55 ; girls, 32 ; total, 87.

A shed and a urinal have yet to be provided ; otherwise, the material state of the school is fairly satisfactory. The organization is passable. 2. The attendance improves. The pupils are tolerably regular but unpunctual. They are clean and in fair order. The moral tone of the school is tolerably pleasing. 3. The classification is, in the case of individual pupils, ill-judged. The instruction is regulated by the usual documents which are compiled with middling care. The methods are of modern cast, but require to be applied with greater energy, intelligence, and skill. 4. The proficiency ranges from indifferent to moderate.

RANDWICK (C.E.) :—Visited, 2nd September.

Numbers present at examination :—Boys, 34 ; girls, 13 ; total, 47.

1. The schoolroom is in good repair, suitable, and fairly furnished. 2. The pupils are regular, fairly punctual, clean, and becomingly attired. The order however is susceptible of improvement. 3. All the subjects prescribed by the secular course of instruction are taught. The classification is uselessly minute. The lesson documents need to be more judiciously compiled. The teaching is earnest and painstaking, but not very skilful. 4. The results are moderate.

REDFERN (C.E.) :—Visited, 19th and 20th August.

Numbers present at examination :—Boys, 125 ; girls, 89 ; total, 214.

1. The school buildings are suitable and in excellent repair. There is a liberal supply of educational appliances. The school records need to be kept with greater accuracy. 2. The pupils are neat in dress, fairly punctual, and regular. The order is unsatisfactory. The movements are awkwardly and tediously performed. The pupils are inclined to be restless and inattentive under instruction ; and the government is wanting in firmness and judgment. 3. The classification appears, in some instances, to be regulated by the age and stature, rather than by the attainments of the children. The instructional documents are unskillfully arranged, and too much time is devoted to needlework. The teaching is conducted with earnestness, but is marked by very indifferent skill. 4. The attainments are very moderate, and the absence of mental activity is most apparent in the highest class of the school.

REDFERN (C.E.—Infants) :—Visited, 19th August.

Numbers present at examination :—Boys, 89 ; girls, 71 ; total, 160.

1. The schoolroom is in good repair and suitably furnished. The playground is tolerably roomy, but is covered with loose sand. The school records are incomplete in certain particulars. 2. The pupils are reasonably regular but unpunctual. Their demeanour is somewhat boisterous, and their play outside the schoolroom is marked by a good deal of unnecessary noise and roughness. The government is wanting in tact and firmness. 3. Tolerable judgment is shown in the classification. The lesson documents are poorly compiled, and the course of instruction needs extension. The methods are for the most part mechanical. A want of intelligence and professional discernment is observable in their application. 4. In all subjects, except reading, writing, and scripture, the attainments of the pupils are below moderate. The pupils are tolerably attentive under examination, and manifest some anxiety to answer, but they afford evidence in their partial, thoughtless, and confused replies that the teaching is ineffective.

ST. ANDREW'S (C.E.) :—Visited, 31st August.

Numbers present at examination :—Boys, 62 ; girls, 34 ; total, 96.

1. The new schoolroom is lofty, well ventilated, and abundantly supplied with working materials. The playground is reasonably large at present, but it is intended to sell a portion of it. A shed, to protect the children from the weather, is urgently needed. 2. The attendance has suffered to some extent by the removal of the school to its present site. The pupils are regular, punctual, clean, and in good order. The government is mild but firm, and the moral tone of the school is pleasing. 3. An appropriate classification obtains. The instruction is judiciously regulated. The methods are suitable, and are applied with earnestness, diligence, and fair average skill. 4. The proficiency is fair in the first and second classes, and approaches good in the third.

ST. ANDREW'S (C.E.—Infants) :—Visited, 31st August.

Numbers present at examination :—Boys, 46 ; girls, 63 ; total, 109.

1. A new schoolroom, well equipped. The partition between it and the mixed department is badly constructed, and the erection of a separate compartment for the "babies" was ill-advised. 2. The order and general discipline have sensibly improved and are now very fair. 3. The instruction is properly regulated and the methods are marked by reasonable skill and applied with fair industry. 4. The attainments are tolerable. The present teacher has only been a short time in charge.

ST. ANDREW'S (PRES.) :—Visited, 9th June.

Numbers present at examination :—Boys, 58 ; girls, 48 ; total, 106.

1. Important improvements have been effected in the material condition of this school since last inspection. Certain serious defects still exist. 2. Except that the younger portion of the pupils are disposed to be restless, very fair order is maintained. Other features of the discipline are equally satisfactory. 3. The existing classification seems tentative. The lesson documents are compiled with considerable care and tolerable judgment. The methods are painstaking, but wanting in vigour, originality, and skill. 4. The proficiency ranges from moderate to tolerable. The majority of the pupils evince little mental effort, and the answering as a whole is partial.

ST. BARNABAS' (C.E.) :—Visited, 15th and 16th September.

Numbers present at examination :—Boys, 112 ; girls, 75 ; total, 187.

1. The material state of this school is probably as good as is possible under the circumstances. There is a slight deficiency in the books of one class, owing to the influx of new scholars, and one of the blackboards is next to useless ; in all other respects the supply of working materials is good. 2. The pupils are punctual, regular, clean, and in good order. The government is intelligent and effective. The moral tone of the school is high. 3. The instruction accords with the standard course, and is judiciously regulated. The methods are suitable and are applied with zeal and industry. 4. The proficiency ranges from tolerable to very fair—the average being about fair. On the whole, the school is in a healthy condition, and is doing much good in the neighbourhood.

ST. BARNABAS' (C.E.—Infants) :—Visited, 9th September.

Numbers present at examination :—Boys, 74 ; girls, 60 ; total, 134.

1. The gallery has been enlarged since last regular inspection and is now capable of accommodating 130 pupils. The material state and organization of the school may be regarded as satisfactory. 2. As a whole, the discipline is sound. Reasonable attention appears to be devoted by the teacher to the appearance and general behaviour of the pupils. 3. The arrangements for carrying on the teaching are tolerably complete. The methods are appropriate and are applied with fair industry and passable skill. 4. The pupils are attentive under examination, but their answering is in most subjects limited and partial, and the teaching would appear to be somewhat superficial and mechanical in its application.

ST. JAMES (C.E.) :—Visited, 10th and 11th June.

Numbers present at examination :—Boys, 90 ; girls, 70 ; total, 160.

1. The schoolroom has been recently re-coloured, and the woodwork repainted. There is no lack of the necessary educational appliances. 2. The pupils are tolerably punctual and regular. Except that the children of the lower classes are disposed to be troublesome, the order may be regarded as satisfactory. 3. The children unduly preponderate in the lower classes. The instruction is on the whole properly regulated, and the methods are fairly appropriate. 4. Except in Euclid and Latin, the attainments are satisfactory.

ST. JAMES' (C.E.—Infants) :—Visited, 10th June.

Numbers present at examination :—Boys, 97 ; girls, 69 ; total, 166.

1. The lavatory needs some slight repairs, and the interior of the schoolroom requires to be coloured ; otherwise, the organization is very good. 2. Negligence in dress is to some extent noticeable, and the attention of the pupils requires careful cultivation. In most other points the discipline is unexceptionable. 3. The pupils are properly classified, the instruction is skilfully regulated, and the methods are suitable and reasonably effective. 4. The proficiency ranks from moderate to fair. The average is tolerable.

ST. LEONARDS (C.E.—Boys) :—Visited, 21st October.

Number present at examination :—87.

1. The schoolroom is altogether too small, and a lavatory, playshed, and book-press are wanted. 2. A substantial increase has been made to the attendance since last regular inspection. The order and general discipline of the school are good. 3. Little exception can be taken to the classification, or to the manner in which the instruction is regulated. The methods are painstaking, and the teaching is marked by earnestness and vigor. 4. The proficiency ranges from tolerable to very fair, the average being fair. The answering of the pupils is prompt, thoughtful, and accurate.

ST. LEONARDS (C.E.—Girls) :—Visited, 21st October.

Number present at examination :—25.

1. The schoolroom is in good repair, but the furniture is both insufficient and unsuitable. 2. The attendance has decreased during the year. The pupils are neat in dress, and on the whole punctual and orderly. The prevailing tone of the school is pleasing. 3. The prescribed subjects are taught ; the instruction is arranged with moderate judgment, and the teaching is painstaking but unskilful. 4. The average proficiency is moderate.

ST. LEONARDS (R.C.) :—Visited, 19th October.

Numbers present at examination :—Boys, 48 ; girls, 35 ; total, 83.

1. The playground is not divided for the sexes, and a lavatory and playshed have yet to be provided. The accommodation is insufficient. 2. The pupils are regular and punctual. The order is sensibly improved, and the moral tone of the school is pleasing. 3. The bulk of the pupils are in the lower classes. The instruction is fairly arranged. The teaching is earnest, of fair average skill, and reasonably effective. 4. The proficiency approaches fair.

ST. LEONARDS (PRES.) :—Visited, 19 October.

Numbers present at examination :—Boys, 50 ; girls, 19 ; total, 69.

1. Since last year the playground has been fenced in and divided for the sexes. A lavatory, supply of water, and a playshed have yet to be provided. 2. The pupils are regular, punctual, clean, and in very fair order. The government is inclined to be harsh, and is wanting in tact. The moral tone is to that extent unhealthy. 3. The classification is intelligent, the instructional documents are compiled with judgment, the methods are appropriate, and are effectively applied. 4. The average proficiency is very fair. In point of discipline and attainment the school contrasts favorably with its condition in these respects under the former teacher.

ST. MARY'S (R.C.—Boys) :—Visited, 15th, 16th, 18th, and 23rd June.

Number present at examination :—156.

1. The drainage of the premises is defective ; the fencing is incomplete, the playground is littered with loose stones and other lumber, and a shed and lavatory have yet to be erected. The interior of the schoolroom presents an uninviting appearance, the walls and floor being very dirty. The furniture is old, cumbrous, and in disrepair. The school records are incomplete, inaccurate, and slovenly kept. 2. The discipline is on the whole tolerable ; unpunctuality, untidiness of dress, and the want of sustained order and attention, are its most noticeable defects. 3. The actual classification of the pupils differs from that indicated on the rolls. Many of the pupils were depressed, and one of the classes was broken up during the year. The teaching has been productive of only partial results. 4. The average proficiency is barely moderate, ranging from tolerable in the highest class to indifferent in the others.

ST. MARY'S (R.C.—Girls) :—Visited, 15th, 16th, and 18th June.

Number present at examination :—107.

1. A new and commodious schoolhouse, well lighted and ventilated, and presenting internally a neat and cheerful appearance. It is liberally supplied with working materials. A lavatory and a shed, to protect the children from the weather, have yet to be provided. 2. The pupils are passably punctual and clean, and the discipline is in other respects healthy. 3. The instruction is properly regulated. The methods vary in point of skill from tolerable to indifferent. In their application greater vigour and versatility are required. 4. The attainments rank from indifferent to moderate. The teaching power is, and has been, for some time quite insufficient, and to this cause may largely be ascribed the comparatively small attainments of the pupils.

ST. MARY'S (R.C.—Infants) :—Visited, 15th June.

Numbers present at examination :—Boys, 58 ; girls, 83 ; total, 141.

1. The desk accommodation is not only insufficient, but the desks are altogether too high, and are cumbersome and otherwise unsuitable. 2. The pupils are irregular, but tolerably punctual and reasonably clean. Indifferent order is maintained. The government is deficient in tact and firmness. 3. The lesson documents are incomplete and of little use. Collective teaching is imperfectly understood. The subjects of instruction are limited in range, and the methods are crude and mechanical. 4. The attainments are poor, and barely appreciable in most subjects.

ST. PHILLIPS' (C.E.) :—Visited

Numbers present at examination :—Boys, 77 ; girls, 72 ; total, 149.

1. The playground is not divided for the sexes ; otherwise, the organization is good. 2. The discipline is on the whole very fair, and the moral tone of the school is healthy. Playground supervision would require to be more rigorously and efficiently performed. 3. The classification is tolerably judicious, its chief defect being the needlessly minute subdivision for reading. The lesson documents are carefully compiled, and the teaching is marked by fair average skill. 4. The proficiency ranges from moderate to very fair.

ST. PHILLIPS' (C.E.—Infants) :—Visited, 26th August.

Numbers present at examination :—Boys, 94 ; girls, 107 ; total, 201.

1. The schoolroom is too small, and is in need of a gallery ; otherwise, it is adequately found in working materials. 2. The order and discipline are very good. 3. The classification is moderately judicious. The true meaning of collective teaching is imperfectly understood. Defects are observable in the arrangement of the lesson documents. The methods are formal, and wanting in intelligent aim. They appear to be diligently applied. 4. The average proficiency is moderate, but the pupils of the fourth or highest class acquit themselves fairly.

SURREY HILLS (C.E.) :—Visited, 20th October.

Numbers present at examination :—Boys, 49 ; girls, 44 ; total, 93.

1. The school buildings are in good repair, and fully equipped. 2. The discipline is on the whole fair. 3. The classification is to some extent injudicious. The compilation of the lesson documents is passable. The methods are of fair skill, but want to be more vigorously applied. 4. The proficiency varies from moderate to tolerable.

SURREY HILLS (C.E.) :—Visited, 20th October.

Numbers present at examination :—Boys, 71 ; girls, 55 ; total, 126.

1. A group of desks has been provided since the regular inspection of last year. The school is fairly equipped in other respects. 2. The pupils are tolerably regular and punctual, and present a clean and cheerful appearance. Fair order is maintained. 3. The instruction is moderately well regulated ; the methods are tolerably appropriate, but require to be applied with increased skill and effect. 4. The proficiency ranks from moderate to tolerable.

SURREY HILLS (R.C.—Boys) :—Visited, 14th October.

Number present at examination :—176.

1. The situation is low, the ventilation and light are defective, the accommodation is insufficient, and a lavatory and playshed have yet to be erected. The organization is in other respects fairly satisfactory. 2. The pupils are regular, neat in dress, and of pleasing demeanour. The order is very fair in the higher classes, and indifferent in the lower. 3. The classification is judicious ; the instruction is in other respects satisfactorily arranged. The methods are tolerably skilful and are vigorously applied. 4. The proficiency ranges from indifferent in the lower classes to fair in the higher.

SURREY HILLS (C.E.—Girls) :—Visited, 14th October.

Number present at examination :—114.

1. Three desks have been added to the furniture since last inspection. A lavatory and playshed are still wanted. The organization of the school is tolerably satisfactory as a whole, and the interior of the schoolroom begins to wear a clean, neat, and cheerful appearance. 2. The pupils are less irregular than formerly, and are fairly punctual. Their demeanour is becoming, and their behaviour satisfactory. Very fair order is maintained, and the prevailing spirit of the school is healthy. 3. The classification is generally appropriate. The lesson documents are to some extent defective. The methods are in the main modern, and are applied with fair industry. 4. The proficiency ranges from tolerable to fair. The school improves in usefulness.

SURREY HILLS (WES.) :—Visited, 22nd and 23rd June.

Numbers present at examination :—Boys, 59 ; girls, 33 ; total, 92.

1. The want of a spacious playground is the chief defect in the material condition of this school. The interior arrangements are good, and the supply of working materials is ample. 2. The means adopted to secure punctuality are not successful, the order is but moderate and the government wants to be more firm. 3. All the prescribed subjects are taught. A sound classification obtains, and the teaching is marked by fair skill and efficiency. 4. The average proficiency is fair.

SURREY HILLS (WES.—Infants) :—Visited, 22nd June.

Numbers present at examination :—Boys, 35 ; girls, 18 ; total, 53.

1. The interior of the schoolroom needs colouring, the clock is out of repair, and the forms are too high ; otherwise, the school is well equipped. 2. The pupils are but moderately punctual ; many are irregular ; the order is indifferent, and the government feeble. 3. The instruction is on the whole tolerably regulated, the teaching is painstaking, but, owing to the indifferent order prevailing, is but partially effective. 4. The average proficiency is moderate.

SUSSEX-STREET (Hebrew) :—Visited, 23rd November.

Numbers present at examination :—Boys, 48 ; girls, 35 ; total, 83.

1. The situation is not central, and in other respects the premises are not suitable. Separate closets are required. 2. The pupils are reasonably punctual and regular, and, on the whole, neat in dress. The order is fair in the higher classes, but susceptible of much improvement in the lower, and the government needs to be more uniform and effective. 3. The classification is low. The lesson documents are carefully compiled. The teaching is earnest, fairly intelligent, and reasonably effective. 4. The average proficiency is fair.

TRINITY (C.E.) :—Visited, 28th October.

Numbers present at examination :—Boys, 62 ; girls, 50 ; total, 112.

1. The schoolroom is too small, and a classroom and playshed are necessary to render the organization complete. In other respects the school is well appointed. 2. As regards regularity and punctuality, the discipline is fair. The order however is susceptible of much improvement, and the demeanour of the elder pupils is not sufficiently subdued. 3. The course of instruction is observed. The lesson documents are fairly suitable, and the teaching varies in point of skill from moderate to fair. 4. The attainments are on the whole fair.

TRINITY (C.E.—Infants) :—Visited, 28th October.

Numbers present at examination :—Boys, 71 ; girls, 65 ; total, 136.

1. Most of the defects formerly existing in the material state of this school have been remedied. A playshed and a supply of more suitable desks have yet to be provided. 2. The discipline is fairly satisfactory. 3. Little objection can be urged against the classification ; reasonable pains are bestowed upon the arrangement of the lesson documents ; the methods are too suggestive in their application, and the pupils are as a consequence apt to become listless and inattentive. 4. The proficiency varies from moderate to tolerable.

VICTORIA-STREET (R.C.—Girls) :—Visited, 3rd November.

Number present at examination :—71.

1. A suitable schoolroom, fully found in the necessary educational appliances, and presenting a neat and well ordered appearance. 2. The pupils are regular, reasonably punctual, and very neat in dress. The order is very good, and the moral tone of the school satisfactory. 3. The course of instruction is observed, the necessary lesson documents are carefully compiled, and the teaching is marked by zeal and intelligence. 4. The average proficiency approaches good, and the mental powers of the pupils are well developed.

VICTORIA-STREET (R.C.—Infants) :—Visited, 3rd November.

Numbers present at examination :—Boys, 44 ; girls, 43 ; total, 87.

1. The desks are old and not very suitable ; otherwise, the school is reasonably well furnished. The school premises are in fair condition. 2. The attendance was much smaller than usual on the day of examination on account of the rain. In general the pupils are regular, although somewhat unpunctual. Good order is maintained, and the government is appropriate and intelligent. 3. The usual branches are taught. The classification is suitable ; the instructional documents are sensibly constructed, and the methods continue to be of a painstaking character. 4. The attainments in all the subjects are pretty uniform, and may be estimated as very fair. The pupils are attentive, fairly self reliant, and answer with commendable spirit and accuracy.

WAVERLEY (C.E.) :—Visited, 4th November.

Numbers present at examination :—Boys, 42 ; girls, 43 ; total, 85.

1. A supply of water, a lavatory, and a playshed have yet to be provided. The schoolhouse is in good repair and is fairly found in working materials. 2. The pupils are punctual, regular, and in fair order. Some unsteadiness is visible among the younger children, but the conduct of the general body is unexceptionable. The government is mild and in most other respects judicious. 3. On the whole, the classification may be regarded as satisfactory. The instructional documents admit of improvement in minor details, but otherwise fairly answer the ends in view. The methods need to be applied with greater energy. 4. The proficiency ranks from tolerable to fair.

WAVERLEY (R.C.) :—Visited, 10th November.

Numbers present at examination :—Boys, 42 ; girls, 34 ; total, 76.

1. The schoolroom is in very fair repair, but the supply of furniture is meagre, and a wash-house and playshed are required. The supply of books and apparatus is reasonably good. 2. The order and discipline approach fair. 3. The prescribed subjects are taught, the instruction is tolerably well regulated, and the teaching is conducted with zeal, earnestness, and moderate skill. 4. The proficiency is moderate.

WAVERLEY (PRES.) :—Visited, 19th November.

Numbers present at examination :—Boys, 36 ; girls, 39 ; total, 75.

1. The schoolroom has recently been enlarged. The playground is still unfenced and without a lavatory, urinal, and playshed. The out-offices are insufficient, and lack privacy. The furniture of the school is of rough make and much the worse for wear. Altogether, the material condition of the school is very unsatisfactory. 2. The attendance is tolerably steady and is kept up by the pupils with fair regularity. Other features of the discipline are not less satisfactory. 3. In the main, the classification is appropriate. The lesson documents are compiled with care, and in the case of the two higher classes with middling judgment. The methods are of a practical kind, and are diligently applied. 4. The attainments vary from moderate to tolerable.

WATERLOO (C.E.) :—Visited, 17th November.

Numbers present at examination :—Boys, 61 ; girls, 47 ; total, 108.

1. The organization of this school is defective. 2. The pupils are regular but unpunctual in attendance. Their demeanor is modest and subdued, and their conduct fairly satisfactory. 3. The classification is reasonably judicious ; the instruction is tolerably well regulated ; the methods are of modern cast, and are applied with diligence and zeal. 4. The proficiency varies from tolerable to fair.

WATERLOO

WATERLOO (C.E.—Infants) :—Visited, 11th November.

Numbers present at examination :—Boys, 57 ; girls, 50 ; total, 107.

1. A lavatory and hat-pegs have been provided since last inspection. Desks, gallery, forms, and a shed are among the most pressing wants. The school is very fairly found in working materials. 2. Punctuality excepted ; the discipline has been sensibly improved, and the moral aspect of the school is healthy. 3. The teaching is carried on with zeal, assiduity, and passable skill. 4. The average proficiency is fair, and there is evidence to show that substantial work has been done during the year.

WATERLOO (R.C.) :—Visited, 17th November.

Numbers present at examination :—Boys, 63 ; girls, 49 ; total, 112.

1. The playground is rugged and undivided for the sexes ; the closets are dilapidated and objectionably situated ; and a playshed and some means of storing water are much needed ; the supply of working materials is in some items insufficient. 2. The pupils are neither punctual nor regular, and in other respects the character of the discipline is indifferent. 3. The classification is open to many objections ; the school records and lesson documents are incomplete, and the teaching has been productive of very poor results. 4. The proficiency is tolerable in the junior and small in the higher classes ; the teacher has been just appointed.

WOOLLOOMOOLOO (PRES.) :—Visited, 10th and 11th November.

Numbers present at examination :—Boys, 114 ; girls, 79 ; total, 193.

1. The schoolroom is in bad repair. 2. The attendance has largely increased ; the pupils are tolerably regular, but unpunctual ; a good deal of restlessness prevails in the lower classes ; otherwise, the order has improved ; the prevailing tone of the school is healthy. 3. Except that the pupils in the first class unduly preponderate, the classification is passable ; some of the instructional documents admit of a better arrangement ; the methods vary in point of skill, their average quality approaches tolerable. 4. The proficiency is tolerable on the whole ; the school has improved in efficiency.

YORK-STREET (WES.) :—Visited, 19th November.

Numbers present at examination :—Boys, 42 ; girls, 29 ; total, 71.

1. New furniture, hat-pegs, and a lavatory have been provided within the year ; the interior of the schoolroom has also been whitewashed ; there is no lack of working materials. 2. The pupils are in many cases unpunctual ; but in other respects the discipline has improved. 3. The classification is faulty ; the bulk of the pupils are not only in the lowest class, but in the lowest section of that class ; the instruction appears to be fairly regulated, and the methods are characterized by tolerable skill. 4. The proficiency is tolerable, and in the highest class approaches fair.

ANNEX B.**NEWCASTLE DISTRICT.—TABULATED REPORTS FOR 1869.****DENOMINATIONAL SCHOOLS.****CHURCH OF ENGLAND.****DUNGOG :—Ordinary inspection, 31st May ; examination of pupils, 5th November.**

Pupils enrolled :—Boys, 26 ; girls, 28 ; total, 54.

Pupils present at ordinary inspection :—Boys, 22 ; girls, 20 ; total, 42.

Pupils present at examination :—Boys, 25 ; girls, 23 ; total, 48.

Ordinary average :—35 pupils.

The schoolhouse is in very fair condition, and its furniture is tolerably fair in quality, and sufficient for the requirements. The organization is correct, so far as the number of classes is concerned, but due regard has not been had to the advancement of the pupils. The order is unsatisfactory, and the mental activity of the pupils is small ; the children are clean and fairly punctual. The teacher's manner is earnest, but his methods are superficial, and his matter crude and frequently inappropriate. The results of the examination were unsatisfactory.

ERINA :—Ordinary inspection, 21st April ; examination of pupils, 10th December.

Pupils enrolled :—Boys, 21 ; girls, 40 ; total, 61.

Pupils present at ordinary inspection :—Boys, 25 ; girls, 30 ; total, 55.

Pupils present at examination :—Boys, 8 ; girls, 19 ; total, 27.

Ordinary average :—40 pupils.

Since my last visit this schoolhouse has been floored and otherwise put into good condition ; there is however a sad want of furniture. The organization is correct ; the pupils are clean, cheerful, and fairly self-reliant ; satisfactory progress has been made by the pupils. The small attendance was caused by tempestuous weather. The Rev. John Shaw was present at the examination.

GOSFORD :—Ordinary inspection, 15th April ; examination of pupils, 9th December.

Pupils enrolled :—Boys, 28 ; girls, 20 ; total, 48.

Pupils present at the ordinary inspection :—Boys, 24 ; girls, 16 ; total, 40.

Pupils present at examination :—Boys, 17 ; girls, 18 ; total, 35.

Ordinary average :—34 pupils.

The schoolhouse is in tolerable repair, but it is badly furnished. The organization is correct, and the discipline is effective in some respects, but fails to ensure habits of self-reliance in the elder children. The teaching is fairly methodical, but by no means thorough ; it requires to be imparted with greater earnestness, and frequently tested as to its results. The Rev. John Shaw was present at the examination.

HEXHAM :—

HEXHAM :—Ordinary inspection, 8th February ; examination of pupils, 24th August.

Pupils enrolled :—Boys, 22 ; girls, 31 ; total, 53.
 Pupils present at ordinary inspection :—Boys, 16 ; girls, 22 ; total, 38.
 Pupils present at examination :—Boys, 18 ; girls, 25 ; total, 43.
 Ordinary average :—35 pupils.

The schoolhouse, although small and very badly furnished, is substantially in good condition, but the teacher's house is very dilapidated. The organization is satisfactory ; there is an improvement in the tone of the school as regards order, but the pupils are not remarkable for mental energy, nor is the teaching effective. The Rev. J. S. Wood was present at the examination.

KINCUMBER :—Ordinary inspection, 19th April ; examination of pupils, 7th December.

Pupils enrolled :—Boys, 17 ; girls, 14 ; total, 31.
 Pupils present at ordinary inspection :—Boys, 10 ; girls, 5 ; total, 15.
 Pupils present at examination :—Boys, 13 ; girls, 10 ; total, 23.
 Ordinary average :—22 pupils.

The building is a small one, but large enough for the present attendance. Since my last visit it has been put into a fair state of repair. The school is badly equipped. The organization is defective, the discipline weak, and the instruction is methodless and ineffective.

MILLER'S FOREST :—Ordinary inspection, 21st June ; examination of pupils, 30th November.

Pupils enrolled :—Boys, 43 ; girls, 36 ; total, 79.
 Pupils present at ordinary inspection :—Boys, 28 ; girls, 33 ; total, 61.
 Pupils present at examination :—Boys, 38 ; girls, 19 ; total, 57.
 Ordinary average :—55 pupils.

The schoolhouse, which is also used as a church, has recently been put into proper repair. It is airy, commodious, and well lighted, but altogether inadequately furnished. There are out-offices, but the ground is unenclosed. The school is satisfactorily organized, the pupils are clean, well-behaved, fairly industrious, but by no means regular ; this, however, is caused by "home demands." The teaching is earnest and faithful, and the progress of the pupils is reasonably satisfactory. The Rev. S. Simm was present during the examination.

NEWCASTLE (Christ Church) :—Ordinary inspection, 14th January ; examination of pupils, 20th and 21st July.

Pupils enrolled :—Boys, 99 ; girls, 87 ; total, 186.
 Pupils present at ordinary inspection :—Boys, 85 ; girls, 51 ; total, 136.
 Pupils present at examination :—Boys, 84 ; girls, 60 ; total, 144.
 Ordinary average :—165 pupils.

The material condition of this school is very satisfactory. The organization is correct, the discipline is effective, and the instruction gives results ranging from very fair to good. The tone of the school is healthy and pleasing. The Rev. A. E. Selwyn was present occasionally during the examination. Latterly this school has increased greatly ; instead of 186 on the rolls there are now 242.

NEWCASTLE (St. John's) :—Ordinary inspection, 25th January ; examination of pupils, 28th July.

Pupils enrolled :—Boys, 44 ; girls, 38 ; total, 82.
 Pupils present at ordinary inspection :—Boys, 47 ; girls, 27 ; total, 74.
 Pupils present at examination :—Boys, 37 ; girls, 28 ; total, 65.
 Ordinary average :—82 pupils.

The schoolhouse is a good structure, and the furniture and other appointments are good and sufficient also. The organization and discipline are satisfactory, and the teaching is methodical and effective to a very fair degree. This school is subjected to great fluctuations and changes which hinder the general progress. I perceive that the return for December quarter shows an increase of thirty nearly instead of eighty-two ; the number given is 110.

RAYMOND TERRACE :—Ordinary inspection, 15th June ; examination of pupils, 27th October.

Pupils enrolled :—Boys, 54 ; girls, 31 ; total, 85.
 Pupils present at ordinary inspection :—Boys, 35 ; girls, 24 ; total, 59.
 Pupils present at examination :—Boys, 43 ; girls, 25 ; total, 68.
 Ordinary average :—61 pupils.

The schoolhouse is a commodious and substantial building ; it is well furnished and is properly supplied with working material. The organization is correct ; the discipline has improved upon what I last witnessed ; the teaching is earnest, but not so thorough as might be. The tone of the school is pleasing. The Rev. S. Simm and the lay members of the Board were present at the examination.

STROUD :—Ordinary inspection, 25th May ; examination of pupils, 18th November.

Pupils enrolled :—Boys, 23 ; girls, 23 ; total, 46.
 Pupils present at ordinary inspection :—Boys, 10 ; girls, 7 ; total, 17.
 Pupils present at examination :—Boys, 17 ; girls, 21 ; total, 38.
 Ordinary average :—36 pupils.

The school premises have recently undergone repair, and are now in very fair condition. The schoolroom is spacious, well lighted, and properly ventilated. The furniture is sufficient, but badly arranged. The organization is correct, and the discipline is satisfactory. The mental tone of the school is improved, and although the methods of teaching are not modern, they are fairly effective. The Rev. A. Shaw and a lay member of the Board were present at the examination.

UPPER BENDOLBA :—Ordinary inspection, 3rd June ; examination of pupils, 9th November.

Pupils enrolled :—Boys, 33 ; girls, 30 ; total, 63.

Pupils present at ordinary inspection :—Boys, 21 ; girls, 17 ; total, 38.

Pupils present at examination :—Boys, 18 ; girls, 25 ; total, 43.

Ordinary average :—35 pupils.

The school building, which is also used for church purposes, is substantially in good condition, but the furniture is bad in supply, quality, and arrangement. The ground is properly enclosed, and out-offices are provided. The organization is correct, and the discipline, all its aspects considered, may be rated as fair. The instruction is not sufficiently exacting in its demands upon the pupils, but it is earnest and methodical. The Rev. E. Huband-Smith and a lay member of the Board were present.

WALLSEND :—Ordinary inspection, 3rd February ; examination of pupils, 18th and 19th August.

Pupils enrolled :—Boys, 124 ; girls, 82 ; total, 206.

Pupils present at ordinary inspection :—Boys, 64 ; girls, 55 ; total, 119.

Pupils present at examination :—Boys, 101 ; girls, 68 ; total, 169.

Ordinary average :—169 pupils.

Excepting a need for more furniture this schoolhouse and its appointments are good. The organization is correct, the discipline is fair, and the instruction gives results which range from tolerable to fair in most of the subjects taught. The present teacher has held the appointment but four months, and much of his time has necessarily been devoted to reorganizing. The Rev. J. S. Wood was present at the examination.

ROMAN CATHOLIC.

CLARENCE TOWN :—Ordinary inspection, 9th June ; examination of pupils, 2nd November.

Pupils enrolled :—Boys, 19 ; girls, 14 ; total, 33.

Pupils present at ordinary inspection :—Boys, 18 ; girls, 14 ; total, 32.

Pupils present at examination :—Boys, 16 ; girls, 10 ; total, 26.

Ordinary average :—23 pupils.

The schoolhouse, which is also used as a church, is in very fair condition, and is now supplied with suitable and sufficient furniture. By some miscarriage the annual requisition for "supply" has not reached the office, and the school is consequently insufficiently supplied with material. The organization is correct, the discipline is fairly effective, and the results of the instruction range from fair to very fair.

KINCUMBER :—Ordinary inspection, 20th April ; examination of pupils, 14th November.

Pupils enrolled :—Boys, 17 ; girls, 30 ; total, 47.

Pupils present at ordinary inspection :—Boys, 23 ; girls, 14 ; total, 37.

Pupils present at the examination :—Boys, 14 ; girls, 26 ; total, 40.

Ordinary average :—33 pupils.

The schoolhouse is in a suitable condition, but it is much too small. There is an ample supply of furniture, and it is arranged in as appropriate a manner as the confined space will permit. The organization is satisfactory, the discipline is fair, the teaching is earnest and fairly methodical, but wanting in thoroughness. A lay member of the Board was present.

MILLER'S FOREST :—Ordinary inspection, 18th June ; examination of pupils, 1st December.

Pupils enrolled :—Boys, 32 ; girls, 28 ; total, 60.

Pupils present at the ordinary inspection :—Boys, 8 ; girls, 12 ; total, 20.

Pupils present at examination :—Boys, 23 ; girls, 25 ; total, 48.

Ordinary average :—33 pupils.

The schoolhouse is in a fair state of repair, and the supply of furniture is suitable and sufficient. The discipline and organization are satisfactory, and the results of the teaching range from tolerable to fair.

NEWCASTLE :—Ordinary inspection, 22nd January ; examination of pupils, 26th and 27th July.

Pupils enrolled :—Boys, 92 ; girls, 105 ; total, 197.

Pupils present at ordinary inspection :—Boys, 58 ; girls, 55 ; total, 113.

Pupils present at examination :—Boys, 78 ; girls, 63 ; total, 141.

Ordinary average :—120 pupils.

The schoolroom, which is under the church, is fairly suitable for its uses, but requires additional furniture. The playground and out-offices are good. The organization is satisfactory, but the discipline is ineffective, the pupils being noisy, disobedient, and very unpunctual. The moral tone of the pupils is low, and my vigilance was taxed to the utmost when endeavouring to prevent them from copying or prompting. The prescribed subjects, excepting singing and drawing, are taught with results which vary between moderate and tolerable.

RAYMOND TERRACE :—Ordinary inspection, 18th May ; examination of pupils, 19th January.

Pupils enrolled :—Boys, 15 ; girls, 22 ; total, 37.

Pupils present at ordinary inspection :—Boys, 15 ; girls, 20 ; total, 35.

Pupils present at examination :—Boys, 14 ; girls, 21 ; total, 35.

Ordinary average :—44 pupils.

This school, after suffering from the effects of frequent change of teachers, is undergoing a very satisfactory reorganization, and since the last inspection the numbers on the roll have increased from thirty-seven to fifty-six. The schoolhouse is in but a moderate state of repair ; the furniture is insufficient, but it is judiciously arranged, and the room is kept very clean. The order is very satisfactory and the methods of instruction are judicious and tolerably searching.

PRESBYTERIAN SCHOOLS.

DINGO CREEK :—Ordinary inspection, 12th March ; examination of pupils, 22nd September.

Pupils enrolled :—Boys, 21 ; girls, 23 ; total, 44.

Pupils present at ordinary inspection :—Boys, 16 ; girls, 18 ; total, 34.

Pupils present at examination :—Boys, 14 ; girls, 19 ; total, 34.

Ordinary average :—31 pupils.

The schoolhouse has been recently put in good repair. It is a suitable building, is tolerably furnished, and is also properly supplied with material. The school is now supplied with good out-offices. The organization is moderately correct ; the discipline is fair ; the instruction is mechanical and uneducative. The moral tone of the school is pleasing. The Rev. J. S. Laing and two lay members of the Board were present.

NEWCASTLE :—Ordinary inspection, 27th January ; examination of pupils, 22nd and 23rd July.

Pupils enrolled :—Boys, 115 ; girls, 103 ; total, 218.

Pupils present at ordinary inspection :—Boys, 79 ; girls, 54 ; total, 133.

Pupils present at examination :—Boys, 85 ; girls, 68 ; total, 153.

Ordinary average :—155 pupils.

The material state of this school is from tolerable to fair, the defects being the want of additional furniture and a better playground. The discipline and organization are very good, and the moral tone of the school is highly satisfactory. The instruction is marked by earnestness and intelligent methods, and the results range from moderate to tolerable in the first and second classes, and from fair to good in the third and fourth. The Rev. J. Coutts was present.

1870.

NEW SOUTH WALES.

SYDNEY GRAMMAR SCHOOL.

(REPORT FOR 1869.)

Presented to Parliament, pursuant to Act 18 Victoria.

THE SECRETARY TO THE TRUSTEES, SYDNEY GRAMMAR SCHOOL, to THE COLONIAL SECRETARY.

Sydney Grammar School,
7 February, 1870.

SIR,

I have the honor, by direction of the Trustees of the Sydney Grammar School, to transmit to you, for the purpose of being laid before the Parliament, the following Report of their proceedings and the progress of the school, during the year 1869.

At the January meeting of the Trustees, Professor Pell was re-elected Chairman of the Board for the current year. At the same meeting a joint certificate was received from the Examining Board for Foundation Scholarships, recommending Springthorpe and Scarr to the Trustees for the Foundation Scholarships. In consequence however of Messrs. Springthorpe and Scarr not being able to comply with the rules under which the Foundation Scholarships were offered, no Scholarships were awarded.

At the February meeting Mr. Ord was appointed as an Assistant Master at a salary at the rate of £200 per annum.

The Trustees, at a meeting held on the 1st March, adopted the following regulations for their meetings and rules of procedure:—

1. The Trustees shall meet on the first Monday in every month, or on the nearest convenient day, should such first Monday be a public holiday, and may adjourn from time to time to conclude any unfinished business.

2. At any time in the interval between such monthly meetings, it shall be competent for the Chairman, or in his absence the Vice-Chairman, in any case of emergency, to call a special meeting of the Trustees to be held as soon as conveniently may be, for the consideration of any business which he may wish to submit to them.

3. Upon the written requisition of any three members, the Chairman, or in his absence the Vice-Chairman, or in the absence of both, the Secretary, shall convene a special meeting of the Trustees to be held so soon as conveniently may be after the expiration of three days from the receipt of such requisition.

4. Except in any case of emergency as aforesaid, no motion initiating a subject for discussion shall be made, but in pursuance of notice given at least four days previously; and every such notice shall be entered in a book to be kept by the Secretary for that purpose.

5. The Secretary shall issue to each Trustee a summons with a written specification of the various matters to be considered at the next meeting of the Trustees, whether such meeting be an ordinary or a special one; and such summons, except in any case of emergency as aforesaid, shall be posted in Sydney at least four days previously to such meeting.

6. That at the ordinary meeting of the Trustees in the month of February in each year, the Trustees shall elect a Vice-Chairman, who shall hold office for one year, and shall act for the Chairman during his absence. In case of there not being a quorum present at the meeting held in the month of February, the election shall be made at the next ordinary meeting at which a quorum shall be present; and in such case the Vice-Chairman then elected shall hold office until the February next following.

The Trustees at the same meeting revised and adopted the following Rules for the admission of Free Scholars, viz.:—

Rules for the admission of Foundation Pupils to the Sydney Grammar School:—

1. That every year a number of boys, not exceeding three, be admitted by the Trustees to a free education in the Sydney Grammar School—such boys to be entitled Foundation Pupils.

2. That the Head Master, the Mathematical Master, and two Examiners, appointed by the Trustees, form a Board, to be called the Examining Board, of which the Head Master shall be Chairman, and who shall examine candidates, and report the result to the Trustees.

3. That the subjects for examination shall be—
The English Language and History, Geography, Arithmetic, Latin Grammar, Cæsar de Bello Gallico, book 1, Euclid, book 1.
- 4 That no candidate shall be appointed a Foundation Pupil, except upon the report of the Examining Board that he is possessed of more than ordinary abilities or attainments.
- 5 That at the conclusion of every examination the Examining Board shall forward to the Trustees a list of the names of those candidates whom they consider eligible, arranged in order of merit, taking into consideration not only the attainments of candidates, but their ages and abilities also, and the probabilities of their deriving advantage from a liberal education.
- 6 No candidate recommended by the Board shall be considered eligible unless the Trustees shall be satisfied that the circumstances of his parents or guardians are such as to justify the remission of the fee. A certificate from the Council of Education shall be held conclusive on these points
7. Foundation Pupils shall be appointed for one year, the appointments to be renewable from year to year upon the recommendation of the Examining Board
8. The Head Master shall have the power of dismissing Foundation Pupils for bad conduct, or for irregular attendance
- 9 An examination shall be held annually in the month of December, or such other time as the Trustees may direct.

The Trustees also resolved to recommend to the Senate of the University that the "Salting Exhibition" then vacant be conferred upon Mr. C. A. Coghlan, late captain of the Grammar School. Upon this recommendation Mr. C. A. Coghlan was appointed to that exhibition.

At this meeting Mr. H. S. Hawkins was temporarily appointed as an Assistant Master, at a salary at the rate of £150 per annum; higher duties having been subsequently assigned to Mr Hawkins, his salary was in the course of the year raised to £300.

At a special meeting in July, Mr. W J. Vanes was, on the recommendation of the Head Master, appointed to the office of Assistant English Master, at the rate of £150 per annum.

It was decided at this meeting that the Christmas vacations should be reduced to five weeks, and Mr. Weigall was authorized to employ Mr. Norris as a Writing Master for the remainder of the quarter.

On the 6th December a report was received from the Examining Board for Free Pupils, stating that seven candidates had been examined in the subjects specified, and that they considered that none of them were possessed of more than the ordinary abilities or attainments; and that under these circumstances they were unable to recommend any of the candidates for admission as Foundation Pupils.

The number of pupils in attendance during the year averaged 196½, and the number for the last December quarter was 215, being the maximum attendance since the foundation of the school.

The Trustees have the honor to report that they are quite satisfied with the state of discipline and efficiency of the school.

The amount of the whole income and expenditure of the school during the year will be found in the annexed Appendix.

I have, &c,

W. H. CATLETT,

Secretary.

APPENDIX.

RETURN of the Receipts and Disbursements of the Sydney Grammar School, for the Year 1869.

Receipts.		Amount.		Disbursements.		Amount	
	£ s d	£ s d		£ s d	£ s d		£ s d
To Endowment		1,500 0 0	By amount overdrawn on 31st December, 1868		241 7 7		
„ Interest on fixed deposits	71 13 0		„ Salaries	2,433 8 4			
„ School fees from pupils	2,547 0 0		„ Allowances	88 5 0			
„ Receipts from the sale of school books	5 2 6		„ Capitation fees paid to Masters	1,079 0 0			
„ Mr Penman	1 0 0					3,600 13 4	
		2,624 15 6	„ Prizes, printing, and stationery			308 5 5	
„ Deposit accounts		850 0 0	„ Petty expenses			63 1 1	
„ Balance, amount overdraw		402 7 8	„ Insurance			12 0 0	
			„ Advertisements			46 3 11	
			„ Philosophical instruments, &c			5 9 4	
			„ Repairs and improvements to buildings			170 2 6	
			„ New school desks			80 0 0	
			„ Deposit accounts			850 0 0	
		£ 5,377 3 2				£ 5,377 3 2	

W. H. CATLETT,

Secretary

24 January, 1870

Examined and found correct,—

M B PELL

ARTHUR M A'BECKETT

26 January, 1870

RETURN

RETURN of the Sydney Grammar School, for the Year 1869.

Office.	Name.	Salaries.	Allowances.	Fees from Pupils.	Total.	State whether allowed a residence.	Remarks.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Head Master	Albert Bythesea Weigall.....	500 0 0	.....	498 0 0	998 0 0	Residence allowed.	
Mathematical Master	Edward Pratt.....	400 0 0	.....	296 10 0	696 10 0	Do. do.	
Classical Master.....	Edwin Whitfield	300 0 0	.....	289 10 0	589 10 0	Do. do.	
Assistant Classical Master	Charles Orlando Helm.....	300 0 0	.....	.....	300 0 0	.....	Resigned.
Do. do.	Charles Renshaw Ord	83 6 8	.....	.....	83 6 8	.....
Do. do.	Henry Spendlove Hawkins	220 16 8	.....	.....	220 16 8	.....
English Master	Charles James Fache	200 0 0	50 0 0	.....	250 0 0	.....
Assistant English Master...	John Waller Vanes	68 15 0	.....	.....	68 15 0	.....
Lecturer in Natural Science	Alexander M. Thomson	50 0 0	.....	.....	50 0 0	.....
German Master	Ferdinand Joseph Lander	45 0 0	.....	.....	45 0 0	.....
Drawing Master	Joseph Fowles	90 0 0	.....	.....	90 0 0	.....
Writing Master	William Samuel Norris	25 10 0	.....	.....	25 10 0	.....	Employed temporarily.
Janitor and Drill Sergeant	Sebastian Hodge	100 0 0	12 0 0	.....	112 0 0	Residence allowed.	
Secretary to the Trustees..	William Henry Catlett	50 0 0	26 5 0	.....	76 5 0	.....
	Total.....	£ 2,433 8 4	88 5 0	1,079 0 0	3,600 13 4		

Examined and found correct,—

M. B. PELL.

ARTHUR M. A'BECKETT.
26 January, 1870.

W. H. CATLETT,

Secretary.

24 January, 1870.

RETURN of the number of Teachers of the Sydney Grammar School, as well as the number of Scholars, in the Year 1869.

Number of Teachers.	Number of Scholars.			
	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.
Seven engaged for their whole time.				
Four engaged for particular lessons.	168	190	213	215
	Average of the year, 1869.			

W. H. CATLETT,

Secretary.

24 January, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MATRIMONIAL CAUSES BILL.

(PETITION—ROMAN CATHOLIC BISHOP OF MAITLAND.)

Ordered by the Legislative Assembly to be Printed, 16 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned James Murray, Roman Catholic Bishop of Maitland,—

SHOWETH :—

1. That your Petitioner has seen with regret and alarm a renewed attempt to pass through your Honorable House a Bill, under the title “Matrimonial Causes Bill,” proposing to grant facilities for Divorce.

2. That the sacredness of the bond of Matrimony lies at the foundation of all civilized society, and that to diminish that sacredness is to bring (sooner or later) ruin on all human civilization and progress.

3. That Catholics hold the indissolubility of the bond of Matrimony as a matter of Christian faith.

4. That the said Bill now before your Honorable House would press with peculiar severity on Catholics. In any Matrimonial Cause the conscientious Catholic would remain bound by his matrimonial vows, whilst the unconscientious Catholic, moved by caprice or licentiousness, or in a mixed Marriage the non-Catholic party, deterred by no religious belief in the matter, would be set at liberty from all penalty of human laws.

5. That the said Bill is unnecessary, because the existing facilities for separation “*a mensa et thoro*,” without relaxation of the “*vinculum matrimonii*,” are sufficient to afford all the relief that Christianity and the safety of society permit.

Your Petitioner, therefore, for himself and on behalf of all the Catholic Clergy and Laity of New South Wales, humbly prays that the said Bill may not receive the assent of your Honorable House.

And your Petitioner will ever pray, &c., &c.

Dated at Maitland, this 14th day of March, A.D. 1870.

+ JAMES MURRAY,
Bishop of Maitland.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MATRIMONIAL CAUSES BILL.

(PETITION—ROMAN CATHOLIC BISHOP OF BATHURST.)

Ordered by the Legislative Assembly to be Printed, 16 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned, Mathew Quinn, Roman Catholic Bishop of Bathurst,—

SHOWETH :—

1. That your Petitioner has seen with regret and alarm a renewed attempt to pass through your Honorable House a Bill, under the title “ Matrimonial Causes Bill,” proposing to grant facilities for Divorce.

2. That the sacredness of the bond of Matrimony lies at the foundation of all civilized society, and that to diminish that sacredness is to bring (sooner or later) ruin on all human civilization and progress.

3. That Catholics hold the indissolubility of the bond of Matrimony as a matter of Christian faith.

4. That the said Bill now before your Honorable House would press with peculiar severity on Catholics. In any “ Matrimonial Cause” the conscientious Catholic would remain bound by his matrimonial vows, whilst the unconscientious Catholic, moved by caprice or licentiousness, or in a mixed marriage the non-Catholic party, deterred by no religious belief in the matter, would be set at liberty from all penalty of human laws.

5. That the said Bill is unnecessary, because the existing facilities for separation *a mensa et thoro*, without relaxation of the *vinculum matrimonii*, are sufficient to afford all the relief that Christianity and the safety of society permit.

Your Petitioner, therefore, for himself and on behalf of all the Catholic Clergy and Laity of New South Wales, humbly prays that the said Bill may not receive the assent of your Honorable House.

And your Petitioner will ever pray, &c.

Dated at Bathurst, this twelfth day of March, A.D. 1870.

+ MATHEW QUINN.

1870.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MATRIMONIAL CAUSES BILL.

(PETITION—ROMAN CATHOLIC ARCHBISHOP OF SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 18 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Roman Catholic Archbishop of Sydney,—

SHOWETH :—

(1.) That your Petitioner has seen with regret and alarm a renewed attempt to pass through your Honorable House a Bill, under the title "Matrimonial Causes Bill," proposing to grant facilities for Divorce.

(2.) That the sacredness of the bond of Matrimony lies at the foundation of all civilized society, and that to diminish that sacredness is to bring (sooner or later) ruin on all human civilization and progress.

(3.) That Catholics hold the indissolubility of the bond of Matrimony as a matter of Christian faith.

(4.) That the said Bill now before your Honorable House would press with peculiar severity on Catholics. In a "Matrimonial Cause," the conscientious Catholic would remain bound by his matrimonial vows; whilst the unconscientious Catholic, moved by caprice or licentiousness, or, in a mixed marriage the non-Catholic party, deterred by no religious belief in the matter, would be set at liberty from all penalty of human law.

(5.) That the said Bill is unnecessary, because the existing facilities for separation "*a mensa et thoro*," without relaxation of the "*vinculum matrimonii*," are sufficient to afford all the relief that Christianity and the safety of society permit.

Your Petitioner therefore, for himself, and on behalf of all the Catholic Clergy and Laity of New South Wales, humbly prays that the said Bill may not receive the assent of your Honorable House.

And your Petitioner will ever pray, &c.

Dated at Sydney, this sixteenth day of March, 1870.

+ J. B. POLDING, SYDNEY.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

IMPERIAL ACT AMENDING THE LAW RELATING TO
DIVORCE AND MATRIMONIAL CAUSES.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be Printed, 30 March, 1870.

THE GOVERNOR GENERAL TO THE SECRETARY OF STATE FOR THE COLONIES.

30 November, 1858.

Sir,

I have the honor to acknowledge the receipt of a Circular Despatch, dated 12th April, 1858, enclosing a copy of the Act of the Imperial Parliament, 20 and 21 Vict., cap. 85, and directing me to consult my Council as to the expediency of introducing into this Colony a measure based upon similar principles.

I forward herewith a Minute of the Proceedings of the Executive Council with reference to this subject, by which it will be seen that the Members, though recognizing the importance of the subject, were not of opinion that it would be at present desirable to enter upon its consideration.

I have, &c.,
W. DENISON.

MINUTE OF THE EXECUTIVE COUNCIL.—(58-45.)

His Excellency the Governor General lays before the Council a Despatch from the Right Honorable the Secretary of State for the Colonies, forwarding a copy of the Act of the Imperial Parliament, 20 and 21 Victoria, cap. 85, "To amend the law relating to Divorce and Matrimonial Causes in England," and conveying the wish of Her Majesty's Government that His Excellency should consult the Council as to the expediency of introducing into this Colony a measure based upon similar principles.

2. His Excellency at the same time lays before the Council a letter from the Secretary to the Law Officers, enclosing an opinion upon the subject by the Honorable the late Attorney General.

3. The Council fully recognize the importance of the subject to which their attention has been directed, but bearing in mind that a dissolution of the local Parliament is impending, they are of opinion that the further consideration of it may with propriety be deferred to some future more opportune period.

A. ORPEN MORIARTY,
Clerk of the Council.

22 Nov., 1858.

THE UNDER SECRETARY TO THE LAW DEPARTMENT TO THE PRINCIPAL UNDER SECRETARY.

Crown Law Offices,
Sydney, 8 November, 1858.

Sir,

In returning you the enclosed copy of an Act of the Imperial Parliament, 20 and 21 Vict., cap. 85, "To amend the law relating to Divorce and Matrimonial Causes in England," I am directed by Mr. Attorney General Martin to state, that his opinion is opposed to the introduction into this Colony of an Act similar in principle to the above. It does not appear to the Attorney General to be giving satisfaction in England, where the means of working it are far superior to any which we can at present hope to possess; and the more prudent course therefore would be, he thinks, to let the matter stand over for a year at least, when the Government of this Colony will be in a much better position than now to determine whether or not we should follow the example set by the Imperial Parliament.

I have, &c.,
W. E. PLUNKETT.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CEMETERIES REGULATION BILL, N^o. 2.

(PETITION—STANDING COMMITTEE OF THE SYNOD OF THE CHURCH OF ENGLAND
FOR THE DIOCESE OF SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 22 February, 1870.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of the Standing Committee of the Synod of the Church of England for the
Diocese of Sydney,—

HUMBLY SHOWETH :—

1. That your Petitioners feel deeply interested in the matter of the regulation of Cemeteries, and especially of that at Haslem's Creek, as such regulation is intended to be affected by the Bill to regulate Cemeteries, now before your Honorable House.

2. That your Petitioners are of opinion that the change proposed by the said Bill to be introduced into the management of the Haslem's Creek Cemetery, as the same is at present regulated under the Necropolis Act of 1867, by transferring the management from separate bodies of Trustees for the different religious denominations to one body of Trustees appointed by the Government, is undesirable, and that it is not rendered necessary on the ground of economy or otherwise by any well founded cause of complaint against the existing system of management.

3. That your Petitioners are of opinion that it is not desirable as proposed by the said Bill to extend the system of management which may be adopted for the Haslem's Creek Cemetery to all other lands set apart by the Government as Cemeteries, or for the purposes thereof, without regard to the peculiar circumstances of each individual case.

4. That your Petitioners consider as open to serious objection the power proposed to be given by the said Bill to the Trustees of any Cemetery, or to the Minister for Lands for the time-being, to permit other persons than duly recognized Ministers of the denomination, for whose use any ground may have been set apart for burying the dead, to exercise within such ground religious or professional functions in connection with the burial of the dead.

5. That your Petitioners consider as open to serious objection, the absolute control given by the said Bill to the Trustees of any Cemetery over the monuments and inscriptions placed therein, your Petitioners being of opinion that such modification of that control is essential as will effectually prevent the placing within ground set apart for any religious denomination, monuments and inscriptions repugnant to or inconsistent with the religious feelings of that denomination.

6. That your Petitioners consider as very objectionable, the power given by the said Bill to any person appointed by those in charge of a corpse to perform rites of burial over such corpse within ground set apart for the use of a denomination, in any case where no duly recognized Minister of that denomination has been appointed by the Trustees to perform the burial service of that denomination within the said ground.

7. That your Petitioners are decidedly opposed to, and consider as very objectionable, the power conferred by the Bill on the Government to prohibit burials in any Cemetery or burial place, on the written application of twenty householders, or upon the written certificate of three duly qualified medical practitioners.

Your Petitioners therefore pray that your Honorable House will not pass the aforesaid Bill.

And your Petitioners will ever pray, &c., &c.

Signed on behalf of the Standing Committee of the Synod of the Diocese of Sydney.

WILLIAM M. COWPER,
Chairman.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GEORGE SWINNERTON YARNTON.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 22 February, 1870.

To the Honorable the Speaker and Members of the Legislative Assembly, in Parliament assembled.

The humble Petition of George Swinnerton Yarnton, of Sydney, Solicitor,—

SHOWETH :—

That, on the first day of February, one thousand eight hundred and fifty-nine, your Petitioner relinquished his position as a practising Solicitor in the City of Sydney, and accepted the office of Registrar of the Metropolitan District Court.

That, on the twenty-eighth day of January, one thousand eight hundred and sixty-nine, your Petitioner received a communication from the Secretary to the Crown Law Officers, intimating that your Petitioner had been removed from his said office, provisions for his salary having ceased.

That your Petitioner has made repeated applications for compensation for the loss of office, but without success, your Petitioner being advised that it has, for many years past, been the invariable practice, on the removal from office of a Public Servant, to grant a compensation proportionate to the length of his service and the amount of salary received by him.

Your Petitioner therefore prays that your Honorable House will take his case into your favourable consideration, and grant your Petitioner such relief as the justice of the case shall require, and as to your Honorable House shall seem meet.

And your Petitioner shall ever pray, &c., &c.

GEORGE S. YARNTON.

Sydney, 10 Feb., 1870.

[The following text is extremely faint and largely illegible. It appears to be a list or a series of entries, possibly names or titles, arranged in a structured format. Some faint words like "List" or "Index" might be visible at the top of the main text area.]

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE PETITION OF

GEORGE SWINNERTON YARNTON;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
23 *March*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

**EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.**

VOTES No. 19. TUESDAY, 1 MARCH, 1870.

9. George Swinnerton Yarnton (*Formal Motion*):—Mr. Farnell moved, pursuant to Notice No. 9,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to consider and report upon the allegations contained in the Petition of George Swinnerton Yarnton, presented to this House on the 18th February, 1870.
- (2.) That such Committee consist of Mr. Cowper, Mr. Tunks, Mr. G. A. Lloyd, Mr. King, Mr. Weaver, Mr. Allen, Mr. Neale, Mr. Clarke, Mr. Baker, and the Mover.
- Question put and passed.
-

VOTES No. 32. WEDNESDAY, 23 MARCH, 1870.

3. George Swinnerton Yarnton :—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 the Petition of George Swinnerton Yarnton was referred on 1st March, 1870, together with Appendix.
- Ordered to be printed.
-

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1870.

 PETITION OF GEORGE SWINNERTON YARNTON.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 1st March, 1870,—“with power to send for persons and papers”—“to consider and report upon the allegations contained in the Petition of George Swinnerton Yarnton, presented to your Honorable House on 18th February, 1870,”—have agreed to the following Report:—

Your Committee, having taken the evidence hereunto appended, find—That Petitioner, Mr. G. S. Yarnton, was appointed Assistant Registrar of the Metropolitan District Court on the 1st of February, 1859.

That on the 31st of December, 1868, the office of Assistant Registrar was abolished, and Petitioner received notice that his services were not further required, and was requested to make his claim for compensation for loss of office.

That Petitioner did, during his tenure of office, contribute to the Superannuation Fund, and upon ceasing to hold office such contribution was refunded to him. That Petitioner had been in the Public Service, without intermission, for a period of nine years and eleven months.

Your Committee also find that (by a Minute of the Executive Council, bearing date 6th day of February, 1857), upon the abolition of any office, the holder of such office is entitled to be paid one month's pay for every year's service. Such pay, if calculated at the rate of salary which the Petitioner had been receiving, would amount to the sum of £330 11s. 1 $\frac{1}{3}$ d.

Your Committee beg, therefore, to recommend the claims of Mr. G. S. Yarnton to the favourable consideration of the Government.

JAMES S. FARNELL,
Chairman.

No. 2 Committee Room,
Sydney, 23 March, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PETITION OF GEORGE SWINNERTON YARNTON.

THURSDAY, 17 MARCH, 1870.

Present:—

MR. BAKER,
MR. FARNELL,

MR. WEAVER.

MR. KING,
MR. LLOYD,

JAMES SQUIRE FARNELL, ESQ., IN THE CHAIR.

George Swinnerton Yarnton, Esq., called in and examined:—

1. *Chairman.*] You are a solicitor of the Supreme Court? I am.
2. You have presented a petition to the Legislature complaining of a grievance? Yes.
3. Did you receive any appointment at any time under the Government? I did. I was first appointed as Second Registrar of the Metropolitan District Court; but a new Attorney General having taken office, he was of opinion that no such appointment could be made under the District Court Act, and I was then appointed with Mr. Maxwell jointly to execute the office of Registrar.
4. Were you appointed by the Governor with the advice of the Executive Council? I was.
5. At what salary? At £400 per annum; and I was required to give security at first to the extent of £300, and afterwards £500.
6. Were any deductions made from your salary on account of the Superannuation Fund? Yes, but they have since been refunded to me.
7. When did you cease to hold office as Joint Registrar? In January last year.
8. How many years did you hold that office? It wanted a month of ten years.
9. Upon what grounds were you removed from office? No provision having been made for my salary.
10. Your office was abolished? The office was not abolished—it is still in existence. Mr. Maxwell performs all the duties which before my removal were divided between us.
11. Have you received any compensation for loss of office? None.
12. Have you made any application for it? I have.
13. To whom? To the Governor and Executive Council, and to the Colonial Secretary.
14. What reply did you receive? The reply to my last application was that the Colonial Secretary could not advise the Government to accede to my request.
15. What was the nature of that request? I asked for compensation for loss of office.
16. Upon what principle did you ground your claim for compensation? That I had given up the practice of my profession, which was netting me between £500 and £600 a year, to go into the Government Service, thinking I should be allowed to continue there, and that by length of service I should get promotion; that during the time I had been in the Service it was notorious to every one that I did by far the greater portion of the work in the office; that the two persons who were appointed to execute the office of Registrar had the same official status; that when it was found that I could not be appointed Second Registrar, and I was appointed jointly with Mr. Maxwell, the amount of security required from me was increased from £300 to £500, but no difference was made in the salary, Mr. Maxwell receiving £500 a year and I £400, although I was performing the larger portion of the duty.
17. Were you not entitled to compensation under the Superannuation Act? No, I believe not; that Act does not provide for compensation for abolition of office.
18. Under what regulation, rule, or law do you make a claim now for compensation? Under a Minute of the Executive which was in force at the time I joined the Service.
- 19.

G. S. Yarnton,
Esq.
17 Mar., 1870.

G. S. Yarnton,
Esq.

17 Mar., 1870.

19. *Mr. Weaver.*] What is the date of that Minute? 6th February, 1857.
20. *Chairman.*] Do you wish to hand in a copy of that Minute? I do. (*Handed in. Vide Appendix A 1.*)
21. Did you make any application to the Executive Government in conformity with this Minute? I referred to these regulations, but I made my claim on a larger basis. I was advised by counsel, and it appeared to me that it was so, that the Government having deducted from my salary a certain annual payment, entered into a contract with me that I should be allowed to continue in the Service until I had been there a sufficient time to be entitled to a retiring allowance under the Superannuation Act; and that by removing me—the Superannuation Act not providing for abolition or loss of office—I was entitled to damages. I sent in a claim on that ground; it was a very large one, but it was based on a calculation made by Mr. Thomson, the Actuary of one of the Provident Societies.
22. How much did you receive back? I received back exactly the amount I had contributed to the Superannuation Fund, without interest.
23. And the Government do not recognize your present claim? They do not.
24. I understood you to say you were practising as a solicitor before you took this situation. Yes.
25. The fact of your taking that situation I presume destroyed your practice? Yes, it is completely destroyed; the connection is entirely gone; and the Committee will bear in mind that in ten years two races of young attorneys spring up, and that it is well known now that the number of attorneys in Sydney is far in excess of the requirements of the inhabitants.
26. After you lost your office you commenced again the business of a solicitor, and you found it difficult to get practice? I endeavoured to make a commencement, but with very little success. My earnings for last year amounted to not more than £200, and one-fourth of that I shall never get, through insolvencies and other causes.
27. Has it been the practice of the Government to compensate public servants for loss of office? I believe it has; I believe several Gold Commissioners were compensated.
28. In accordance with the Minute of the Executive which you have handed in? Yes, on the basis of one month's salary for each year of service.
29. *Mr. Lloyd.*] Do you mean to say that at the time you were employed the cost of the office of Registrar was your salary and Mr. Maxwell's—£900 a year—£500 and £400? Yes.
30. Has Mr. Maxwell's salary been increased? No.
31. He has the same salary as before—£500? Yes.
32. On which clause of this Minute do you base your claim, because I see there is one clause here under which the Government can give an officer notice by paying him three months' salary? They may pay him three months' salary on account of the compensation—not as full compensation; and then the officer, as I read this Minute, has at the expiration of three months the option of accepting the further amount of compensation to which he is entitled or taking another office. I have never had any offer of another office, or of compensation.
33. Had the Government any reason to be dissatisfied with you? I believe not.
34. Did they express any? No; the reason for my removal is given in a letter which I beg to hand in; that is the first notification I had of it. (*Handed in. Vide Appendix A 2.*) I beg also to hand in a copy of the letter of the Judges referred to in that. (*Handed in. Vide Appendix A 3.*)
35. Did the Government increase the salaries of the officers referred to in this letter? No; the Assembly refused to vote the money.
36. You say there was no charge against you of any kind? No.
37. On whose recommendation was it that one of these officers was dispensed with—what influenced the Judges to come to this decision? The matter arose in this way. At the beginning of 1865 there was a circular sent by the Colonial Secretary to the heads of all departments, with a view to a general retrenchment; among others the Judges of the Sydney District Court had a circular sent to them; they replied to that circular, and the fourth paragraph of their reply is to the following effect—"With reference to the officers attached to the District Court holden at Sydney, we are of opinion that one (1) of the present two (2) Registrars, may be dispensed with." Subsequently the Attorney General wrote again to the Judges, and they replied to the same effect.
38. How did the Judges arrive at the conclusion that only one Registrar was required? Because they thought one could do the work.
39. It must have been suggested to them by somebody? I do not know whether it was.
40. You did not suggest it yourself? No.
41. You never suggested that the work performed by you and Mr. Maxwell could be done by one officer? I cannot say that I never did suggest anything of the kind to any one, because, when Mr. Darvall was Attorney General the appointment of Commissioner of Stamps was offered by Mr. Smart to Mr. Maxwell, and accepted with an increase of salary on what Mr. Maxwell was then getting, but the arrangement was afterwards set aside by Mr. Cowper, and Mr. Barton was appointed. If Mr. Maxwell's appointment to that office had been carried out, I was to have performed the whole duties of Registrar.
42. You suggested that if a better appointment could have been found for Mr. Maxwell you could do the duties of the two? Yes, Mr. Darvall told me I could.
43. And you thought you could? Yes; in fact I was doing the greater part of the work. Nothing further was done in it until there was this question of retrenchment.
44. How long was it after your suggestion about Mr. Maxwell's appointment to another office which seemed available that you were dismissed? That was in 1865. I was removed in 1869, four years later. But you will allow me to state that another matter occurred in the meantime. This recommendation of the Judges as to getting rid of one Registrar was in January, 1866; in March of the same year I found that there was a very good opening for me in Queensland, and I applied to the Attorney General then to abolish my office and to give me the compensation I was entitled to, but he declined to do so; I was kept on, and I complain that I was dismissed at the worst possible time when a man could be dismissed, when everything was depressed, and my chance was gone in Queensland.
45. *Mr. King.*] What would be the amount of your pension? Supposing the Superannuation Act were applicable to the case of loss of office, I should only be entitled to the same compensation as under the Executive Minute—one month's salary for each year of service—something like £330. My salary was £33 6s. 8d. per month, and I served ten years, less one month.
46. £330 in one sum? Yes.

47. *Mr. Lloyd.*] What was the compensation you claimed from the Government? Something like £2,000. Here is a copy of the letter making the claim, which was based on Mr. Thomson's calculation. (*Produced.*)
48. Do you still think you are entitled to £2,000? No; for this reason,—it seems there is not a legal claim against the Government. I was advised that I had a legal claim against the Government, and when the Government refused me compensation, I then applied to be allowed to sue them, which was granted. I presented a petition of right, and the Attorney General resisted the claim, paying into Court the amount deducted from my salary under the Superannuation Act, and also one month's salary which was due to me, but meeting the remaining cause of action by demurrer, alleging that the Crown had a perfect right to dismiss a public servant without assigning any reason or being called upon to justify such dismissal.
49. After all the correspondence between the Government and yourself, what do you consider you are now entitled to? I say on the lowest basis I ought to get a month's salary for each year of service—ten years at £33 6s. 8d.
50. *Chairman.*] If that is the extent of your claim, what is the use of putting in this document (*referring to the letter claiming £2,000*)? I was asked on what basis I made the claim; I have stated the lowest basis, but I have not stated the claim which I conceive I am entitled to make. I was going to state to the Committee the basis on which I think they ought to calculate compensation in my case, and at starting I say that the lowest basis is this Minute of the Executive; that is the least the Government ought to give me.
51. *Mr. Weaver.*] If I understand you rightly, you did suggest to the Attorney General that one of the Registrars should be done away with altogether, when you thought Mr. Maxwell could get another appointment? No, I do not say that; I say that Mr. Darvall offered to give me the appointment of sole Registrar (if Mr. Maxwell got this other appointment) with a salary of £600 a year.
52. I understood you to say you proposed to do away with the office you held when you had an offer of employment in Queensland? In March, 1866, I wrote proposing the abolition of my office and asking for the usual compensation. My reason was that I had an opening in Queensland. On the 14th April I received a reply declining to abolish the office.
53. *Mr. Baker.*] Is this Minute of the Executive Council still in force? I believe so.
54. When you accepted this office in 1859, did you know of the existence of this Minute? I cannot say that I knew of the existence of that Minute, but I knew there was a regulation in the Service that an officer was entitled to a month's salary for each year of service on the abolition of his office. It is only lately I have become aware of that Minute.
55. You knew the regulation was in force? Yes.
56. There is an alternative presented to you by clause 2—either to take one month's pay for each year of service or to wait for some other situation—Which did you accept? That is the grievance I complain of. I contend that when I left the Service I ought to have had £100 tendered to me, being three months' pay, and then I should have had the option of taking the remainder of the compensation or of taking another office. Neither of these offers was made to me. What I complain of is that this Minute has not been carried out with regard to myself.
57. Did you get three months' salary? No, I received no compensation whatever; I merely had returned to me the money I had contributed to the Superannuation Fund.
58. *Chairman.*] Did you get a verdict against the Government? No; they paid an amount into Court, which I took out—that amount being, as I have stated, the deductions from my salary under the Superannuation Act, and one month's pay which was due to me.
59. You did not go on with the action? No; the Government met me with a demurrer; they would not let me go before a jury. It was set down for trial pursuant to an order of Mr. Justice Hargrave, but they went to another Judge who set it aside.
60. *Mr. King.*] Was the demurrer ever argued? No; the objection taken was a good one legally, and therefore I did not go on with the matter.
61. *Mr. Baker.*] I see by clause 3 of this Minute that the payment of compensation in these cases is contingent on the assent of the Legislative Assembly. Has it been intimated to you that the Legislative Assembly refused to vote this amount in your case? No, they have never been asked.
62. Do we understand that you are satisfied to accept £330? No, I do not say that. I was going on to say that I think there are special circumstances in my case to take it out of the general rule.
63. *Chairman.*] Will you state these circumstances? The first is the fact of my having given up a profession, and that my connexion is gone entirely and can never come back again. In the next place, in consequence of accepting office, I disposed of my library of some 230 volumes for something like £60, by auction, which I could not replace for three times the amount. Then there is another circumstance, that in consequence of the delay of the Government to give me compensation, I was necessitated within the last month to sacrifice my policy in the Australian Mutual Provident Society. In 7½ years I have contributed £180 to that Society, and I was necessitated for the support of my family to sacrifice that policy, and I did not receive back, even with bonus added, anything like the money I had contributed. If I had had the amount of compensation when I first left office, it would not have been necessary for me to have done that. Besides, that amount of compensation would have given me the opportunity of making a business again and creating a connection. But here was I thrown on the world penniless, with a large family dependent on me for support, and within a few days after I had lost my wife. I may mention that before I was appointed, the attorneys of Sydney signed a paper pointing out that it was desirable that a professional man should be appointed. That paper I have here. (*Produced.*) It must be evident that in establishing a new office of this kind, it was necessary that a professional man should be appointed as Registrar, and nobody but a professional man could have set the thing going properly, because, although there was a Judge at the head of the department, he was here, there, and everywhere, and could not be constantly in the office. A layman could not have set that office in motion properly.
64. Is Mr. Maxwell not a professional man? No. There were many things to do in that office that a layman could not have done. My office hours were longer than those of any one else in the establishment. When the Court was sitting, I had to be there very early in the morning to tax the costs of the day before, because at 10 o'clock I had to go into Court, and I was there occasionally till very late in the evening, sometimes till midnight.
65. When the Government intimated to you that they did not require your services, did they offer you any other employment? No.

G. S. Yarnton,
Esq.

17 Mar., 1870.

G. S. Yarnton, Esq., 66. Did you apply for other employment? I did. I heard that there was likely to be a vacancy in the Police Magistracy, either at Maitland or Newcastle, and I applied for it.

67. The Government intimated to you that you might put in an application for compensation for loss of office? That was all.

17 Mar., 1870.

68. *Mr. Lloyd.*] Did you put in such an application? Yes, I memorialized the Governor and the Executive Council, and I received a reply to the effect that the matter had been remitted to the Colonial Secretary for further action; but I never could find that any further action was taken.

69. *Chairman.*] How soon after you left the office of Registrar did you put in this claim to compensation under the Executive Minute? My first claim for compensation was the memorial I have just spoken of, and here is a letter from the Clerk of the Executive Council, dated 18th February, 1869, acknowledging its receipt.

70. *Mr. Lloyd.*] When were you dismissed? On the 28th January, 1869. After my memorial had been remitted to the Colonial Secretary I heard nothing further of it; and in April, 1869, I addressed to the Colonial Secretary the letter which I have produced, transmitting the calculation of the actuary, and also a proposition to the Government to refer the matter to arbitration.

71. *Chairman.*] What reply did you get to that? The reply was to the effect that the Colonial Secretary could not recommend the Government to comply with my request.

72. *Mr. Baker.*] When you found that of no avail, did you memorialize the Government to grant you the compensation you thought yourself entitled to under the Minute of the Executive Council? No. I waited on Mr. Sutherland, saw him several times, asking him to see Mr. Robertson. He at last said it would be better for me to sue, and I sued; thinking I was serving the Government by doing so—that it would relieve them of the responsibility, more particularly as my dismissal was not altogether their act, although in one sense it was their act, as they removed me; but the previous Government had determined on it. I thought I was rather serving them than otherwise by taking the responsibility off their shoulders and transferring it to a jury.

73. *Mr. King.*] When did you see them? It was directly after this letter in April, 1869.

74. *Mr. Lloyd.*] Have you taken any steps since the result of that action? No.

75. Nothing has been done on either side? No, with the exception of the presentation of a petition to the last Parliament. Of course that fell through in consequence of the dissolution, and I presented it again to this Parliament.

76. *Chairman.*] Do you know whether there is a second or assistant Registrar now in the District Court? No.

77. The business is now carried on by the same number of officers —? There is one less—myself being away.

78. *Mr. Weaver.*] In this petition you merely claim one month's pay for each year of service. "It has for many years past been the invariable practice, on removal from office of a public servant, to grant a compensation proportionate to the length of his service and the amount of salary received by him"—? I state that to have been the practice, but I apprehend that when I get before the Committee I am pretty much in the same position as a suitor going before a jury. It is entirely a matter for the Committee to take into consideration all the circumstances of the case.

79. *Mr. Baker.*] Can you adduce any instance in which the Government or Legislature has gone beyond that minute and awarded more than one month's pay for each year of service to any officer similarly situated? I recollect that when the City Commissioners were abolished there was a claim made by Mr. Elliott for abolition of office and a sum of money received by him, but I do not know on what basis it was calculated. I believe it was a compromise. Mr. Elliott insisted on his legal right to compensation for loss of office, and the present Attorney General advised him that he had that legal right. The Government however resisted it, and there was a compromise. I have tried to get the papers, but Mr. Consett Stephen, who was acting for Mr. Elliott, has had his office looked through, and they cannot be found.

80. *Chairman.*] Did Mr. Darvall get compensation? Mr. Darvall and Mr. Rae got other appointments.

81. *Mr. Weaver.*] Under the Act the City Commissioners were appointed during good behaviour, were they not? I think so.

82. *Chairman.*] Is there anything further you wish to state? I have one or two other documents I would like the Committee to see. I have a copy of an opinion of the Crown Law Officers—Sir William Manning and Mr. Josephson—in the recent case of Mr. Laurence Curr, a gentleman in Mr. Forster's department who had been guilty of some irregularity; I do not know what it was, but he was called on by Mr. Forster to show cause why he should not be dismissed; his explanation was not satisfactory, and Mr. Forster claimed the right to dismiss him. The question was whether the Minister could do it, or whether it must be the Governor and Executive Council.

83. That is not a parallel case—you lost your office through the action of the Governor and Executive Council? It is a parallel case so far that it deals with the course that ought to be adopted before an officer should be dismissed; and if opportunity to show cause is given to an officer who has committed an offence, *a fortiori* it should be given to one who has committed no offence. The concluding paragraph of this document is as follows:—

"We ought however to state that, in strict law the Governor and Council are not compelled to hear an accused officer before he is dismissed, but that they may, on the contrary, act arbitrarily if they think fit; but we assume that the fundamental principle of hearing an accused person before he is condemned is intended to be followed, and this being assumed, we consider that the body authorized to condemn should themselves challenge the accused by stating the charge and inviting him to make his defence."

I have here also the original letter offering me the appointment, and the letter notifying my removal. (*Produced.*)

84. Have you any further statement to make? I wish to mention to the Committee the fact of the difference in the salaries of Mr. Maxwell and myself, and the refusal to increase my salary although the amount of security I had to give was increased. The amount of security was at first £300, but when the Government found that they could not make the appointment as originally intended, and that they were obliged to appoint two persons to execute the office, they said I must give security to the extent of £500. I said then that they ought to give me the same salary as Mr. Maxwell, and I made repeated applications for an increase, but they did not give it me.

William Edmond Plunkett, Esq., called in and examined :—

85. *Chairman.*] You are Under Secretary to the Law Department? I am.
86. Was Mr. Yarnton at any time appointed to the office of Registrar of the District Court? He was appointed to execute jointly with the Registrar the office of Registrar under the District Courts Act of 1858.
87. Do you know how long he performed those duties? He was appointed in the early part of 1859, and was removed from office at the end of January, 1869.
88. Was his office abolished? Yes.
89. Do you know whether Mr. Yarnton has received any compensation for the abolition of his office? There was a sum voted in the Legislative Assembly last night, £166 18s. 10d., which I believe included Mr. Yarnton's contributions to the Superannuation Fund and his salary for January, 1869. It was intended that he should cease duty at the end of 1868, but through some inadvertence the notice was not given in time, and his salary for January was allowed at the rate of £400 a year.
90. That was not compensation for loss of office? No. This matter is *sub judice* I believe at present; it is in the hands of the Crown Solicitor; I cannot speak positively as to its present state.
91. Are you aware whether Mr. Yarnton got permission to bring an action against the Government? I cannot say positively, but I believe he did.
92. Mr. Yarnton was not dismissed from office on account of any misconduct? There were at the time some matters of complaint against Mr. Yarnton. The Judges of the Sydney District Court considered also that one Registrar would be sufficient, and the late Attorney General, Sir James Martin, thought that for economy's sake it would be as well to dispense with Mr. Yarnton's services. The decision arose out of some correspondence which took place.
93. The abolition of the office would hardly imply that Mr. Yarnton had not conducted himself properly and performed his duties, as he was told it would be open to him to apply for compensation? It was, I understood, on the score of economy that the office was abolished.
94. Have any other offices of a similar character been abolished in your department? I am not aware of any just now.
95. Is it usual to give compensation to officers when their offices are abolished? I think the recognized rule has been to give a month's pay for each year of service.
96. Did you know Mr. Yarnton previous to his receiving the appointment of Joint Registrar? He was a practising solicitor for many years before.
97. Would not his accepting the appointment necessitate his giving up his practice? It is generally understood that a public officer does not carry on private business, but there are exceptions; for instance, Crown Prosecutors are not debarred from practising. As Registrar of the District Court I think it would be necessary for Mr. Yarnton to give up his private practice.
98. After having occupied that position for ten years it would be difficult for Mr. Yarnton to re-establish his practice? I should think so.
99. *Mr. Lloyd.*] Could an unprofessional man have started the office—Mr. Yarnton and Mr. Maxwell, I understand, started the office? Mr. Maxwell was Registrar of the old Court of Requests for many years, and the duties are in some measure analogous. He would, from his experience, be cognizant of the nature of the duties to be performed.
100. Was it not the opinion of a large number of solicitors that it was desirable that a professional man should be appointed? There was such an impression at the time, and I think some representation was made on the subject, but I have not been able to find it on record. I have however some recollection of the circumstance. I believe it was addressed to Mr. Lutwyche, who was then Attorney General, and he conferred on Mr. Yarnton the appointment, being influenced, I think, by this representation.
101. *Mr. Baker.*] Can you inform us whether the Minute of the Executive Council, dated in 1857, with respect to compensation for loss of office, has been superseded by any subsequent Minute, or whether it still remains in force? I am not in a position to speak positively, but for many years Parliament has been applied to under special circumstances to provide such compensation, on the principle of one month's pay for each year of service.
102. *Chairman.*] Do you know anything of an opinion having been given by the Attorney General and Solicitor General (Mr. Josephson) as to the powers of individual Ministers in dismissing officers? I think there was an opinion given in the case of Mr. Curr, of the Lands Department.
103. Was Mr. Yarnton appointed separately or jointly with Mr. Maxwell? I believe separately in the first instance; but afterwards some alteration was I think made in terms of the District Court Act, and he was appointed to execute, jointly with Mr. Maxwell, the duties of Registrar.
104. Do you know whether the amount of security that Mr. Yarnton gave was increased? I believe Mr. Yarnton gave the same amount of security as Mr. Maxwell. Both Mr. Maxwell and Mr. Yarnton were required to give security to the amount of £500, jointly and severally.

W. E.
Plunkett, Esq.
17 Mar., 1870.

PETITION OF GEORGE SWINNERTON YARNTON.

APPENDIX.

[To Evidence given by G. S. Yarnton, Esq., 17 March, 1870.]

A 1.

1857.

NEW SOUTH WALES.

COMPENSATION TO PUBLIC OFFICERS.

Ordered by the Legislative Assembly to be Printed, 6 February, 1857.

Message No. 29.

W. DENISON,
Governor General.

The Governor General transmits to the Legislative Assembly an Extract from a Minute of the Executive Council, defining the rate of compensation which, in the opinion of the Council, may be afforded to Public Servants on their reduction from employment by Votes of the Assembly; and His Excellency invites the concurrence of the Assembly in the scheme of compensation indicated in the Minute of the Executive Council.

Government House,
Sydney, 6 February, 1857.

Proceedings of the Executive Council on the 2nd February, 1857, with respect to the rules for granting compensation.

(Minute No. 57-6.)

Referring to the proceedings on the 12th ultimo, with respect to granting compensation to those officers whose services have been or may be suddenly dispensed with in consequence of the revision of the Estimates for 1857, His Excellency the Governor General again invites the attention of the Council to this subject, as for reasons which have been pointed out by the Auditor General in a Memorandum which His Excellency lays before the Council, it may be expedient to revise the general rules laid down on that date.

2. Having again deliberated on this subject, the Council advise that this recommendation on the 12th instant be cancelled, and that the following rules be approved in lieu thereof, viz. :—

(1st.) That all officers who have received or may receive less than three months' notice of the abolition of their offices, should be paid salary for three months after they have been released from duty by the head of their department, unless in the meantime an opportunity should occur of re-employing them in the Public Service, such salary to be computed according to the rates proposed for the respective offices in the Estimates for 1857.

(2nd.) That at the expiration of the three months, the option should be afforded to those for whom it may have been found impossible to provide employment, of either accepting compensation, computed in accordance with existing regulations, i.e., at the rate of one month's pay for each year of service, or of waiting until some other situation in the Public Service should present itself.

(3.) That in cases where the service of the officer to be compensated is less than three years, the three months' salary should be regarded as full compensation; and in cases where the service exceeds three years, that the three months' salary should be deducted from the amount of compensation to which the officer would be entitled from his length of service.

3. It is however to be clearly understood, that the ability of the Government to carry out these rules is contingent upon the assent of the Legislative Assembly, who the Council further advise, should be invited to make the necessary provision.

EDWARD C. MEREWETHER,
Clerk of the Council.

Sydney, 6 February, 1857.

A 2.

The Secretary to the Crown Law Officers to G. S. Yarnton, Esq.

No. 47.

Crown Law Offices,
Sydney, 26 October, 1868.

Sir,

In transmitting to you the enclosed copy of letter lately addressed from this office to the Judges of the Metropolitan and Coast District Courts, with copy of their reply to same, I am directed by the Honorable the Attorney General to state that your services will not be required after the end of this year; but I am to observe that it will be open to you to apply for such compensation as you may be entitled to for loss of office.

I have, &c.,
W. E. PLUNKETT.

A 3.

Judges Dowling and M'Farland to The Attorney General.

68/1729.

Sydney District Court,
24 October, 1868.

Sir,

In acknowledging the receipt of your letter of yesterday's date, we beg to state that we remain of the opinion expressed on a former occasion, that one Registrar of the Sydney District Court would be and is sufficient; and we can so distribute the business of the department, and duties of Mr. Maxwell the Senior Registrar, and four Clerks, as will carry out the views of the Attorney General, without any detriment to the Public Service.

But as this arrangement will entail extra labour upon some of those gentlemen, we respectfully recommend that an increase of £50 a year be made to the salary of Mr. Maxwell, £50 a year to that of Mr. Redman (who has already been recommended by us for such an increase upon independent grounds), £50 a year to that of Mr. Lucas, who will become Clerk in Court.

By this arrangement £250 a year will be saved to the public, the salary of the unnecessary Registrar being £400 a year.

We have, &c.,
JAMES DOWLING, J.
ALFRED M'FARLAND, J.

1870.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

—
FREDERICK DUNBAR.

(PETITION OF.)

—
Ordered by the Legislative Assembly to be Printed, 24 February, 1870.
—

To the Honorable the Speaker and gentlemen of the Legislative Assembly, Sydney, New South Wales.

The Petition of Frederick Dunbar, late Captain in H.M. 39th Regiment, and Clerk of Petty Sessions, at Wellingrove, New England,—

HUMBLY SHOWETH :—

That at the period of time to which the transactions referred to in the following Petition relate, the peculiarities of very many of the Courts of Petty Sessions throughout the Colony tended to create discontent, and cast a shade over the administration of justice, which demanded of every individual interested in the welfare of the Colony to lend his exertions in checking abuses of the kind. The press, together with the grant of Responsible Government, at length brought about some reformation, but not to the extent of relieving those who were sufferers under the old regime.

That your Petitioner would respectfully submit that after upwards of a quarter of a century of his best days, passed creditably in the service of Her Majesty and of this country, he had been wrongfully deprived of his situation as Clerk of Petty Sessions at Wellingrove, in the year 1853, through misrepresentation, and in defiance of that great principle, which is the very essence of all English law, viz., "That no man shall be condemned without a hearing," which most wise constitutional enactment was not only totally set aside in his case, but further, the copy of the correspondence upon which his dismissal was effected was (*credat Judæus*) absolutely refused him by the Government.

That Petitioner, after a delay of three years, caused by the unseemly process of counting out, when a measure distasteful to the Government was before the House, did at length, through your Honorable House, obtain the said correspondence, which was found to confirm the obnoxious fact that had excited this ill-feeling conveyed in a letter of Petitioner's to the Government, viz. :—That two Magistrates had drunk and bought and sold brandy on the Bench, in open Court, while adjudicating in an alleged and maliciously planned case of breach of the Licensing Act—which it must be allowed was a breach of that Act, time and place considered, infinitely more reprehensible than that before them. What would be the result if one of their Honors the Judges should act in like manner on the Bench? This may be comparing small things with greater, but it will be acceded that a Court of Justice, of even the humblest pretensions, should be free from desecration of every kind. Petitioner, perhaps imprudently in a worldly sense, felt it to be his duty to place the matter before the Government for investigation. No investigation, beyond a one-sided affair, was allowed; but after the lapse of some weeks these two Magistrates handed a letter to Petitioner for perusal, addressed to them by the Colonial Secretary, in which it was stated that their explanation (in which Petitioner would with deference observe that the acts of drinking and selling the brandy in open Court, qualified by certain misstatements, were admitted) of Mr. Dunbar's report was perfectly satisfactory, and, in conclusion, that as Mr. Dunbar had been twice before removed from other Benches for insubordinate conduct (which is a grievous calumny), his services would in future be dispensed with.

That before the correspondence on the subject was obtained by the Parliament in the last Session of 1856, or beginning of 1857, one of the two Magistrates in question had unfortunately met a watery grave, and the other had left the Colony for Europe. Petitioner had therefore no means of getting redress at law for the many calumnies contained in their vindictive letter of explanation, or for that set forth in the Colonial Secretary's letter.

That the true statement is—as verified by the official correspondence on the subject in 1849 and 1850—that Petitioner at his own request obtained leave from the Governor-General to remove from Tabulam to Tenterfield Bench, the Clerk of Petty Sessions having vacated the office and left the Colony on the discovery of some irregularities between his wife and one of the J.P.'s.

That Petitioner's removal from Tenterfield to Wellingrove in 1851, followed at the anxious solicitation of Mr. Thomas Wright, Clerk of Petty Sessions of that district, who, on account of some opprobrious terms used towards him by Hugh Gordon, Esq., J.P., had an action against him in the Supreme Court, and cast him in heavy damages. He must therefore exchange. Petitioner, willing to oblige him, consented to the exchange, and it was approved of by the Governor-General. It was therefore excessively hard that these removals should be malevolently misconstrued to the ruin of Petitioner's prospects; and the question will naturally arise, would either of these removals have been acceded to if Petitioner had committed any act worthy of censure.

That your Petitioner has for the past sixteen years suffered much in mind, body, and estate, from the extreme severity of his punishment, having been visited with greater and never ceasing rigour than if he had been guilty of some capital offence against the laws of his country—every endeavour to obtain inquiry having been frustrated by some secret influence. Petitioner only acted as he conceived it to be his duty, and that of every faithful servant of the Government to act, in aiding to check abuses which at the worst could only be deemed an error of judgment, if error at all.

Petitioner would therefore entreat the gracious consideration of your Honorable House to award him redress in his very advanced and declining years, suffering from distress and destitution.

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

FREDERICK DUNBAR.

Kingsgate, Glen Innes, New England,
2nd February, 1870.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

JOHN HUNT GROGAN,
(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 11 March, 1870.

To the Honorable Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of John Hunt Grogan, Licensed Surveyor,—

MOST HUMBLY SHOWETH :—

That your Petitioner was engaged and appointed in London, on the 27th June, 1855, as one of the Surveyors for New South Wales, by Edward Barnard, Esquire, Agent General for the Colonies, to survey by contract for a period of three years from the date of his arrival in the Colony; full work being guaranteed for those three years at a certain scale of fees, as mentioned in the Enclosure of His Excellency the Governor General's Despatch of the 20th June, 1854 (No. 80, Executive).

2. That on your Petitioner's arrival in Sydney, on the 26th November, 1855, he, at the request of the Government, accepted an appointment as Assistant Railway Surveyor, at a salary of £400 per annum, and £400 a year allowance, on perfect understanding of being employed for three years as per engagement, otherwise he would not have accepted it.

3. That your Petitioner was ordered to Moreton Bay, and remained in that district from 28th January, 1856, until the 12th October, 1857, during which time he surveyed 76½ miles longitudinal and of an extended width, of an area about 30,000 acres of very intricate work, as his section crossed the Great Dividing Range, as per Progress Report addressed to the Chief Commissioner for Railways, on the 5th November, 1857.

4. That your Petitioner received orders (on the 12th October, 1857) to proceed to Sydney to receive instructions and have his work examined.

5. That on the 2nd December, 1857, your Petitioner received notice that his salary was to be reduced to £250 per annum, with expenses in the field, to commence on the 1st January, 1858.

6. That your Petitioner objected to a reduction in salary or allowance, and requested to be transferred to his original agreement as Licensed Surveyor.

7. That your Petitioner's request was acceded to, examined in the Surveyor General's Office, and gazetted on the 12th March, 1858, as Licensed Surveyor.

8. That your Petitioner was instructed to leave his address, and that he would be sent for when required.

9. That your Petitioner left his address, and remained in readiness, receiving circulars occasionally from the Surveyor General, until the term of three years, as agreed for, terminated.

10. That, on the expiration of the three years contracted for, your Petitioner tendered bill of accounts, claiming salary and allowance, as per railway engagement, for the period from the 1st January to 24th of November, 1858, which would complete payment for the three years agreed for.

11. That your Petitioner was referred from the Lands Department to the Railway Department, and repeatedly instructed to attend at the offices of the said departments, pending payment during the period from the 1st January, 1859, to the 4th January, 1860.

12. That, on the 4th January, 1860, your Petitioner was paid salary at the rate of £250 per annum for the months January and February, 1858, for which your Petitioner was obliged to give a receipt in full of all demands; the same amount of money for the same time and service was offered to him, and refused by him, in or about the month of March, 1859; therefore it is quite evident that he was coerced in giving the receipt which caused his papers (purporting to the claim) to be retained in the Government Offices until recently.

13. That consequent, your Petitioner not receiving salary, allowance, or licensed fees, from the 1st January, 1858, to the 4th of January, 1860, and under orders as heretofore stated, he was depressed in privation at the time of signing the receipt, and consequent the signing of it continued in privation up to the present time.

14. Your Petitioner therefore prays your Honorable House to take the premises into your favourable consideration, and accord him that justice which upon the merit of the case he may appear entitled to. And your Petitioner, as in duty bound, will ever pray, &c., &c.

JOHN HUNT GROGAN,
Licensed Surveyor.

121, Princes-street,
2nd March, 1870.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

THOMAS THROWER.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 17 February, 1870.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of Thomas Thrower, resident in Jamberoo, in the District of Kiama,—

HUMBLY SHOWETH :—

That your Petitioner occupied a house situated at Greenhills, Shoalhaven, for a period of seven years, during five of which he carried on the business of a licensed victualler ; and whereas, in consequence of a certain Petition, addressed to your Honorable House, praying for the proclamation of a new road through the Greenhills, a new road has been opened, to the great injury of your Petitioner, he humbly begs to submit the following considerations to your Honorable House :—

1. That your Petitioner, in the year 1862, rented a house, situated on the southern bank of the River Shoalhaven. This bank formed at that time portion of the Main Southern Road. The house had been previously occupied for many years as an inn.
2. That your Petitioner, in consequence of the prominent business site of the said premises, the Southern Road passing by the door, became a licensed victualler, and ultimately the purchaser of said property.
3. That when the new road was opened the property of your Petitioner became useless, and himself and family were reduced to poverty.
4. That your Petitioner's property is situated on what was considered a Government road, Government having long recognized it as such by receiving license money from innkeepers along the same ; whereas since the formation of the new road certain parties have extended their fences across the road to the edge of the bank, thus depriving your Petitioner of access to his property. Not only is your Petitioner's property destroyed as a place of business, but, according to a decision of the Shoalhaven Bench, he cannot even enter his premises without trespassing.
5. That your Petitioner, through advancing years, feels his loss heavily. Having purchased the above-mentioned premises he cherished the hope of ending his days in the district ; whereas by the action of Government he is compelled to seek an arduous livelihood elsewhere, while the property, which should have been his rest in his old age, falls to ruins.
6. That your Petitioner, while admitting the general benefit of the new road, respectfully contends that he has greatly suffered for the general good.

Your Petitioner therefore humbly prays your Honorable House will take the premises into your early and merciful consideration, and afford him such relief as to your Honorable House seems fit.

And your Petitioner will ever pray.

THOMAS THROWER.

1870.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

—
HUGH MAGUIRE.
 (PETITION OF.)

—
Ordered by the Legislative Assembly to be Printed, 18 March, 1870.
 —

To the Honorable the Speaker and Members of the Legislative Assembly, in Parliament assembled.

The humble Petition of Hugh Maguire, at present of Sydney, shepherd,—

SHOWETH :—

That while Sir Thomas Brisbane was Governor and Vice-Admiral of the Colony of New South Wales, your Petitioner was appointed (having previously held the office of) Superintendent and Inspector of Roads and Clearing Parties of upwards a thousand men—from eighty to ninety gangs—between Liverpool, Cowpasture, Myrtle Creek, and Parramatta.

That the records of that period of the Sydney Police Court will show Petitioner's services to the Government, and also the Chief Engineer's Office (Major Ovens) for the monthly estimates of labour performed by the men over whom your Petitioner was in charge.

That in consequence of the valuable services rendered to the then Government of this country by your Petitioner, a grant of 500 acres of land, situate in or near the District of Liverpool or the Cowpasture, was promised to your Petitioner, which (although repeated applications have been made therefor) have never yet been issued to your Petitioner, who conceives he is fairly entitled thereto by virtue of such promise at the time, and having reference to his said services and the then condition of the Colony.

That grants were issued under similar promises by the same Government; amongst others, to Mr. Joseph Peters, of Emu Plains, who was only overseer of one farm there.

Your Petitioner, therefore, prays that your Honorable House will take this claim for the grant into your favourable consideration, make such inquiries, and grant your Petitioner such relief as the justice of the case shall require, and as to your Honorable House shall seem meet.

And your Petitioner shall ever pray, &c.

HUGH McGUIRE.

Sydney, 16 March, 1870.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MRS. MARIA CHARLOTTE PLUNKETT.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 22 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Maria Charlotte Plunkett, of Sydney,—

RESPECTFULLY SHOWETH:—

1. That your Petitioner is the widow of the late Honorable John Hubert Plunkett, who from the year one thousand eight hundred and thirty-one held the office of Solicitor General, and from the year one thousand eight hundred and thirty-six that of Attorney General of New South Wales, until the passing of the new Constitution Act of the Colony in one thousand eight hundred and fifty-six, when he retired on a pension according to the provisions of that Act.

2. That in the year one thousand eight hundred and thirty-five, Mr. Plunkett performed in Norfolk Island the duties of a Judge of the Supreme Court under a special Commission.

3. That again in the year one thousand eight hundred and sixty-five Mr. Plunkett discharged temporarily the duties of a Judge of the Supreme Court, during the last illness of the late Mr. Justice Milford.

4. That for very many years Mr. Plunkett, as Chairman of the National Board, gave his gratuitous services in the promotion of Public Education, at a time when his official duties were most onerous and multifarious.

5. That in the year one thousand eight hundred and fifty-seven he was appointed to a seat in the Legislative Council of New South Wales, and discharged the duties of President of that body until the month of February in the year one thousand eight hundred and fifty-eight, during which time his pension was in abeyance.

6. That in the year one thousand eight hundred and sixty-three he became Vice-President of the Executive Council and Representative of the Government in the Upper House, and discharged the duties of these high offices without remuneration.

7. That in the month of August, one thousand eight hundred and sixty-five, at the special request of Sir John Young, he accepted office as Attorney General, and represented the Government in the Legislative Council, and continued to discharge the functions of this responsible office until the month of March in the year one thousand eight hundred and sixty-six, during which time his pension was again in abeyance. On this occasion Sir John Young addressed a letter to Mr. Plunkett, thanking him for the very important services he had rendered to the Governor personally, to the country, and to the cause of law and order generally, by consenting to act as Attorney General at the time; also stating that, by coming forward as he did without any selfish or interested thought, he brought relief "under a great stress," and prevented the possibility of a violence to the Constitution. In concluding this letter His Excellency moreover said—"I appreciate most highly your public spirit and disinterestedness, and beg to acknowledge them, as well as the whole tenor of your exertions while in office during my government."

8. That it is within the knowledge of your Petitioner that her late husband believed his pension should have been three hundred pounds a year more than he actually received since his retirement under the Constitution Act, and that he made a formal claim for this amount to the Government.

9. That Mr. Plunkett died on the ninth day of May, one thousand eight hundred and sixty-nine, leaving his pecuniary affairs in considerable embarrassment, his pension being almost the only property he possessed; so that your Petitioner, who has spent nearly her whole life in this country, is certain that when the liabilities of her late husband are discharged she will remain unprovided for during her declining and helpless years.

Your Petitioner therefore humbly prays that the arduous and important services of her late husband in the interest and welfare of the Colony, which he so long and faithfully served, and her own distressing position, may be taken into consideration, and such steps adopted as may commend themselves to the sympathy and justice of your Honorable House.

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

Dated this eighteenth day of March, A.D. 1870.

MARIA CHARLOTTE PLUNKETT.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WILLIAM CRONIN.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 22 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of William Cronin, of Sydney,—

SHOWETH :—

That your Petitioner, in or about the month of April, 1863, being then a digger at Lambing Flat Diggings, and about to remove from thence, was possessed of gold to the value of two hundred and eighteen pounds (£218), which he desired to place in the custody of the Gold Commissioners at that place.

That your Petitioner accordingly waited upon the Gold Commissioners and offered the whole of his gold to them for safe custody, but they refused to accept it, stating that they were too much otherwise engaged to attend upon him.

That on the following day your Petitioner was assailed by highway robbers on the road between Murrumbah and the Yass Road, and robbed of all he possessed, including the gold above mentioned, and that such robbery became at the time a well known and notorious fact throughout that district.

That shortly after such robbery your Petitioner became afflicted with almost total blindness, and has remained in that condition with scarcely any hope of recovery up to the present time; and through being thereby unable to earn his living, either by resuming his previous occupation as a gold digger or by following any other pursuit, he has become reduced to a state of most miserable destitution, having no other means of obtaining food and clothing than of availing himself of the assistance of those who, being moved by the wretchedness of his condition, testify their sympathy by temporarily relieving his most urgent wants.

That your Petitioner humbly desires to beg the attention of your Honorable House to the foregoing facts, and also humbly desires to submit—

- (1st.) That it was the bounden duty of the Gold Commissioners to accept the charge and custody of his gold when requested to do so.
- (2nd.) That if the Gold Commissioners had not refused to perform their duty, the robbery before mentioned could not have been effected, and your Petitioner would not have been reduced to the state of utter destitution in which he is now placed.
- (3rd.) That your Petitioner, as a loyal subject of Her Most Gracious Majesty, was entitled to the protection of his property in the manner provided by law; and having been refused such protection by the officers of the law, and in consequence of that refusal utterly ruined, he humbly implores the consideration of his case by your Honorable House.

Your Petitioner therefore humbly prays that your Honorable House will take this his Petition into your favourable consideration, and will do as your Honorable House may consider fit, and as the equity of the case may seem to require.

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

his
WILLIAM × CRONIN.
mark

Sydney, 1869.

1870.

—

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

—

JAMES TWADDELL.
(PETITION OF.)

—

Ordered by the Legislative Assembly to be Printed, 22 March, 1870.

—

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of James Twaddell, of Droubalgie, near Forbes, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

That your Petitioner is, and has been for the last fourteen years, the lessee of the run known as Droubalgie, on the Lachlan River, in the pastoral district of Wellington, in the said Colony, and also for the greater portion of that time, of the adjoining run, known as Back Droubalgie.

That in May, 1861, gold was discovered at a point on the boundary line dividing the said run from the adjoining Bugabagil Run.

That in consequence of this and the succeeding gold discoveries which resulted in the formation of the town of Forbes and the Lachlan Gold Field, a population of several thousand souls was located within a few weeks on the spot, by far the largest portion being settled on the Droubalgie Run.

That by reason of this, and also from the fact of fifty square miles of the said Droubalgie Runs being withdrawn from lease, your Petitioner found it necessary to remove all his cattle, on which he was principally dependent, from the said run; this he did, making a forced sale of the same to the number of about a thousand, at great loss to himself.

That afterwards, in consequence of the extension of the gold discoveries into the run Back Droubalgie, and the workings known as King's Lead, Queen's Lead, and others, attracting a large population which settled on the said run, it became worthless to your Petitioner, who forfeited it, in which condition it remained for two years, when your Petitioner had to pay a sum of two hundred and twenty pounds at auction to recover it.

That your Petitioner did, in the year 1862, apply to the then Minister for Lands, Mr. Robertson, and afterwards, in 1863, did petition Parliament for compensation, but owing to the fact of his Petition being mislaid, as his solicitors were informed by the then Clerk of the Executive Council, the matter was not taken into consideration, although a Petition, forwarded by Mr. Ranken, the holder of the adjoining Bugabagil Run was considered, and a large amount awarded to him as compensation.

That before the gold discoveries referred to, the runs Droubalgie and Back Droubalgie formed one of the finest pastoral properties on the Lachlan River, the value of which your Petitioner had been at great labour and expense in increasing, but in consequence of the total loss of the latter and of two-thirds of the former, your Petitioner suffered very great loss and became greatly reduced in his circumstances.

Your Petitioner would therefore again pray your Honorable House to take his case into consideration, and award such relief as may seem fit.

And your Petitioner, as in duty bound, will ever pray, &c.

JAMES TWADDELL.

—

1870.

—

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

JOHN BUSBY.
(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 29 March, 1870.

To the Honorable the Legislative Assembly, in Parliament assembled.

The Petition of John Busby, of Sydney,—

HUMBLY SHOWETH:—

That your Petitioner emigrated to this Colony from the Mother Country, in the year 1824, with his father the late Mr. John Busby, Civil Engineer, under the inducement of a promise of the Imperial Government that any of the sons of the said late Mr. John Busby who so emigrated should have grants of land.

That although the brothers of your Petitioner, who settled in this Colony as your Petitioner did, upon the understanding aforesaid, obtained grants of land in virtue thereof, your Petitioner's protracted efforts to obtain a similar grant have hitherto failed.

That your Petitioner fulfilled the same conditions of settlement and expenditure that entitled the brothers of your Petitioner to obtain, and under which they did obtain, the grants of land promised as aforesaid.

That being employed in the Government service upon arrival in the Colony your Petitioner could not whilst so employed make application for a grant of land; but that upon resigning from the said employment your Petitioner did, as did other retired officials, make such application.

That whilst all such applications other than your Petitioner's were admitted, and grants bestowed, your Petitioner's claim was not so dealt with.

That your Petitioner is not aware of any circumstances peculiar to his case that could or can now be held to justify this exceptional hardship.

That upon the revenues of New South Wales being vested in that Colony it was conditioned that all contracts and promises of the Imperial Government chargeable against the estate so vested should be satisfied by the said Colony.

That whilst your Petitioner is well informed that satisfaction of such compacts and promises in cases parallel with that of your Petitioner has never been withheld, your Petitioner would humbly represent that the Imperial promise in his case has been set aside.

That your Petitioner is in no way to blame for the long period which has elapsed without a satisfactory settlement of his claim.

For these reasons your Petitioner earnestly prays that your Honorable House will take his case into their favourable consideration, and afford your Petitioner such relief as in the wisdom of your Honorable House shall seem meet.

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

JOHN BUSBY.

Sydney, 23 March, 1870.

1870.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

JOHN MURRAY BATE.
(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 30 March, 1870.

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled, &c., &c., &c.

The humble Petition of John Murray Bate,—

RESPECTFULLY SHOWETH :—

That your Petitioner was appointed a Clerk in the Harbours and Rivers Branch of the Public Works Department in May, 1867, and had the duties of Accountant imposed on him at first joining, and has had to discharge Accountant's duties ever since, although the situation of Accountant of the office was filled by and the salary paid to another person, but who never afforded your Petitioner the least guidance, direction, or assistance, in keeping the office accounts connected with an expenditure of from seventy to eighty thousand pounds per annum.

That your Petitioner, to the best of his ability, discharged the duties imposed on him faithfully and diligently, and never heard of any act of carelessness or neglect being imputed to him.

That your Petitioner has recently received intimation that he is removed from the Public Service.

That your Petitioner was called on to explain why he should not be dismissed from the Public Service on a charge of carelessness and neglect, but without any instance of carelessness or neglect being named to your Petitioner, and no other opportunity of defending himself has been afforded your Petitioner to reply to so vague a charge.

That various impediments were, apparently with design, placed in the way of your Petitioner, tending to obstruct him in the discharge of the duties imposed on your Petitioner.

That your Petitioner has been seventeen years in the Public Service, and the loss of his situation will entail serious injury on your Petitioner, particularly in the present state of the country, when the difficulty is so great in obtaining private employment; besides, your Petitioner losing his claim on the Superannuation Fund.

Your Petitioner therefore humbly prays your Honorable House will graciously consider his case, and grant him such redress as you may in your wisdom on the premises deem meet.

For which your Petitioner will ever pray.

JNO. M. BATE.

Sydney, 24th March, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

JOHN BLACKSHAW.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 14 April, 1870.

To the Honorable the Members of the Legislative Assembly of the Colony of New South Wales, in Parliament assembled.

The humble Petition of John Blackshaw, of the City of Goulburn, Brewer,—

SHOWETH:—

That your Petitioner is the owner of a parcel of land and premises,—situation, the east bank of the Mulwarree Ponds, immediately opposite the centre of the City of Goulburn.

That, in addition to the business of brewer, your Petitioner and previous proprietors of the premises have sunk wells and erected pumps, and bridged the ponds, and from such wells the City has been mainly, for over twenty-five years, supplied with water.

That during all those years the wells were reached from different parts of the City by three roads, starting from different points, crossing a reserve, and converging at the bridge aforesaid.

That the reserve before-mentioned was marked on the maps of Goulburn as reserved for travelling stock, and afterwards dedicated for public recreation, and the whole of it has lately been taken possession of by the Commissioner for Railways for railway purposes.

That on the section of the railway plan for the town of Goulburn, the three roads leading to your Petitioner's premises are clearly shown, as they have existed for more than twenty years,—the road from the northern point being twenty chains, from the southern point being twenty chains, that from the centre of the City but twelve chains. The centre one was the most used and afforded the greatest convenience to citizens for the supply of water, not only for domestic purposes but in case of fire.

That the said roads have been all closed.

That instead of the three roads in use, two others have been set out by the Commissioner of Railways, which imposes on persons who used the centre road from the northern side of the City, a distance of fifty-two chains instead of twenty chains, and on the southern side fifty-six chains, instead of twenty.

That the closing up of this centre road has resulted in great inconvenience to the citizens and great pecuniary loss to your Petitioner, occasioned principally by parties preferring to use the hard water of the wells in the City to going the increased distances they are subjected to by reason of the closing the shortest road, and which, if left open, might have been crossed by a level crossing.

That your Petitioner has frequently applied to the Commissioner for Railways and to the Honorable Minister for Works for redress, but without effect.

Your Petitioner therefore submits his complaint for the consideration of your Honorable House, and prays that his case may be enquired into, and that such relief in the premises, as to your Honorable House may seem fit, may be afforded to your Petitioner.

And your Petitioner will ever pray, &c.

Dated the sixth day of April, A.D. 1870.

JOHN BLACKSHAW.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. PERCY SIMPSON.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 20 April, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of Percy Simpson, of Sydney, in the said Colony, gentleman,—

HUMBLY SHOWETH:—

In the month of November, one thousand eight hundred and twenty-two (1822) your Petitioner arrived as an emigrant in Sydney, and obtained, according to his money capital, an order for a grant of land, two thousand acres (2,000), six months' Government rations for himself and family, twenty cows, and twenty convicts, if he required them.

In addition to these advantages he was offered by the late Sir John Jamison, a herd of between seven and eight hundred head of breeding cows, on agistment of one-third of their increase or otherwise, at the rate of ten shillings per head. While your Petitioner was about to avail himself of the foregoing advantage, the then Governor, Sir Thomas Brisbane, and the Colonial Secretary, Major Goulbourn, had influence enough to prevail on your Petitioner to relinquish the above advantages, and to undertake the formation of an agricultural establishment at Wellington Valley, one hundred miles beyond Bathurst, with a view to lessen the expense of maintaining a large number of convicts *then rationed* by the Government, representing that it would be to Petitioner's advantage, as well as that of the Government, to abandon his intention of becoming a settler. Your Petitioner, after great persuasion, consented to their solicitations, and finally entered into an agreement, as set forth in his instructions, dated first January, one thousand eight hundred and twenty-three. The terms of that agreement are as follows, namely:—"Your salary for the first year will be paid you in advance, after which you will be paid £4 for every convict you *are able to maintain* for the next year on the wheat produce of the settlement."

On the fourth April, one thousand eight hundred and twenty-six, General Darling submitted to the Executive Council your Petitioner's account with the Government, claiming a balance of money due to him, according to the terms of his agreement with Governor Sir Thomas Brisbane, which claim Governor Darling should have forwarded to the Board of Claims, previously instituted by His Excellency, or otherwise to the Law Officers of the Crown. The Executive Council, whether legally or otherwise, assumed to itself to adjudicate upon a matter of law, and gave an opinion that your Petitioner could only claim payment of four pounds for as many convicts as had been actually and *bonâ fide* rationed at Wellington Valley during the year one thousand eight hundred and twenty-four, instead of per-centage on the whole quantity of wheat raised at Wellington under your Petitioner's superintendence, in opposition to the conditions of his agreement with Governor Brisbane, and which is further proved by payment of money on warrants issued by Governor Brisbane up to (as late as) November, one thousand eight hundred and twenty-five, as a per-centage on the wheat crops raised by your Petitioner at Wellington Valley. Your Petitioner, being officially informed as to part of the decision of the Council, the whole of which was not communicated to him, demurred, and prayed that the case might be investigated by the Board of Claims then in existence, before which he might be called, and give evidence. This demand brought on his head the "indignation" of His Excellency, and threats of ultimate dismissal, calling on your Petitioner to state distinctly—"Did he mean to imply that the Council was not properly constituted because the Chief Justice Sir Francis Forbes was not present thereat (whereas His Excellency states he was, but this was not the case, as shown in the Proceedings of the Council)?" Your Petitioner's reply in his letter, not only mollified His Excellency's high displeasure, but also must have satisfied his mind that your Petitioner's claim was a just one, for he afterwards offered to stock and improve your Petitioner's grant of land if he would send in the number of men *bonâ fide* rationed at Wellington Valley, in which he should receive four pounds per man so rationed during the year one thousand eight hundred and twenty-four, one thousand eight hundred and twenty-five, and up to the date of the Colonial Secretary's letter, tenth of April, one thousand eight hundred and twenty-six. Your Petitioner refused to make any terms that would alter his agreement with Governor Brisbane, or give any receipt in full of all demands, or agree to be paid on the number of men, instead of per-centage on the wheat crops raised by him there.

It has been contended by Governor Darling, that your Petitioner could only claim payment on his agreement for the number of convicts actually and *bonâ fide* rationed at Wellington Valley, during the year one thousand eight hundred and twenty-four, instead of on the wheat reaped there in the latter end of 1823. This evidently was not the intention of Governor Brisbane, nor would your Petitioner have entered into such an agreement, depending upon the number of convicts that might be sent to Wellington, either fortuitously or by favor by the Principal Superintendent of Convicts or other intermediate authority. If your Petitioner's emoluments depended upon the number of men yearly rationed at Wellington, as insisted on by General Darling, your Petitioner must have been kept out of his payment from January, one thousand eight hundred and twenty-three, until an early part of one thousand eight hundred and twenty-five. This construction, evidently an erroneous one, is proved by your Petitioner having drawn money in the month of March and October, one thousand eight hundred and twenty-four, in one thousand eight hundred and twenty-five, and one thousand eight hundred and twenty-six, without reference to any number of men that would be rationed in those years. Your Petitioner drew it as his per-centage of the wheat in stock; not that your Petitioner drew all the money that he was entitled to, but sufficient to procure necessary supplies from Sydney, leaving the balance of his per-centage both for that year and succeeding years in the hands of the Government, which your Petitioner did until he could get to Sydney for a settlement.

It will not be disputed that your Petitioner's agreement, in undertaking the formation of a new agricultural settlement at Wellington Valley, was yearly and not for any broken period of a year, yet Governor Darling, on the fifteenth of June, one thousand eight hundred and twenty-six, under the plea of reducing the establishment, cancelled your Petitioner's agreement on the thirtieth of June of that year, that is to say, fifteen days after the Colonial Secretary's letter to that effect, a step most unprecedented, as the crop of wheat then growing on the settlement was put in the ground while your Petitioner held the appointment of Commandant, the produce of which crop he had a right to claim per-centage on. If Governor Darling really intended to reduce the, or break up the, establishment, he would not have sent more men up there, and Captain Christie as Commandant; and as your Petitioner's agreement with Governor Brisbane was still in force, he was on every principle of justice entitled to receive payment on that year's crop when reaped. On the tenth of June, one thousand eight hundred and twenty-six, Mr. William Charles Wentworth (barrister), wrote to His Excellency, General Darling, giving his legal opinion upon the matter, at which His Excellency was so incensed, that he caused a letter to be written on the fifteenth of June, one thousand eight hundred and twenty-six, "that it was the intention of the Government to reduce the establishment at Wellington Valley," and that consequently your Petitioner's appointment would cease on the thirtieth of the same month; but this intention, as regards reducing the establishment, was not carried out for upwards of two years after.

Your Petitioner rests his claim on the fact, which was not disputed by the Government, that he grew and left in stock at Wellington Valley, five thousand eight hundred and eighty-three bushels of wheat, which, at sixty pounds to the bushel, amounted to five hundred and fifty-two thousand nine hundred and eighty pounds; this, divided into rations of eight hundred and thirty-two pounds a man, would be able to feed four hundred and twenty-four men, which, at four pounds per head, amounts to the sum of one thousand six hundred and ninety-seven pounds sterling.

The following are extracts in favour of your Petitioner's claim:—

The Chancellor of the Exchequer, in his place in the House of Commons, on the reading of the register of the "Madras Bill" said, "Upon every principle of justice and on reference to former precedents, the Government is bound to make good the loss of claimants upon the principle that a Government which shrinks from satisfying even the doubtful claim of persons who suffered a loss by the negligence of a public officer, does not sustain its character for justice and liberality if it relies on any technical objection in opposition to the claim of the parties."

Sir James Macintosh on the same occasion stated, that men who suffered by the misconduct of a public officer should be relieved by the Government, a doctrine maintained (he added) by very high authorities.

Mr. Charles William Wynn also added, "The Legislature is bound to see that a public officer does his duty, and to guard individuals from loss by his misconduct."

Your Petitioner wishes also to state that he has presented a Petition for leave to proceed against the Crown, an action in the Supreme Court, which leave has been refused.

Your Petitioner therefore humbly prays that your Honorable House will be pleased to cause an enquiry to be made into his case, and grant him such relief as your Honorable House may deem meet; and as in duty bound, your Petitioner will ever pray.

Sydney, 12 April, 1870.

PERCY SIMPSON.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WAITERS.

(PETITION—FROM CERTAIN WAITERS IN SYDNEY.)

Ordered by the Legislative Assembly to be Printed, 5 May, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Waiters of Sydney, in the said Colony,—

RESPECTFULLY SHOWETH :—

- (1.) That your Petitioners are Waiters by profession, having no other employment or calling.
 - (2.) That for some time your Petitioners have had to contend against a ruinous competition, in consequence of certain servants in the employment of the Government being permitted to perform the duties of waiters for hire at public entertainments, &c.
 - (3.) That the servants alluded to are principally the Messengers of Government Departments.
 - (4.) That many of your Petitioners have been unable to obtain employment in consequence of such competition.
 - (5.) Your Petitioners think it unfair that they should be any longer compelled to compete in their calling with persons enjoying the emoluments of permanent Government situations, and they are of opinion that all such persons should be rendered ineligible for any such employment.
 - (6.) Your Petitioners have learnt that the chief officers of the Departments are unable to mitigate the grievance of which they complain.
 - (7.) Your Petitioners therefore beg to lay this heavy grievance before your Honorable House, and they earnestly pray for such redress as it may deem meet.
- And your Petitioners, as in duty bound, will ever pray.

[*Here follow 31 Signatures.*]

Sydney, 25th April, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE PETITION OF

MRS. MARY FOGG;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

29 *April*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

SESSION 1869.

VOTES No. 18. WEDNESDAY, 27 OCTOBER, 1869.

- Petition of Mrs. Mary Fogg (*"Formal" Motion*):—Mr. Driver moved, pursuant to Notice No. 4,—
- (1.) That a Select Committee, with power to send for persons and papers, be appointed to inquire into, and report to this House upon, the Petition of Mrs. Mary Fogg, presented to this House on the 5th day of March last.
 - (2.) That such Committee consist of Mr. Robertson, Mr. Farnell, Mr. Hart, Mr. J. Stewart, Mr. Dignam, Mr. Alexander, Mr. Neale, Mr. Burns, Mr. Stimpson, and the Mover.
- Question put and passed.

(Further proceedings stopped by Prorogation of Parliament.)

SESSION 1870.

VOTES No. 31. TUESDAY, 22 MARCH, 1870.

6. Mrs. Mary Fogg (*"Formal" Motion*):—Mr. Driver moved, pursuant to Notice No. 6,—
 - (1.) That a Select Committee, with power to send for persons and papers, be appointed to inquire into and report upon the Petition of Mrs. Mary Fogg, presented to this House on the 5th day of March, 1869.
 - (2.) That such Committee consist of Mr. Cowper, Mr. Robertson, Mr. Farnell, Mr. Neale, Mr. Alexander, Mr. Osborne, Mr. Garrett, Mr. Buchanan, and the Mover.
 - (3.) That the evidence taken before the Committee of last Session be referred to this Committee.

Question put and passed.
-

VOTES No. 42. FRIDAY, 8 APRIL, 1870.

2. Mrs. Mary Fogg:—Mr. Driver (*with the concurrence of the House*) moved, without notice, That, with a view to complying with an order of this House, made on Tuesday, 22nd March, 1870, the Proceedings of, and Minutes of Evidence taken before, the Select Committee appointed on the 27th October, 1869, "to inquire into and report to this House upon the Petition of Mrs. Mary Fogg," be laid upon the Table.
- Question put and passed.
- Whereupon the Clerk of Select Committees presented at the Bar of the House the said Proceedings and Evidence,—
- And the Clerk of the House laid the same upon the Table.
-

VOTES No. 52. FRIDAY, 29 APRIL, 1870.

7. Mrs. Mary Fogg:—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 subject was referred on 22nd March, 1870.
- Ordered to be printed.
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1870.

 MRS. MARY FOGG.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 22nd March, 1870,—with power to send for persons and papers,—to inquire into and report upon the Petition of Mrs. Mary Fogg—presented to your Honorable House on the 5th day of March, 1869—and to whom was referred on the same date the Evidence taken before the Committee of last Session,—have agreed to the following Report :—

That it appears to your Committee there is now in the hands of the Government the sum of £1,444 19s. 10d., being the balance of amount ordered to be confiscated upon the finding of the Jury on a Commission appointed to inquire as to whom certain moneys belonged.

That notwithstanding the finding of such Jury your Committee are of opinion that the moneys in question were not the moneys of William Fogg, but formed part of the separate estate of Mary Fogg, to whom the same lawfully belonged.

Your Committee therefore beg to recommend the case of the Petitioner to the favourable consideration of the Government.

RD. DRIVER,
Chairman.

No. 2 Committee Room,
Sydney, 29 April, 1870.

SESSION 1869.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 29 OCTOBER, 1869.

MEMBERS PRESENT:—

Mr. Driver,	|	Mr. Farnell,
		Mr. J. Stewart.

Mr. Driver called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Committee deliberated.

Ordered,—That Mrs. Mary Fogg and John Williams, Esq., be summoned to give evidence at the next meeting, the latter to produce the papers in the case of Mrs. Mary Fogg and Mr. Jamison.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 3 NOVEMBER, 1869.

MEMBERS PRESENT:—

Mr. Driver in the Chair.

Mr. Farnell,	|	Mr. Stimpson,
Mr. J. Stewart,		Mr. Dignam.

John Williams, Esq. (*Crown Solicitor*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Henry Halloran, Esq., and D. B. Hutchinson, Esq., be summoned to give evidence at the next meeting, and to produce papers in the case of Mrs. Mary Fogg.

[Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 5 NOVEMBER, 1869.

MEMBERS PRESENT:—

Mr. Driver in the Chair.

Mr. Farnell,	|	Mr. Dignam,
Mr. Burns,		Mr. Stimpson.

Mrs. Mary Fogg called in and examined.

Witness withdrew.

P. Dignam, Esq., M.P., a Member of the Committee, examined in his place.

Committee deliberated.

Ordered,—That D. B. Hutchinson, Esq., and Shepherd Smith, Esq., be summoned to give evidence at the next meeting; the latter to produce the Bank-book of, and various cheques drawn by, Mrs. Mary Fogg, on the Goulburn Branch of the Bank of New South Wales.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 10 NOVEMBER, 1869.

MEMBERS PRESENT:—

Mr. Driver in the Chair.

Mr. J. Stewart,		Mr. Burns.
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D. B. Hutchinson, Esq. (*Prothonotary*), called in and examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by Chairman.

[Adjourned.]

(Further proceedings stopped by Prorogation of Parliament.)

SESSION 1870.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 30 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Driver, | Mr. Farnell,
Mr. Osborne.

Mr. Driver called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Committee deliberated.[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 6 APRIL, 1870.

MEMBER PRESENT :—

Mr. Driver.

In the absence of a quorum, the meeting called for this day lapsed.

FRIDAY, 8 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Driver in the Chair.

Mr. Cowper, | Mr. Farnell.

C. M. Palmer, Esq. (*Secretary to the Bank of New South Wales*), who attended on behalf of the Manager, called in and examined.

Witness produced the Bank-book of, and various cheques drawn by, Mrs. Mary Fogg on the Goulburn Branch of the Bank of New South Wales.

Witness withdrew.

Committee deliberated.

[Adjourned until Wednesday next, at *Twelve* o'clock.]

WEDNESDAY, 13 APRIL, 1870.

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY, 19 APRIL, 1870.

In consequence of the House having adjourned until Wednesday, the meeting called for this day could not be held.

WEDNESDAY, 20 APRIL, 1870.

In the absence of a quorum, the meeting called for this day lapsed.

FRIDAY, 29 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Driver in the Chair.

Mr. Alexander, | Mr. Farnell.

Committee deliberated.

Motion made (*Mr. Farnell*) and Question put,—That this Committee adopt the Proceedings, &c., of the Select Committee of last Session on this subject,—*agreed to*.

Chairman submitted Draft Report.

Same read and *agreed to*.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PETITION OF MRS. MARY FOGG.

SESSION 1869.

WEDNESDAY, 3 NOVEMBER, 1869.

Present:—

MR. DRIVER,		MR. FARNELL,
MR. DIGNAM,		MR. J. STEWART,
	MR. STIMPSON.	

RICHARD DRIVER, Esq., IN THE CHAIR.

John Williams, Esq., Crown Solicitor, called in and examined:—

1. *Chairman.*] Are you aware of the object of this Committee? Yes; I see it from the Petition. J. Williams,
Esq.
2. Are you aware of the facts of the case, as stated by the Petitioner? I am aware of the facts connected with the holding of the inquisition of office respecting the sum of money referred to. 3 Nov., 1869.
3. What was the result of that inquisition? The result was that a debt, due from the representatives of a person named Jamieson to William Fogg, was found to have become forfeited to the Crown, and was sued for, and recovered by me on behalf of the Crown.
4. Do you recollect the amount? The amount recovered was £1,621 13s. 2d.
5. Was that amount actually paid in by you to the Treasury? Not the whole of it. The expenses of the Commission, jury, and witnesses, came to £127 3s. 4d., leaving a balance of £1,444 19s. 10d., which sum was afterwards paid into the Treasury by me.
6. Do you recollect when these proceedings were instituted? The inquisition bears date 12th December, 1864, and was held at the Court House, Darlinghurst, I think, on the 27th February, 1865; Fogg himself being a principal witness.
7. The husband of the petitioner? Yes.
8. Have you a copy of the evidence taken at that inquisition? No.
9. Is it possible to procure a copy? I think not. I can make inquiry and let you know.
10. Before whom was the inquisition held? Before three Commissioners—William Charles Windeyer, William Hattam Wilkinson, and George Rowley—and a jury of thirteen persons.
11. And the result of the inquisition was a finding that this money was due to Fogg? The finding that this money was due to Fogg, and was forfeited to the Crown by reason of his conviction for cattle-stealing, as well as some other personal property which, upon the petition of either Mrs. Fogg or William Fogg, was given up by the Crown to them. The property so given up consisted of horses, cattle, and household furniture.
12. Do you know what reasons were assigned for giving up this property? No, I do not. It was out of consideration for Mrs. Fogg, I think; I am not sure. There was some petition from her, but that, of course, did not come to me.
13. Was it sent to you for your report? No.
14. Can you say whether Mrs. Fogg was present at this inquisition? To the best of my recollection she was not.
15. What was Fogg at the time of the inquisition—was he a prisoner of the Crown under sentence? I think not; he had served his sentence; his sentence was over in some way; he was not a prisoner under sentence, for he claimed his expenses for attending as a witness, and I paid him £10 17s.; I have the voucher here.

- J. Williams,
Esq.
3 Nov., 1869.
16. Was either Fogg or Mrs. Fogg represented by counsel at this inquisition? I think not.
 17. They were unrepresented? Mr. Manby, solicitor, was there, but he I think represented Jamieson's people. They were unrepresented by counsel I am sure.
 18. Can you state from memory whether any evidence was gone into as to how Fogg became entitled to this money? To the best of my recollection the evidence given by Fogg was to the effect that he had sold a station to the late Mr. Jamieson, in payment for which he received from him a promissory note, and subsequently a cheque for a portion of the interest due on the promissory note. The cheque was dishonoured, and Fogg handed to me the promissory note, and I think the cheque.
 19. Had he not before then taken or threatened proceedings against the representatives of Jamieson for compelling payment of the cheque and promissory note? I believe he had.
 20. And this was after his release from gaol? No, the proceedings must have been threatened whilst he was in gaol. Some person wrote to me to know whether the representatives of Jamieson would be justified in paying this amount to Fogg, he having been convicted of felony, and, as the writer supposed, his property forfeited to the Crown.
 21. Have you that letter with you? No, it was a private note.
 22. I suppose Fogg was merely examined for the purpose of showing that at the time of his conviction this promissory note and cheque were in his possession? That was it—that the amount was due to him from Jamieson's representatives.
 23. On the sale of a station by him to Jamieson? Yes. My principal reason for examining Fogg was that the amount said to be due was only some seven or eight hundred pounds—
 24. By whom? On behalf of Mrs. Jamieson. I had reason to believe it was very much more than that, and I subpoenaed Fogg as a witness; he then told me the exact amount that was due, and gave evidence to that effect.
 25. He was not examined in any way as to how he became possessed of the station sold by him to Jamieson? No; nothing was said at that time as to its having belonged to anybody but himself.
 26. Have you a record of the conviction of Fogg with you? I have a certificate from the Clerk of the Peace for the Southern District.
 27. Does that give the date of his conviction? 19th February, 1864—"receiving one cow."
 28. Receiving one cow, or stealing one cow? Felonious receiving was what he was convicted of.
 29. He was sentenced to one year's imprisonment? Yes, at the gaol at Goulburn.
 30. It is true that proceedings were instituted by the Crown, and this money forfeited? Yes, the money was obtained, and the amount I have mentioned was paid into the Treasury.
 31. Is that a practice very frequently resorted to in this Colony? Not so far as I am aware.
 32. Were there any special reasons for doing so in this case? Yes.
 33. What were they? I cannot say I really know there were any special reasons, though I believe they existed; I have heard, as matter of rumour, what they were.
 34. No special reasons were furnished to you by any officer of the Government; no special instructions? No reason was given to me specially for taking this step.
 35. From whom did you receive your instructions? I myself brought the matter under the notice of the Attorney General, and from him I received my instructions. So far as I believe, the reasons were that Fogg was supposed to have accumulated this property from the proceeds of robberies committed by bush-rangers then at large in the country.
 36. These were, you believe, the reasons for adopting that course? I cannot say these were the reasons, but they were the reasons that rumour assigned. No reason was given to me officially.
 37. *Mr. Dignam.*] You say that from certain private knowledge on your own part, you were induced to speak to the Attorney General in reference to this matter? To report the fact to him that this man had money coming to him which he could not recover.
 38. Were you at Goulburn at the time? No, at Sydney.
 39. Did you receive that information from Goulburn? No.
 40. Did it originally come from Goulburn—did it come from a solicitor—a legal gentleman? It came from a legal gentleman; a legal gentleman wrote to me—as far as my memory serves me—to know whether this man, being convicted, could recover the amount due for the station sold. He could not; and therefore if the Crown had not stepped in, Jamieson's representatives would have kept the money. I so explained it to Fogg when I made him a witness. I told him why I wanted him—that the amount said to be due was less than the actual amount that appeared to me to be due, on looking into the matter. After the finding of the inquisition Mrs. Jamieson still neglected to pay, and I sued her and recovered the amount.
 41. During the proceedings taken by the Government did any conversation take place, or did any information come to the Government, with reference to Mrs. Fogg's claim to that property? I did not hear of any. I know, upon some application made by her, the Crown allowed her to take possession of, or gave back to her, all the property found to belong to Fogg, excepting that debt. I explained to Fogg, when I told him he was to be a witness, that I could not help asking him as to all the property he had got. He said it was very hard to have it all taken from him, and I said I would represent the matter to the Attorney General, which I did, and said that, as far as I knew, he had made no concealment.
 42. Have you any letter from that legal gentleman, giving any detail of his knowledge of the matter? I do not think I have.
 43. *Chairman.*] No confiscation took place until after Fogg was released from custody? I think not.
 44. Then during the time he was undergoing his sentence Mrs. Fogg had possession of the household furniture and other property of which you have spoken? Yes. Fogg had a large quantity of purchased land at the station he resided on, which was not forfeited to the Crown by his conviction. We could not interfere with that; nor was Mrs. Fogg disturbed in the possession of the horses, cattle, and household furniture, afterwards relinquished to her by the Crown: they were never taken from her possession.
 45. Although the result of the inquisition was to find that it belonged to the Crown, that property was never taken out of her possession? No.
 46. Could not the cheque and promissory note have been disposed of by Fogg, or by Mrs. Fogg? No.
 47. Were they due at the date of the conviction? Whether due or not they could not have been disposed of.
 48. They might have been paid away to somebody else? That might have been done, no doubt, if they had thought of it. I suppose it was payable in the usual way, to order or bearer.

49. Can you tell the Committee where a copy of the proceedings connected with the inquisition can be obtained? I do not think there were any records, except of the result.
 50. Who was the principal Commissioner? Mr. Windeyer; he would not have them. They may have been returned to the Supreme Court. The finding of the Jury must have been returned to the Supreme Court. The Petition of Mrs. Fogg must be at the Colonial Secretary's Office, because I reported on the matter on the 28th July, 1865, and I received a letter on 28th August of the same year, informing me that the Government had allowed Mrs. Fogg to retain the cattle, horses, and furniture forfeited to the Crown at the date of Fogg's conviction. They were never in fact taken possession of on behalf of the Crown.

J. Williams,
Esq.

3 Nov., 1869.

FRIDAY, 5 NOVEMBER, 1869.

Present:—

MR. BURNS,
MR. DIGNAM,

MR. STIMPSON.

MR. DRIVER,
MR. FARNELL.

RICHARD DRIVER, ESQ., IN THE CHAIR.

Mrs. Mary Fogg examined:—

51. *Chairman.*] You are the wife of William Fogg? Yes.
 52. Who was once convicted of cattle-stealing, and who received a sentence of twelve months' imprisonment? Yes.
 53. Where do you reside? At the Fish River.
 54. How long have you been residing in that part of the country? About one and twenty years.
 55. How long had you been married before your husband got into trouble? Twenty years nearly. I have been there ever since I have been married.
 56. What business or occupation did he follow during that period? Farming at our own place.
 57. You had a property of your own there? Yes.
 58. How was that property acquired? It was bought land; what we had bought ourselves when we first married.
 59. From what source was the money obtained? My husband had it when he married me.
 60. Do you recollect the sale of some property to a Mr. Jamieson? Yes.
 61. What property was that? Property that was bought.
 62. What did it consist of? A station and some cattle.
 63. Out of what moneys, or from what moneys were that station and cattle purchased? From my money.
 64. How was that obtained? Part of it was left me by my father when he died, and part of it was from my own industry; me and my children were dairying.
 65. How long had you been so engaged in making that money? Nineteen years, I dare say; I did not keep any account.
 66. Did you keep a banking account? Yes.
 67. Where? At the Bank of New South Wales, Goulburn.
 68. In whose name? My own.
 69. How long have you kept an account there? Many years; ever since I have been married, on and off.
 70. Was that an account of your own separate moneys? Yes.
 71. Moneys acquired in the twenty-one years as you have described without any reference to your husband's property at all? Yes; he had his own bank account and I had mine.
 72. Did you pay for this station and these cattle out of those moneys? Yes.
 73. From whom was the station purchased? From Mr. Wass.
 74. Do you remember in what year you purchased from him? I do not know, I forget.
 75. But the station was purchased and paid for by yourself? By myself.
 76. Did you afterwards reside upon the station? No.
 77. Who managed it? Mr. Dignam.
 78. Did you afterwards sell the station? Yes.
 79. To whom? Mr. Jamieson.
 80. Did you receive payment? No.
 81. Did you receive a promissory note and cheque? Yes.
 82. Were you ever paid? Never.
 83. Do you know what became of this promissory note and cheque? Yes; Government took it when I put it in the Court at the time my property was confiscated.
 84. In whose name was the station purchased? It was purchased in my husband's name.
 85. Why was that? Because it was a mistake. It was bought for one of my sons, William, and he did not wish to go and live on it, and it was sold again.
 86. It was intended for your son William, and the purchase was made in his name? Yes.
 87. How long was the station in your possession? Not many months; I do not rightly know.
 88. The promissory note became due, did it not, while your husband was in trouble? Yes.
 89. Upon his release from custody you set the law in motion to obtain payment? Yes.
 90. Who completed the transfer of the station from yourself to Mr. Jamieson? I think Mr. Dignam.
 91. Did you instruct the attorney to sue for payment of the money? Yes.
 92. Who was he? Mr. Walsh, of Goulburn.
 93. Who made out the promissory note do you know, who filled up the form; who drew it out? I do not know.
 94. Do you recollect where the transfer was completed? I was not present when the business was closed.
 95. Was your husband? He was.

Mrs. Mary
Fogg.

5 Nov., 1869.

- Mrs. Mary Fogg.
5 Nov., 1869.
96. At all events you sold, and the Government afterwards obtained possession of the promissory note and cheque? Yes.
97. Have you received any portion of the proceeds? No, I never got a shilling; I got £10 for my expenses when I had to come down. I do not know whether that was a part of it.
98. You came down to give evidence at an inquisition? Yes.
99. You say you have never been paid a shilling of the proceeds? Yes.
100. Are you quite certain that no portion of this station or of these cattle were purchased with the proceeds of your husband's earnings? None; it was all my own money.
101. What was the name of your father? Adam Taylor.
102. What was he? A farmer.
103. And had been long resident in that part of the country? Yes, many years.
104. He was a man of some property—was he not? Yes.
105. Part of the money you say you received from him, and the other you say was the earnings of yourself and sons in the management of a dairy? Yes.
106. *Mr. Farnell.*] Did your husband and yourself reside on the same farm? Yes.
107. You managed the dairy business, and he carried on the other? Yes.
108. The proceeds of the dairy were your own, and kept separately by you? Yes.
109. With your savings, together with the money left you by your father, you purchased this station? Yes, I purchased it for one of my children, and then sold it again.
110. Finding the boy for whom it was intended did not wish to live on it? He did not feel satisfied to live so far away from home, and I sold it again.
111. Was any other property confiscated by Government? Yes, all the property—cattle, horses, furniture, and things.
112. Were they taken by the Government? Yes.
113. Were they never returned to you? Yes.
114. Then the Government returned the property that was on the farm? Yes.
115. But the amount of this cheque and promissory note was never returned to you? No.
116. *Mr. Burns.*] Was there much other property besides the value of this stock and station taken by the Government? No; what cattle and furniture and things we had, that was all.
117. You are speaking of other cattle besides these on the station? I had no cattle on the station; the cattle belonged to the station.
118. Did the Government seize any other cattle? Yes, what I had on my own farm.
119. This place is some distance from where you live? Yes, a great way—a hundred miles.
120. Were you in the habit of banking the proceeds of what you made on the farm yourself, to your own credit? Yes.
121. You did not draw cheques? Yes, I did.
122. Did the Banks allow you to keep a separate account? Yes.
123. Of course they knew you were a married woman? —
124. You were not present when they arranged to transfer the station from your husband or yourself to this purchaser? Yes.
125. All you know is that it was sold? Yes, I do not know whether it was ever transferred. I do not think it was; it was not to be transferred till such time as the money was paid.
126. That was what you understood? Yes.
127. You were not present yourself? I was present when the station was bought from Mr. Wass, but not when it was sold.
128. You were not present when the bills were filled up for the station? No.
129. Is it a matter of fact that when this station was sold to Mr. Jamieson, and the stock, that they could not conclude the bargain till you gave your consent? Yes.
130. *Mr. Farnell.*] What amount was it sold for? £1,100 I sold it for.
131. *Mr. Dignam.*] £1,100 was the purchase money of the station; was there any other arrangement when they agreed to give the £1,100? Yes, about the cattle.
132. Was there interest to be paid until the money was paid? Yes, I think it was 10 per cent.
133. What was the amount that was arranged on both sides as the sum due at the time you were coming for a settlement? £1,777; that was the money understood by Mr. Jamieson and ourselves to be paid finally.
134. *Chairman.*] You have no doubt of the truth of the statements made by you? No; it is all true.
135. If statements are made of an entirely opposite character as to your means, they are false? Yes; what I have said is the truth.
136. More especially as to the means by which you obtained this money? Yes.
137. You have no doubt about this whatever? No doubt.
138. *Mr. Dignam.*] When the station was bought by you, how was it paid for? By a £700 cheque on the Bank, signed by me.
139. On the Bank of New South Wales, Goulburn? Yes.
140. *Mr. Burns.*] All the time this station and these stock were in your possession, you exercised all the rights of the owner of the property; your husband did not interfere with it, or anybody else? I did.
141. It was entirely your own property? Yes.
142. The only reason of your disposing of it was, that your son did not care to reside there? He did not care to leave home, it being so far away.
143. *Chairman.*] Have you heard any reports as to how you and your husband obtained the money employed by you in the purchase of this stock and station? No.
144. You have never heard that it has been stated that it was money acquired by you, the proceeds of robberies? No.
145. You never heard anything of that kind? Yes, I did hear it when I spoke to Mr. Parkes once: he told me he had heard it was, and I contradicted it.
146. Is that the only intimation you ever received of such a suspicion? That is all.
147. Is such statement true or false? It is false.
148. You never heard it before it was mentioned by Mr. Parkes? No.
149. You never heard it even hinted at? No, not till Mr. Parkes mentioned it, and I then contradicted it.

150. You have been some time engaged in endeavouring to obtain this money, have you not? Yes.
151. And have made many journeys to Sydney with the view of asserting your rights? Yes.
152. Have you called more than once at the office of the Colonial Secretary? Only once, when Mr. Parkes told me it was money got by Gardiner; I said it was not; he wanted me to sign a paper to the effect that I thought there was no money due to me from the Government, and I said I would not.
153. Was that the only reason Mr. Parkes assigned? He never gave me any reason, more than that I said as they gave me back my cattle and things they ought to give me back my money.
154. You sent a Petition to the Legislative Assembly? Yes.

Mrs. Mary
Fogg.

5 Nov., 1869.

Philip Dignam, Esq., M.P., a Member of the Committee, examined in his place:—

155. *Chairman.*] You are a Member of the Legislative Assembly for the electorate of Argyle? Yes.
156. Do you know the Petitioner, Mrs. Fogg? Yes, and have known her many years.
157. You have heard her statement before the Committee to-day? Yes.
158. From your previous knowledge of Mrs. Fogg, are you in a position to say whether the statements made by her are true? From my previous knowledge of Mrs. Fogg's business and monetary affairs I have every reason to believe so. I have frequently had sums of money in my hand, which have been clearly the result of dairy produce and cattle which I have sold for her as auctioneer. I have sold both for her and for her husband, and I have kept one portion for her and one for her husband, and I know that the accounts were kept as separate and distinct as possible to a shilling. The father had certain cattle, and the children had others.
159. Do you know anything of the purchase of a station on behalf of Mrs. Fogg? Yes; I first sold the station to William Wass; it was an overlap of country between W. Symms's station and another, and this man Wass applied for and got it. Wass was stockkeeper for Symms. Mrs. Fogg had money in my hands—some £300 odd, and I advised her to put it in the Bank, and she did so. Afterwards she came to me and said she wanted to purchase Wass's station, and I sold it for him to Mrs. Fogg. I was the agent employed in selling the station.
160. It was sold to Mrs. Fogg? Yes, and paid for by her cheque.
161. Did you act as agent for either of the parties on the sale by Mrs. Fogg to Mr. Jamieson? The property was in my hand in the first instance by Wass to sell for him, and Fogg's people came to me and asked my opinion about it, and I told Mrs. Fogg, as she wanted to invest the money, she could not do better, and I made the agreement between the two parties; she was to give £700 cash for the station, which she did by her cheque. She afterwards came to me and said she was not disposed to keep the station; that Billy, her son, did not like to go there. In fact, she did not like him to be away from home, and at last she consented to part with the property to Mr. Jamieson, who was a distant relative of Mrs. Fogg by marriage.
162. And the property was sold, as already described, by Mrs. Fogg? Yes. There were more cattle on the station than when it was bought from Wass, because some had been drafted off from her station, and that accounts for the increase of price. My impression is that no money passed for the station, but merely the promissory note and cheque, as an acknowledgment of the sale, to avoid dispute in case of accidents; and it did so happen that Jamieson, in riding, sometime after, was thrown from his horse and killed.
163. Jamieson was killed while Fogg was in custody? Yes, I think it was about that time.
164. *Mr. Burns.*] The proceeds of the sale were given by Jamieson's heirs or representatives to the Government? The money was stopped before it got into Fogg's possession; realized out of Jamieson's estate.
165. *Mr. Farnell.*] I suppose you have known Mrs. Fogg for a number of years? Yes, I have done business with them for many years. I have had upwards of £300 or £400 in my hands at a time, and they have left it there and drawn against it for supplies from my store. They have sent in tallow, wool, hides, cheese, butter, and so on, to me, and I disposed of it and kept the money in my hands; and they would give orders upon me for any money they required.
166. So far as you know, she is a person of good character? Yes, I have known her for many years to be a hard-working woman; and that she has brought up her children in the same industrious habits. I know every bit of butter, bacon, and cheese, sent by her to market, was prepared by her own hands or the hands of her children, with perhaps one man to assist them.
167. *Mr. Burns.*] Was it the practice of the Goulburn banks to allow married women to keep separate accounts with them? I do not think they troubled their heads about the matter, so long as they kept sufficient in their hands to meet the cheques and drafts upon them.
168. You know of your own knowledge that she did keep a separate account at the Bank? Yes, I know that the cheque paid for the station was signed by Mary Fogg.
169. *Mr. Stimpson.*] How long, to the best of your belief, was it that this transaction between you and Mrs. Fogg took place previous to Gardiner's apprehension? A long time.
170. Are you aware where Gardiner was for some time previously to that? I believe it was some time before that that he was on our side of the country.
171. It was known that Mrs. Fogg had this money in her own right? To my knowledge she had it some considerable time before there was the least hint or report of Gardiner or Peisley being in the country, or near to Fogg's.
172. How many years? I cannot tell, but my impression is strong that Mrs. Fogg was possessed of this money, and had it in the Bank long before Gardiner's name was mentioned.
173. Are you aware that Gardiner was a butcher on Lambing Flat? Yes.
174. Are you aware that he got into some trouble some time previous to this? Yes.
175. It was sometime previous to this that Mrs. Fogg had this station transaction? Yes, she had bought the property from Wass. My impression is that the mother sold this station because she was afraid that the son might be induced to weed the station, and go to Lambing Flat.
176. *Chairman.*] What is the name of the station? Nobby's Lagoon.

P. Dignam,
Esq., M.P.

5 Nov., 1869.

WEDNESDAY, 10 NOVEMBER, 1869.

Present:—

MR. BURNS, | MR. DIGNAM,
MR. J. STEWART.

RICHARD DRIVER, ESQ., IN THE CHAIR.

David Bruce Hutchinson, Esq., examined:—

- D.B. Hutchin- 177. *Chairman.*] You are Prothonotary of the Supreme Court of New South Wales? Yes.
son, Esq. 178. Do you produce an inquisition in the matter of William Fogg? I produce a Commission, issued
10 Nov., 1869. from the Supreme Court on the 12th of December, 1864, in the matter of William Fogg, directed to
William Charles Windeyer and William Hattam Wilkinson, Esquires, Barristers-at-law, and to George,
Rowley, Esquire, Attorney of the Court, to inquire what property Fogg had at the time of his conviction
the 19th February, 1864.
179. Can you state the result of that inquisition? The result is that a return was filed and certified under
their hands and seals and that of the jurymen, that he, Fogg, was "possessed of, or entitled to, a debt due
from William Jamieson for the sum of £1,300, and interest for one year and ten months, at £8 per centum
per annum, amounting to and of the value of £190 13s. 4d., cattle of the value of £100, furniture of the
value of £100 in the house of the said William Fogg, at Fish River, and six horses of the value of £20."
180. You are unable to state what witnesses were examined? Yes, the inquisition was under the
Commissioners not connected with the Court, and sat at Darlinghurst, who took down the evidence
themselves.

SESSION 1870.

FRIDAY, 8 APRIL, 1870.

Present:—

MR. COWPER, | MR. DRIVER,
MR. FARNELL.

RICHARD DRIVER, ESQ., IN THE CHAIR.

Charles M. Palmer, Esq., examined:—

- Charles M. 181. *Chairman.*] What are you? Assistant Secretary to the Bank of New South Wales.
Palmer, Esq. 182. Do you know whether a person named Mary Fogg had an account at the Bank of New South
8 April, 1870. Wales at any time? At the Bank of New South Wales in Goulburn she had.
183. In her own name? In her own name.
184. Do you produce any cheques drawn by her? I produce the cheques formerly charged to her account,
drawn by her; I have also her pass-book with me, showing her account. (*The witness produced the same.*)
I have also here the slips or vouchers of sums paid in. The whole of the transactions are included in the
account. (*The witness produced the same.*)

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC-HOUSES.

(PETITION—DELEGATES OF SUBURBAN AND OTHER MUNICIPAL BOROUGHS.)

Ordered by the Legislative Assembly to be Printed, 23 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of Delegates of Suburban and other Municipal Boroughs met in conference,—

MOST RESPECTFULLY SHOWETH:—

That your Petitioners, being fully convinced of the evils arising from an indiscriminate licensing of houses for public entertainment and amusement, are of opinion that some check should be imposed upon the present system.

That in the opinion of your Petitioners, the inhabitants residing within any Municipal Borough or District ought to have some voice in the licensing of houses within their respective localities.

That the most direct and legitimate way of exercising this influence would be through their representatives in the Municipal Council, who from their position may be justly supposed to have the best knowledge as to the accommodation of this kind required in their respective neighbourhoods.

That your Petitioners respectfully suggest that a short Act of Parliament be at once passed, enabling the Mayor of any Municipality in Council assembled to sign the application of any applicant for a license for a new public-house, dancing saloon, or concert room in connection with a public-house, and that no application for such license from any person in such Municipality shall be entertained by the Bench of Magistrates to whom it is made unless so signed.

That your Petitioners would further respectfully suggest that a clause might be inserted in such Act empowering each Municipal Council, if it thought proper, to appoint an officer of its own, whose duty it should be to prosecute, on behalf and by order of the Council, any proprietor of a public-house, dancing saloon, or concert room in connection with such public-house, who might permit any disorderly or riotous conduct on his premises.

That your Petitioners believe were such an enactment passed into law a great check would be given to intemperance, and that public-houses generally would be in many respects better conducted.

Your Petitioners therefore pray that your Honorable House will be pleased to take this matter into consideration, and pass such law as may meet the exigencies of the case.

And your Petitioners will ever pray.

On behalf of the Conference—

E. J. HAWKSLEY,
Chairman.
DONALD BEATSON,
Secretary.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SALE OF LIQUORS LICENSING ACT AMENDMENT BILL.

(PETITION—CERTAIN LICENSED VICTUALLERS OF SYDNEY AND ENVIRONS.)

Ordered by the Legislative Assembly to be Printed, 30 March, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Licensed Victuallers of the City of Sydney and its environs,—

RESPECTFULLY SHOWETH:—

1. That your Petitioners have ascertained that a Bill has been introduced into your Honorable House, intituled "A Bill to limit in certain districts the number of Licensed Public Houses and to amend in other respects the Licensing Act of the year 1862."

2. That your Petitioners having had the said Bill under their consideration, are of opinion that its provisions are arbitrary, unjust, and impolitic, and if passed into law would be the means of entailing loss and ruin upon many who have directly or indirectly embarked large amounts of capital on the faith and security of the existing law.

3. That the said Bill, if passed into law, would subject your Petitioners to an amount of police surveillance which would not be tolerated or endured by any other class of tradesmen in any free country, and which, if carried into effect, could only be the means of bringing your Petitioners and others engaged in the trade of licensed victuallers into constant collision with the police—a thing neither desirable in itself nor conducive to the public weal.

4. That while your Petitioners readily admit that the number of licensed houses in some districts is greater than the necessities of the population may require, they are strongly of opinion that the existing law would, if properly administered by the Magistrates, be amply sufficient to repress this evil, without resorting to such unjust and oppressive measures as are contemplated by the Bill now before your Honorable House.

5. That your Petitioners feel bound to object in the strongest possible manner against the enactments contemplated by the first and second clauses of the said Bill, as being both unnecessary and impolitic, and merely a revival of the old law of the year 1849, when the social status of the population of the Colony was vastly different from what it is at the present day.

6. That your Petitioners, viewing the said Bill as a whole, are of opinion that it is altogether unnecessary, and calculated to interfere materially with their rights and liberties as subjects of the British Crown.

7. Your Petitioners therefore most respectfully pray that your Honorable House, taking the premises into consideration, and having regard to the varied and important interests involved in the question, will not pass the said Bill into law, but reject it altogether.

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

Committee Room,
Licensed Victuallers' Association,
"Commercial Hotel,"
King-street, Sydney,
25th March, 1870.

[Here follow 191 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROGRESS REPORT FROM THE SELECT COMMITTEE

ON THE

SALE OF LIQUORS LICENSING ACT AMENDMENT
BILL ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

3 *May*, 1870.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

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1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 38. FRIDAY, 1 APRIL, 1870.

9. Sale of Liquors Licensing Act Amendment Bill :—Mr. Wilson moved, That this Bill “be” now read a second time.

Debate ensued.

Mr. Wearne moved, That the Question be amended by omitting all the words after the word “be,” with a view to inserting in their place the words “referred to a Select Committee.

“(2.) That such Committee consist of Mr. Cowper, Mr. Brookes, Mr. Dodds, Mr. Farnell, Mr. Flood, Mr. Garrett, Mr. Lackey, Mr. Neale, Mr. Wilson, and the Mover.”

Debate continued.

Question put,—That the words proposed to be omitted stand part of the Question.

The House divided.

Ayes, 8.

Mr. Cowper,
Mr. Forster,
Mr. Sutherland,
Mr. Egan,
Mr. Driver,
Mr. Robertson,

Tellers.

Mr. Fitzpatrick,
Mr. Baker.

Noes, 19.

Mr. Webb,
Mr. Parkes,
Mr. Butler,
Mr. Flood,
Mr. M. C. Stephen,
Mr. M. H. Stephen,
Mr. Dodds,
Mr. Lord,
Mr. Byrnes,
Mr. Piddington,
Mr. Lackey,

Mr. Garrett,
Mr. Wilson,
Mr. Farnell,
Mr. Weaver,
Mr. Hoskins,
Mr. King,

Tellers.

Mr. Wearne,
Mr. Neale.

Question put,—That the words proposed to be inserted in the place of the words omitted, be so inserted,—

The House divided.

Ayes, 19.

Mr. Byrnes,
Mr. Butler,
Mr. M. H. Stephen,
Mr. Wilson,
Mr. Garrett,
Mr. Webb,
Mr. Wearne,
Mr. Neale,
Mr. Parkes,
Mr. Piddington,
Mr. Dodds,

Mr. Lord,
Mr. Nowlan,
Mr. M. C. Stephen,
Mr. Flood,
Mr. King,
Mr. Lackey,

Tellers.

Mr. Farnell,
Mr. Fitzpatrick.

Noes, 9.

Mr. Cowper,
Mr. Forster,
Mr. Sutherland,
Mr. Egan,
Mr. Weaver,
Mr. Hoskins,
Mr. Robertson,

Tellers.

Mr. Driver,
Mr. Baker.

And Mr. Driver requiring that the said Committee be appointed by Ballot,—

Question,—That the Sale of Liquors Licensing Act Amendment Bill be referred to a Select Committee,—put and passed.

Whereupon the House proceeded to the Ballot, and the Speaker declared the following to be the Committee duly appointed :—Mr. Cowper, Mr. Farnell, Mr. Neale, Mr. Brookes, Mr. Dodds, Mr. Garrett, Mr. Wilson, Mr. Lackey, Mr. Flood, and Mr. Wearne.

VOTES No. 39. TUESDAY, 5 APRIL, 1870.

9. Sale of Liquors Licensing Act Amendment Bill :—Mr. Wilson (*with the concurrence of the House*) moved, without Notice, That the Select Committee on “Sale of Liquors Licensing Act Amendment Bill,” have power to send for persons and papers, and to report.
Question put and passed.

VOTES

VOTES No. 49. TUESDAY, 26 APRIL, 1870.

5. Public Houses ("Formal" Motion):—*Mr. Lackey*, on behalf of *Mr. M. C. Stephen*, moved, pursuant to Notice No. 2, That the Petition presented by *Mr. M. C. Stephen* on 22nd March, on behalf of the Municipal Conference, relative to "Public Houses," be referred to the Select Committee now sitting on the Sale of Liquors Licensing Act Amendment Bill.
Question put and passed.
-

VOTES No. 53. TUESDAY, 3 MAY, 1870.

3. Sale of Liquors Licensing Act Amendment Bill :—*Mr. Wilson*, 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 Bill was referred on 1st April, 1870,—together with Appendix.
Ordered to be printed.
-

1870.

SALE OF LIQUORS LICENSING ACT AMENDMENT BILL.

PROGRESS REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, to whom was referred, on the 1st April, 1870, the "*Sale of Liquors Licensing Act Amendment Bill*,"—and to whom was given, on the 5th April, *power to send for persons and papers, and to report*; and to whom was also referred, on the 26th April, *the Petition presented by Mr. M. C. Stephen, on 22nd March, on behalf of the Municipal Conference relative to Public Houses*,"—have agreed to the following Progress Report :—

The importance of the inquiry referred to this Committee, the magnitude of the interest involved, and the late period of the Session at which the Committee was appointed, have prevented your Committee carrying the investigation to a satisfactory conclusion; they therefore respectfully recommend that a Select Committee be appointed, at an early period of next Session, to further prosecute the inquiry.

J. BOWIE WILSON,
Chairman.

No. 3 Committee Room,
Sydney, 3 May, 1870.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 5 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Wilson,	|	Mr. Wearne,
Mr. Neale,		Mr. Dodds.

Mr. Neale moved, That Mr. Wearne do take the Chair. Mr. Wearne declining, and expressing a wish that Mr. Wilson should be the Chairman,—Mr. Wilson then called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.

Committee deliberated.

Clerk directed to prepare motion, to be moved in the House by the Chairman, to obtain for the Committee power to send for persons and papers, and to report.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 7 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Wilson in the Chair.		
Mr. Flood,	|	Mr. Farnell,
Mr. Brookes,		Mr. Neale,
Mr. Wearne.		

Entry in Votes and Proceedings, giving the Committee “power to send for persons and papers, and to report”—*read* by the Clerk.

Captain Scott (*Police Magistrate, Sydney*), called in and examined.

Witness withdrew.

Charles J. P. Lydiard, Esq. (*Superintendent of Police, Western District*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Captain McLerie, E. Fosbery, Esq., and H. Lane, Esq., be summoned to give evidence at the next Meeting,—Mr. Lane to produce a return showing the number of licensed Public-houses in New South Wales—distinguishing those in the Police District of Sydney.

[Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY, 12 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Wilson in the Chair.		
Mr. Flood,	|	Mr. Farnell,
Mr. Neale,		Mr. Garrett,
Mr. Wearne.		

Henry Lane, Esq. (*Under Secretary for Finance and Trade*), called in and examined.

Witness handed in Return, showing the number of licensed Public-houses in the Colony, &c.

Ordered to be appended. (*Vide Appendix B 1.*)

Witness withdrew.

Captain McLerie (*Inspector General of Police*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That E. Fosbery, Esq., and John Garrett, Esq. (*P.M., Upper Hunter*), be summoned to give evidence at the next Meeting.

[Adjourned until Wednesday week, at *half-past Ten* o'clock.]

WEDNESDAY, 20 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Wilson in the Chair.		
Mr. Brookes,	|	Mr. Neale.

Edmund Fosbery, Esq. (*Secretary and Superintendent of Police*), called in and examined.

Witness withdrew.

John Garrett, Esq. (*Police Magistrate, Upper Hunter*), called in and examined.

Witness handed in a statement respecting the subject under consideration.

Ordered to be appended. (*Vide Appendix D.*)

Witness withdrew.

Committee deliberated.

Ordered,—That Inspector Read be summoned to give evidence at the next Meeting.

Motion made (*Mr. Brookes*) and Question put,—That the Secretaries to the “Sons of Temperance,” “Political Association for the Suppression of Intemperance,” and “Licensed Victuallers’ Association,” be written to, requesting them to suggest the names of any gentlemen who may be able to give any valuable information on the subject under consideration,—*agreed to.*

[Adjourned until Tuesday next, at *half-past Ten* o'clock.]

TUESDAY,

TUESDAY, 26 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Wilson in the Chair.

Mr. Wearne,	|	Mr. Neale,
Mr. Brookes,	|	Mr. Farnell.

The Clerk laid before the Committee a letter from Mr. S. Goold, Secretary to the "Political Association for the Suppression of Intemperance"; also, a letter from Mr. H. Sykes, Secretary to the "Licensed Victuallers' Association," suggesting the names of certain gentlemen who could give information on the subject under consideration.

Mr. Wearne laid before the Committee a letter from Mr. E. J. Hawksley, Chairman of the Conference of Municipal Delegates, also suggesting certain witnesses.

Inspector Read called in and examined.

Witness withdrew.

Committee deliberated.

Ordered.—That the following gentlemen, suggested by the Secretary to the "Licensed Victuallers' Association," be summoned to give evidence at the next Meeting, viz., Mr. Alderman Steel, Mr. J. Perry, and Mr. F. Riley.

[Adjourned until Tuesday next, at *half-past Ten* o'clock.]

TUESDAY, 3 MAY, 1870.

MEMBERS PRESENT:—

Mr. Wilson in the Chair.

Mr. Lackey,		Mr. Brookes.
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The Clerk laid before the Committee a letter from Mr. W. J. Clarke, Secretary to the "Sons of Temperance," suggesting the names of certain gentlemen who could give information on the subject under consideration.

Mr. Alderman Steel called in and examined.

Witness withdrew.

Mr. J. Perry called in and examined.

Witness withdrew.

Chairman submitted Progress Report.

Same read and agreed to.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

SALE OF LIQUORS LICENSING BILL.

THURSDAY, 7 APRIL, 1870.

Present:—

MR. BROOKES,
MR. FARNELL,
MR. FLOOD,MR. NEALE,
MR. WEARNE,
MR. WILSON.

THE HON. JOHN BOWIE WILSON, Esq., IN THE CHAIR.

David Charles Frederick Scott, Esq., called in and examined:—

1. *Chairman.*] You are Police Magistrate of Sydney? Yes.
2. This is a Committee to whom has been referred "a Bill to limit in certain districts the number of Licensed Public-houses, and to amend in other respects the Licensing Act of 1862." We wish to have the benefit of your experience in the matter, by obtaining some information from you. Can you inform the Committee how many public-houses there are in the City of Sydney? That I am not in a position to do, because some of these public-houses are licensed by the year, and others for three, four, or five years; but as far as I can guess there are from 500 to 600 in Sydney and the suburbs. That information could be obtained accurately from the Treasury, where the license fees are received. In our office we do not know how many of the licenses are renewed from year to year; we only know the number of licenses we actually grant in the year. The licenses are granted in the first instance at the Police Office, but renewed annually at the Treasury, on payment of £30.
3. From your knowledge of the City do you consider that the public-houses are more numerous than the requirements of the City? Certainly they are.
4. Do you think the large number of public-houses has anything to do with crime? I have no doubt myself that it increases drunkenness, which leads to most crimes in this country. The late Act of 1862 makes it all but imperative on the Magistrates to grant a license as long as the house applied for is in accordance with the Act, and the applicant a man of good character. They have no right to refuse a license in such a case, although they are aware at the time that the house will be one too many or ten too many.
5. Do you think that if greater powers had been given to the Magistrates they would have exercised them in curtailing the number of public-houses? I have not the slightest doubt that if they had more power they could do so.
6. Do you approve of the present system of licensing by the Bench of Magistrates? I do not think I could suggest anything better.
7. Do you think it would be any improvement if the responsibility were thrown upon a particular officer—for instance, upon the Police Magistrate? I think that would be rather severe upon him; I think it is better left to the Bench of Magistrates in Petty Sessions assembled.
8. Do you find, on licensing days, the same class of Magistrates sit on the Bench, as perform the usual duties? There are a certain number of Magistrates summoned on the roster every day; some of these will sit and others refuse to sit; but we send out for the neighbouring Magistrates and get as many together on the licensing day as we can. If there is any case of disputed license we very often send a circular to a great number of Magistrates.
9. *Mr. Farnell.*] Is it not the duty of the Clerk of Petty Sessions to summon Magistrates for a licensing meeting? It is his duty and he does it.
10. *Chairman.*] Do you find the Magistrates attend on these licensing days? They do attend, but they do not seem to like it.

D. C. F. Scott,
Esq.

7 April, 1870.

- D. C. F. Scott, Esq. 11. Do the general public in many cases, or in any, object to the licensing of particular houses? Sometimes they muster strong and give evidence against the licensing of a house, if they take an interest in the matter.
- 7 April, 1870. 12. Do the Magistrates always weigh the objections and take evidence? They are very careful in doing so. I know no case to the contrary. I have been there ten years next July, and cannot recall a case to which they have not given full consideration.
13. Have many licenses been refused on grounds of objection taken by the public? None. I may say I only received the notice to attend here this morning, and I am not so fully prepared as I otherwise would have been.
14. *Mr. Neale.*] Have any licenses been refused by the Bench of Magistrates and subsequently granted by other Magistrates, or by the Governor on petition? I think a few—very few. The Magistrates are very careful not to interfere with each other.
15. *Chairman.*] What are the grounds of objection generally taken by the public? Perhaps the applicant may be a man of bad character, and may have been brought before the Bench, and been fined for particular offences.
16. Do the Magistrates take into consideration any objection the public may raise as to there being no necessity for such a house? No, we think ourselves all but bound to grant a license if the accommodation is sufficient, and the applicant a person of good character.
17. Even where it can be shown that there is no necessity for the house? Yes. For instance, if there were fifty public-houses in George-street, and application was made for another license, on its being shown that the house had the required accommodation, and that the person applying bore a good character, I do not think we have any power to refuse the license.
18. Do you think a discretionary power ought to be in the hands of the Magistrates? I think it ought, most decidedly, under certain conditions.
19. Have you heard any complaints by the police as to their not having proper supervision over the public-houses? Yes; I think they want a power to enter a public-house in uniform, being answerable to the Inspector General for doing so, and of course being punished if they have not sufficient cause.
20. Would you allow any ordinary constable to do so? I would, in uniform.
21. Have you ever heard rumours to the effect that there are public-houses in the City of Sydney that are kept in a very disreputable state, on account of the police being prohibited from examining them? I have heard that there are public-houses that men can take women to.
22. Have you ever heard of public-houses which have places fitted up as regular brothels? That is what I mean.
23. That could not take place if the police had power to enter and examine them? It might take place, but not so frequently as it does now.
24. Then you are of opinion, from your experience, it is necessary the police should have the power of entering public-houses? Yes; or any Magistrate stating his name.
25. Do you get any report from the police as to the state of the public-houses in their particular district, and how they are kept? When the senior-sergeant or the sergeant in charge has any complaint to make, he sends in a written statement, stating the complaint and objecting to the license.
26. You get no written general report? No.
27. Do you think it would be advisable that the police should send in such a report to the Bench of Magistrates? I think it would be better to do so. I rather think they do send in a report to the Inspector General.
28. The licensing Magistrates have no cognizance of it? No.
29. Do you consider that the present accommodation required by the law in a public-house is sufficient? No, I think it might be raised, we will say, to two sitting-rooms, and at least six bed-rooms.
30. Would you increase the size of these rooms? The rooms ought to be large, and all the bed-rooms should be on the first story. There ought also to be two necessaries at least. When I was acting as Coroner I had to go to some of these places, and I saw that the out-door accommodation was very bad.
31. The police take no cognizance of the out-door accommodation? No; if it was a nuisance they would, of course.
32. But they make no report with respect to it to the Licensing Bench? No.
33. Do you think they ought to be instructed to do so? I think more power ought to be given to the police.
34. Do you think it beneficial to the public or otherwise that there should be licensing days so frequently as once a month? No; at the very most once a quarter would answer, or even less. Once in six months would be ample.
35. Of course transfers might be applied for at other times. I suppose you would give certain discretionary powers to Magistrates to give transfers? I would. Transferring a public-house from one person to another gives a good deal of trouble, and I would suggest that a fee of one guinea should be paid; at present they pay nothing.
36. I suppose you have a good many applications from publicans in your district to have music and dancing allowed in their public-houses? We have for about two years refused all dancing licenses, and from the 15th of February this year we have refused all music licenses also. None have since been granted in my office.
37. Will you be kind enough to state what caused the Bench to take that particular action? They all came to the conclusion that this sort of thing led to seductions, drinking, and so on.
38. I should gather from your evidence that you think it would be an improvement if the power of granting such licenses were taken away from the Magistrates altogether? Yes.
39. What is your opinion as to keeping public-houses open till 12 o'clock at night? That is a rather difficult question. People arriving by steamer from the Hunter, we will say, very often arrive much later than 10 o'clock, and parties coming down by railway also, and they require accommodation for the night.
40. Do they not now arrive after 12 o'clock as well as after 10? No doubt.
41. Even if public-houses were closed at 10 they would have the same opportunity of getting a bed as those who now arrive after 12? Yes, if the publican were allowed to open his door.
42. Is there not a class of publicans who do not accommodate travellers? I think most of them do. There are a good number of public-houses round the theatre where people go to take supper after 10 o'clock.

43. Would not that difficulty be met if power were given to grant extra licenses in situations where they were required? Decidedly; many houses do not require to be open after 10 o'clock.
44. With such a proviso as that do you not think it would be prudent to close public-houses at 10 o'clock? Yes, and give the Magistrates power to grant licenses to keep open till 12.
45. Have any complaints been made to the Bench of Magistrates as to publicans supplying drink to parties already intoxicated? Very often a wife complains that her drunken husband is supplied.
46. I was alluding to publicans supplying men already intoxicated? They ought to be punished for it.
47. If such a complaint is made against a man by the police, is it brought up against him at the next licensing meeting? Very seldom.
48. Do you not think the law should be made more strict in that respect? I do.
49. Could you suggest any improvement in the present law, so as to prevent publicans giving drink to parties, by habit and repute drunkards? We sometimes give a circular, to parties who come to our office, to send to all the publicans to refuse a certain person drink on application, but it is no good at all. When a man is a confirmed drunkard he will get drink somehow.
50. I am aware of the difficulty;—I was asking if you could make any suggestion to the Committee? You might inflict a fine if drink were supplied to the confirmed drunkard himself.
51. Could you not make a law inflicting a penalty on the publican? Yes, but the man himself would then send a friend, or get it somehow.
52. *Mr. Flood.*] Are they not prohibited from supplying drunkards at the present time? Yes, but there is no penalty attached. I think there ought to be a penalty; and if a publican should be convicted a certain number of times his license should be taken from him.
53. *Chairman.*] Do you think publicans should be allowed to sell intoxicating drink to infants and children? I think they ought not to be allowed to sell to children under a certain age, nor to the aborigines.
54. Do you think that under any circumstances publicans are justified in selling intoxicating drink to children under 12 years of age? Certainly not for their own use; but supposing a child says his parents are ill in bed, and he is sent to purchase drink for them —
55. Supposing they are ill in bed, do you not think they could get some other person to obtain drink for them besides a child? They might.
56. Sometime ago a case was reported in the papers, where a party had applied for a license for a public-house in Castlereagh-street, who was stated by the police to have been a short time previously the keeper of a common brothel —? I recollect the case.
57. Do you think the Bench of Magistrates were justified in licensing such a man? I was one of them. The man had been forty years in the country and had never been brought before a Bench for any offence; he had left that business of his for more than a year, and during the time he was engaged in it the police had never brought him before a Bench of Magistrates, and never lodged a single complaint against him, and we thought it would be a very hard case that having deserted his evil practices he should not have an opportunity of behaving better. Moreover, his landlord and neighbours never complained against him.
58. Still there was sufficient proof that he was actually a bawdy-house keeper for a year? Yes; a year or two before the application, but the police never performed their duty by bringing him before the Bench; they never got him punished once.
59. Do you not think that was rather a reason for censuring the police for not doing their duty. Did the Magistrates go into proof? Senior-sergeant Waters gave evidence to the effect stated.
60. And I think he stated that he had a number of witnesses to show the character of the house? We were quite satisfied that he did keep such a house, without calling for witnesses.
61. Do you think that a man who has kept a brothel for a number of years can under any circumstances be a fit person to hold a license for a public-house? I think not; and on consideration, after we had granted it, I was sorry for it, and I think other Magistrates were so also; but I have given the reason why it was granted—to give the man a chance of redeeming his character.
62. Are you in a position to give the Committee any information as to the amount of crime directly traceable to the use of intoxicating drink, which comes before your Bench? From our records I could give you a pretty accurate idea of it.
63. Could you append such a statement to your evidence? Yes. (*Vide Appendix A.*)
64. *Mr. Flood.*] I think you stated that there were between five and six hundred public-houses in the city and suburbs? Yes.
65. And that you think they are too many? Yes.
66. Upon what do you found that opinion? If you go up William-street, for instance, you will see more public-houses than butchers, bakers, or any other trade; the South Head Road the same. All these public-houses would not seem to be necessary.
67. How do you arrive at the conclusion that they are unnecessary? Simply from observation. I see public-house after public-house with not a soul in.
68. How would you obviate the difficulty, say in William-street, as regards number? I would not grant some of them a license.
69. What would be the rule on which you would act as to how many of these houses should be licensed? A thing like that cannot be done in a hurry; but if a publican has been punished for breaches of the law a certain number of times I would deprive him of his license, and so decrease the number.
70. Then you would only decrease the number as persons became convicted under the Licensing Act? Yes, or if they wished to leave the business, or perhaps on the recommendation of two-thirds of the inhabitants of the street.
71. If two-thirds of the inhabitants of any street recommended to the Bench that it was not necessary to license more than a certain number of houses, you think the Magistrates should act on that recommendation? I think they ought to hold an inquiry, and let the parties appealed against have an opportunity of defending themselves.
72. After the receipt of such a recommendation would you give the Magistrates discretionary power? I would give them discretionary power to enter into the case, and, if it were proved, to refuse the license.
73. You stated that the Magistrates did not attend as regularly as they ought to do or might do, in reference to granting licenses to publicans. I did not clearly understand what you meant by that? We have certain days—twice a week, Tuesdays and Fridays—for entering into all licensing business, but many of the Magistrates who attend for other business, having finished their work go away. I do not think it is a very popular thing among them to adjudicate in these matters.

D. C. F. Scott,
Esq.

7 April, 1870.

- D. C. F. Scott, Esq. 74. Did you not state that there was another licensing meeting also—a meeting once a month? Once a month they send in applications, which are given to the police for their report, and the cases come on either on Tuesdays or Fridays.
- 7 April, 1870. 75. What are these cases to which you allude, as being adjudicated on Tuesdays and Fridays? All applications for licenses, for transfers, removals, and for billiard or bagatelle tables.
76. Then in point of fact you take into consideration at any time the granting, transfer, or removal of a license? I think the time is fourteen days' notice.
77. What did you mean by stating that applications for publicans' licenses were considered once a month, in addition to the annual meeting? That is what I mean. They give a certain notice, and we take all their applications into consideration.
78. But you have just stated, as I understand you, that you meet eight times a month, on Tuesdays and Fridays, for that purpose? Twice a week.
79. Does the law allow you to meet oftener than once a month? Yes. All applications are taken, due notice having been given to the police, and we receive any objections.
80. I understood you to say, in answer to the Chairman, that in addition to the annual licensing meeting, the Magistrates met once a month? That is by circular, but the Courts are opened twice a week.
81. What is the object of the circular at all if the Magistrates can meet every day in the week for the purpose of granting licenses? The object of the circular is to get a larger attendance in any particular case, where the police raise objections.
82. Do you not think that a most objectionable course, that any particular case should be selected for summoning Magistrates? If applications are put into the hands of the police, and they say there is no objection, it is scarcely necessary to summon Magistrates.
83. Whose duty is it to summon the Magistrates? The Clerk of Petty Sessions.
84. Is every Magistrate in the City summoned? No. Only those who are constant attendants at the Bench.
85. Does not that savour of packing the Bench? There are many of the Magistrates who have never entered the Court.
86. That has nothing to do with the Clerk of Petty Sessions. Has he any discretionary power? The general rule is to summon all those whose names are on our roster. When Magistrates are newly made they are asked if they will attend the Court and take their turn of duty; and, if they say they will, their names are put on our roster. It would be a waste of time to summon those who never attend.
87. I think you also stated, in answer to the Chairman, that if a house possessed certain accommodation, the Magistrates were bound to grant a license? I think we are all but bound, if the person applying is of good character.
88. Am I to understand that the Magistrates have no discretionary powers whatever if the house possesses the necessary qualifications, and the applicant is a person of good character? I do not know what may be other Magistrates' opinions, but I do not consider that I have any power to refuse a license if everything is perfect according to the law—the Act of 1862.
89. If three houses were licensed in any locality, notwithstanding the public requirements did not call for a fourth, you conceive the Magistrates would have no power to refuse a license? I do not think they would, but I say the Magistrates ought to have that power upon the statement of a certain proportion of the inhabitants of the neighbourhood that they did not consider another public-house necessary.
90. If a publican who has held a license applies for a renewal of his license, are police reports used for the purpose of preventing him obtaining it? If the police see that any publican is irregularly conducting his business, and that he is an unfit person, from some cause or other, they make an official complaint against him, which complaint is read when the case comes on, and the policeman making it put upon his oath and obliged to prove every word he has said in that report; and the defendant also has an opportunity of calling his witnesses.
91. Am I to understand that cases of the kind to which you allude are allowed to remain in abeyance until the applicant applies for a renewal of his license, and that then these reports are used against him? No, the police can bring him up at any time they like, twice a week. Every charge is inquired into and adjudicated upon, but when he applies for a renewal of his license these charges are again mentioned against him.
92. You state that you consider that for all transfers a fee of one guinea should be paid. Do you not think that publicans are already very highly taxed by the payment of an annual license fee of £30? I think that if they are deprived of two hours in the evening and of their music and dancing licenses and billiard and bagatelle tables, the tax will be very heavy.
93. Do you know what accommodation is required for every house for which a license is applied for? I think two sitting-rooms and three or four bed-rooms. I think that accommodation ought to be increased. Some of the rooms are very small, close, and unhealthy.
94. Do you not think the Licensing Act is very often infringed upon by granting licenses to improper houses, not possessing the accommodation required by law? The question is always put—have the police any objection? They are the people to inspect the houses. If they say the accommodation is sufficient, then we grant the license.
95. Then the law is in all cases complied with? I think so. I do not recollect sitting in a case where it has not been so.
96. The law being silent as to any penalty for supplying habitual drunkards with spirits, do you not think it would be advisable to inflict such a penalty? Certainly.
97. With reference to the case which has been mentioned, where a license was granted to a man that had been a brothel-keeper, I think you stated that he had never been brought before the Bench charged with such an offence? My information is derived from his attorney, who stated that he had never been punished for any offence for, I think, twenty years.
98. In that case it could be only a rumour, as far as your knowledge as a Magistrate was concerned, that this man was a brothel-keeper? No; it was sworn to positively by Senior-sergeant Waters, that he had sometime before been keeping a brothel, but he had never been brought up for that or any other offence.
99. Is there not some law which punishes brothel-keepers? Yes, no doubt. If this man had been brought up for keeping a disorderly house, he would have been punished, or sent to take his trial at Darlinghurst.

100. Do you conceive that the police did their duty in not having previously brought him before the Court, and endeavoured to obtain a conviction against him? I should not like to interfere with the police duties. If they had brought him before the Magistrates and proved that he was keeping a brothel, he would have been sent to the Quarter Sessions for trial.

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101. Do you think it was right to allow these charges to lie dormant, and then bring them against the man when he was applying for a publican's license for the purpose of bettering his condition? That was one of the lights in which we viewed it—that the charges ought to have been brought before.

102. Suppose we were to reduce the number of public-houses in Sydney by one-fourth or one-half, would not the persons deprived of their licenses be entitled to some compensation, if there was nothing against their characters or the accommodation provided in their houses? I dare say it would be a hard case. It could not be done unless the Act was altered. I believe that if you reduce the number of public-houses too much, so far from suppressing drinking, it will lead to it. If in one street there are eight public-houses a person wishing for a single glass may go into one of them, and not finding anybody there may take his glass and come away; but if there were only two public-houses, he would find plenty of people in them, and be tempted to drink more than he otherwise would.

103. Do you not think also it would introduce a number of slygrog-shops? It might. There are plenty of them about the country.

104. With reference to your proposal to give the Magistrates power to refuse a license, if two-thirds of the neighbours were against it, do you not think it possible that some other publican might be the instigator in getting up such a requisition? I think it very probable, as they come in competition with one another.

105. Would not that be a very dangerous state of things for the public to have to submit to? Yes. Still there is the investigation; they must prove every thing they state, and the party petitioned against would have an opportunity of bringing forward witnesses to show the contrary.

106. Do you not think the best mode of closing public-houses would be to induce persons to become teetotallers and cease to drink? There is not the slightest doubt of that. If the public all became teetotallers there would be no use for public-houses.

107. *Mr. Farnell.*] Is the Central Police Court the Licensing Bench of the district? The City is divided into two districts, one of which is attached to the Central Police Office, and the other to the Water Police Office.

108. Under the present Publicans' Act, where it provides for annual licensing meetings, it states that a meeting is to be called of the Justices residing in the immediate district or reputed district, in which there shall be a Court of Petty Sessions, "which shall be holden at the Court House, or usual place of meeting, at noon on the third Tuesday in every year." Which is the usual place of meeting for the Court of Petty Sessions in Sydney? Both the Central Police Court and the Water Police Court.

109. How long has that been the case? Ever since I have been here.

110. You said something about the Court sitting twice a week for the disposal of publicans' business? Of all the charges against them.

111. Is other business done on these days? Yes, we are obliged to open three Courts, sometimes four or even five, every day.

112. Under the law a publican can apply for a transfer of his license on any day on which a Court is held? Yes, by giving the requisite notice, I think, fourteen days.

113. You have monthly meetings for granting licenses or transfers or any other business that may be brought before the Court? Yes. We have seven clerks in the office, and we divide their duties; one has all the publicans' business and all applications for licenses—for auctioneers, hawkers, and so forth.

114. Do you not think that under the fourteenth clause, where it says the Justices may hear and determine all such objections, and may examine on oath any witnesses, and may grant licenses to such persons as may be approved of, the Justices, or a majority of them, may refuse a license, notwithstanding that the house applied for may possess the necessary accommodation and the applicant be a person of good character, if they think the house unnecessary? I think not. I think it would be an interference with trade. If a man having the Act before him fulfils it in every particular, and then claims a license, I do not think it would be just to refuse it.

115. Do you remember anything of the provisions of the Act which was repealed by the Act of 1862? No.

116. Do you know whether the Magistrates used under that law to visit the public-houses themselves, to see that they were proper places? Yes, we used to have a meeting and depute two Magistrates to examine the houses in a certain street and two others in another street, and so on. It was the custom to visit all the houses and report upon them.

117. Are you aware that there are many public-houses in the City of Sydney and the suburbs which are totally unfit for the purpose? Not personally.

118. Are you aware that there are many houses that are licensed that have not the accommodation required by the present Act? I am not. If I were aware of it of course I would mention it to the police. I have no authority to go and look over a man's premises.

119. Your duties are of too multifarious a character to permit of your devoting particular attention to this matter? Yes; my duties are so very severe that there is not a day that I do not act as a clerk in taking depositions. Our office is so reduced in strength, for economical purposes, that every day I am taking depositions in my own room, the clerks being all occupied.

120. Has the efficiency of your office been impaired? I can only tell you that I am every day of my life taking depositions, not having a clerk to do it.

121. That does not properly belong to your duty? No, I ought to be hearing cases—not taking depositions.

122. Do not publicans pay extra for billiard and bagatelle licenses? Yes; £10 for a billiard-table, and £5 for a bagatelle-table. From the 3rd July, 1868, to this date, twenty-nine billiard-tables and fifty-two bagatelle-tables have been sanctioned.

123. Do you think it would be wise to entrust the granting of publicans' licenses to the various Municipalities or districts where the population is much concentrated? No, they are too much interested among their own set round them. I think it far better it should be done in a public police-court, before Magistrates who do not know the parties interested.

124. You think it would be too local? Yes, decidedly.

125. Do you know, in your capacity as Police Magistrate, whether there are any places in Sydney where they

D. C. F. Scott, they sell liquor after the public-houses are shut up? No; if there were they would be brought up and punished for sly grog-selling.

Esq.
7 April, 1870. 126. Are you aware whether there are many brothels in Sydney? Yes, a great number—600 prostitutes, and about 100 brothels.

127. It follows, as a matter of course, that there is a good deal of drink in these places? They send out to the neighbouring public-houses to get drink, and that commences the riotous and disorderly conduct.

128. You referred to some person, who had kept a brothel, having been allowed a license for a public-house in Castlereagh-street—Is not Castlereagh-street rather notorious for brothels? I think there are a few there, but there are more in quieter streets—Woolloomooloo, Hunter-street, and other places.

129. Do you know whether the drinking habits of the people of Sydney have increased or diminished of late? I think we have on the average from seven to ten drunk and disorderly persons before the Court every day, but a great number of these are parties who have been very often before us for similar offences. There is one woman in gaol now whom I think I myself have convicted nearly eighty times.

130. After you send these persons to gaol as a punishment for drunkenness, they are no sooner out than they are back again? Very often the next day.

131. Do you not think there ought to be some institution to put these people into? The Workhouse Act, which was never worked, and is now repealed, gave the Magistrates power to send these parties to gaol for an indefinite period, where they would have remained for life unless released by the Governor and Executive Council. That was too severe.

132. Do you not think it would be better to keep them in a place like that instead of sending them backwards and forwards to gaol? I think it would be well to treat them as lunatics; they are nothing more than lunatics.

133. A lunatic is confined for life, unless he recovers his senses? Yes. If a man is brought before the Bench by his friends for insanity arising from drink, we do not send him to Darlinghurst Receiving House or to Tarban Creek; we remand him for a week or a fortnight, and if he comes out perfectly sober we return him to his friends; but in other cases of insanity they are sent on to Tarban Creek at once.

134. Where are drunkards remanded to under such circumstances? To Darlinghurst Gaol—to the hospital—not as a punishment, but for medical treatment. On the warrant is written, "Remanded for seven days—medical treatment recommended." At the end of the seven days the man is visited by the Police Surgeon, who certifies whether or not he has quite recovered, and if he has he is then delivered over to his friends.

135. Do you, under the Lunacy Law, send many persons to the Reception House at Darlinghurst? Yes; about two every week.

136. Do you remember whether any of these persons have ever come before you previously as drunkards? I do not know that; but I know many of the most serious cases arise from drink. There was a clergyman brought in the other day lashed to a bed, who was taken up there and died, all from drink.

137. He was a lunatic? When brought before me he was a lunatic.

138. Are girls of the town often brought before you for drunkenness? Yes, two or three every day—quite young girls some of them.

139. Do you not think it would be a good thing if you had the power to send these girls to a reformatory instead of a gaol? There are two asylums at Newcastle for girls under sixteen. One is a Reformatory School for those who have committed crime, and the other for those who are merely taken up for wandering about the streets with prostitutes and bad characters. There is a Female Refuge in Sydney, where any of these girls may go, of any age, but there is no power to detain them.

140. Do you think the present Publicans' Act works well? I would only suggest what I have done now, that the police and the Magistrates should have more power; that the number of houses should be lessened; and that billiard and bagatelle tables in connection with public-houses, dancing saloons, and music halls, should be abolished.

141. Would you allow persons to have billiard-tables at other than public-houses? You could not prevent them.

142. Do you think people would gamble for money in a private house? No doubt they would.

143. *Mr. Brookes.*] Would there be any objection to licensing bagatelle and billiard tables at other than public-houses? I see no objection so long as they cannot have drink on the premises. There is no doubt that when the tables are kept in public-houses parties play for drink, which is consumed on the premises.

144. Would not an institution for inebriates be, in your opinion, a great advantage? I think it would be far better than remanding them to gaol. They consider it a degradation to be sent to gaol; but we cannot send them to the Receiving House opposite the gaol, although it would be far better. I think it preys on the mind of a lunatic, or a man who is half a lunatic from drink, to be sent to a common gaol.

145. I mean such an institution as might be established for their permanent treatment. I understood you to say you remand them for a week or a fortnight. Would it not be well if the Magistrates had authority to remand certain cases for longer periods? When a case is brought before two Magistrates, and two medical men give evidence, according to the Act, that such a person is dangerous to be at large, and likely to commit an indictable offence, we have then the power to send him to the Receiving House.

146. I am speaking of an institution for the reception and treatment of inebriates—would it not be better for the Magistrates to have authority to order a longer detention? Yes, but it would be an expensive institution.

147. Not necessarily so. I ask the question, having regard to the permanent cure of drunkenness? No doubt an institution of that kind would be very desirable.

148. I think I understood you to make a remark to the effect that to refuse a license for a public-house would be to interfere with trade? I think when a man complies with the Act in every respect, it would be an injustice to refuse him a license. According to the present Act we are all but compelled to grant licenses in such cases.

149. Even when the houses are unnecessary? Yes.

150. You would do so in compliance with the provisions of the Act? Exactly.

151. In your opinion would it not be better if the Act was altered? Most decidedly.

152. Giving Magistrates discretionary power to refuse licenses? Yes.

153. I understood you to say, in reply to Mr. Flood, that to reduce the number of public-houses too much would have a tendency to increase the evil of drinking, on account of the greater amount of temptation that would be encountered when the houses were fewer in number and therefore more frequented—
does

does it not follow, on that principle, that the greater congregation of public-houses in a given locality must be attended with the opposite effect? No I do not see that.

154. Do you not think the establishment of water fountains in many places, where there are public-houses now, might operate beneficially? No doubt; the more the better I should think.

155. In reference to the license granted to a man who had been a brothel-keeper, I think it was stated that the license was granted with a view to afford the man an opportunity of redeeming his character? That was the principal motive.

156. Would you not consider that rather a dangerous experiment? I have heard no complaints since he has had the license.

157. Seeing that he is a man already familiar with prostitutes, and the life of prostitution, and that he is placed in a licensed house to which prostitutes would probably resort, is he not exposed to great additional temptation? No doubt he is not a proper man to have a license; but I know some publicans in Sydney who have been convicted and have now redeemed their character, and are behaving themselves remarkably well.

158. *Mr. Wearne.*] What would you suggest in alteration of the present licensing Act to make it a good Act? If you will permit me to consider the whole subject—the Act of 1862 and the proposed Bill—I will give you a written report, and take a little time to do it.

159. Just as I came into the room you were stating that the inhabitants of the different localities should have a voice in the granting of new licenses? I think so.

160. Anything else besides new licenses? No, I do not think I would interfere with parties at present holding licenses, unless they behaved ill.

161. Have you seen anything of the Permissive Bill? I have it at home, but I have not read it very attentively.

162. Many persons think the people should not only be heard in the matter, but that if two-thirds of them are opposed to it no one should have power to grant a license? I think they ought to have a voice in the matter.

163. Should they have a decision in the matter? I think not—not altogether. Their feeling ought to have great weight, but I would not leave it to them altogether. I think that if a certain number of the people of a neighbourhood objected to a license, on account of there being numerous other public-houses, no Magistrate would grant it if he had the discretion.

164. Do you approve of the present system of Magistrates granting licenses? I do.

165. Do you not think there is sometimes a great deal of corruption in the matter—that persons interested sit on the Bench? Not in my Court. If they do they are liable to a fine of £100. We have many Magistrates who are interested in public-houses, but they do not sit on the Bench.

166. *Chairman.*] When there is undue competition from the great number of public-houses, are not the owners tempted to adopt illegitimate means to induce parties to drink with a view to making money? I can scarcely answer that question. I do not know it as a fact, but I believe they have other means of making money.

Charles J. P. Lydiard, Esquire, called in and examined:—

167. *Chairman.*] You are Superintendent of Police for the Western District? Yes.

168. Will you be kind enough to inform the Committee what is the state of the public-houses in your district generally, and whether, as a rule, they are in localities where they are absolutely required, or whether they are more numerous than is necessary? The public-houses generally in the country districts are not good, and there are more than are necessary in many parts.

169. Are the proprietors of these houses, as a rule, parties that you think ought to have public-houses? Many are not.

170. Do you approve of the present system of licensing adopted, that is to say, what I believe to be the rule, that the Magistrates license all applicants, unless they can be proved to be men of bad character, if the houses contain the requisite amount of accommodation? I do not approve of the present way of licensing. I do not think the present Act is as good as the old Act.

171. Can you suggest any improvement? The Bench of Magistrates ought to be able to refuse a license if they think proper;—they cannot do so now.

172. You think it would be beneficial to give them power to take all the circumstances into consideration as to the propriety of licensing a particular house? Yes, I think it should be taken into consideration whether the house is required or not.

173. Do you think if that discretionary power were given to Magistrates it would be exercised to any great extent in country districts? Certainly, I think so.

174. Do you think the accommodation required by the present Act is sufficient? No.

175. From your experience in travelling through the country do you find, as a rule, that the necessary accommodations for people outside the house are satisfactory? No, not by any means.

176. Some means ought to be taken to improve the condition of public-houses in that respect? Yes.

177. Do you find at country public-houses sufficient and good accommodation for horses? Not always; the stables in some parts are very bad, and so is the accommodation.

178. In fact some houses have a character for having good stables and others very bad? Yes.

179. In some districts publicans pay no attention whatever to accommodation for the public in that respect? Not at all; they are just houses for drinking.

180. Do you think it would be beneficial if the police had more power as to these houses? Yes; I think a police report ought to be made every year as to the state of these houses.

181. Have many of the public-houses in your district got bagatelle and billiard licenses? Yes.

182. Do you approve of giving these licenses? I do not see any harm in it.

183. Has it not been shown that it induces young men to get into debt and dissipated habits? I do not think so; I do not think young men play at these games much.

184. Do they not play for drinks? Yes.

185. And so far inducement to drink is held out to them, when otherwise they would not? They would drink, whether at the table or not.

186. Does it not keep them hanging about the public-house? Yes.

D. C. F. Scott,
Esq.

7 April, 1870.

C. J. P.
Lydiard, Esq.

7 April, 1870.

- C. J. P. Lydiard, Esq. 187. I suppose you have seen a good deal of music and dancing at public-houses on the gold fields? Yes.
- 7 April, 1870. 188. What is your opinion of that? The Magistrates ought to show great discretion in granting such licenses.
189. Are you aware that many of those young men who have ultimately taken to the bush have commenced their career at these dancing saloons? No, I am not aware of that.
190. Is there not a good deal of irregularity attendant on these dancing saloons? Yes.
191. Are you aware whether the publicans who have these dancing saloons are in the habit of procuring girls, nominally as servants, but in reality as decoys? Yes, they do on the gold fields sometimes; but I think that has dropped off now.
192. If there were a new rush, the same evil would be likely to arise? Yes, certainly.
193. Is there any suggestion you would like to make to us as to the requirements of any new Act? No. I have read the proposed Bill, and I think it a very good one.
194. *Mr. Brookes.*] You stated, in reply to a question of the Chairman just now, that the police ought to be required to report on public-houses every year? Yes.
195. Not only as to the condition of the house, but the character of the publican? Yes.
196. Would it be desirable to have such reports made matters of record in the Police Office? I do not think that is necessary.
197. I mean with this view: that whenever a transfer or renewal of a license was applied for this report might be referred to? Yes, that might be done.
198. Is there any such record now? No.

TUESDAY, 12 APRIL, 1870.

Present:—

MR. FARNELL,
MR. FLOOD,
MR. GARRETT,

MR. NEALE,
MR. WEARNE,
MR. WILSON.

THE HON. JOHN BOWIE WILSON, Esq., IN THE CHAIR.

Henry Lane, Esq., Under Secretary for Finance and Trade, called in and examined:—

- H. Lane, Esq. 199. *Chairman.*] Can you tell the Committee the number of licensed public-houses in the Colony? I hand in a return, showing that information. (*Vide Appendix B 1.*)
- 12 April, 1870. 200. Can you also give the number of billiard licenses and bagatelle licenses? Yes, I will supply that information also. (*Vide Appendix B 2.*)
201. Are applications ever made direct to the Government for licenses that have been refused by the Benches of Magistrates? In some cases applications have been made, but they are invariably refused.
202. You know of no instance where a license so applied for has been granted? No. We grant no license without the production of the Magistrate's certificate.
203. The 58th clause of the present Publicans' Act, 25 Vic., No. 14, provides for the renewal of licenses, once granted, on payment of the yearly license fee. These cases do not go before the Bench of Magistrates? No.
204. The parties apply at the Treasury, pay the fee, and the license is issued? The issue of the license follows as a matter of course, unless we get a notification from the Bench to the effect that an objection has been lodged and entertained.
205. Have you looked at the 4th clause of the Bill referred to this Committee? Yes.
206. Do you see whether that would interfere with the operation of the 58th clause in any way? I think it would clash with the 58th clause of the existing Act. It refers to the refusal of a certificate which really does not exist.
207. And it does not prevent the renewal of the license on application at the Treasury? No. I should consider myself bound, by the 58th clause of the existing Act, to issue the license.
208. Unless it was repealed? Yes.

John McLerie, Esquire, Inspector General of Police, called in and examined:—

- J. McLerie, Esq. 209. *Chairman.*] From your position as Inspector General of Police I should suppose you are pretty well conversant with the working of the present Publicans' Act? I am.
- 12 April, 1870. 210. Have you paid any attention to that Act, with the view of seeing in what respects it might be amended? I am of opinion that it might be amended in many respects for the public good.
211. Will you be kind enough to tell the Committee, in your own way, in what way you think it might be amended? As to the number of houses licensed, as to the description of houses licensed, the character of the licensee, and the restrictions that under the present Act are put upon the Police with respect to visiting these houses.
212. Are you of opinion, from any observations you have made, that drunkenness and consequently crime have increased, with the increasing number of public-houses? I think from what I see of Sydney that the increase of drunkenness may be attributed more to the low description of houses than to their increase.
213. If the houses were all of a better description, of course it would not pay to keep so many public-houses open? Exactly so. It is to be assumed that the primary object of the Legislature in licensing public-houses, places of amusement, and other places frequented by the public, is to exercise a check over these places for the benefit of the public; but with respect to public-houses, I am of opinion, from the working of the Licensing Act, as it now exists, that that object of the Legislature has, to a very great extent, been rendered nugatory by the action of the Licensing Benches.
214. With regard to the number of public-houses, how would you regulate that? I think the licensing body should have a discretionary power as to the number they should license, having regard to the requirements of each neighbourhood.

215. Would you leave that discretionary power in the hands of the general Bench, or put it in the hands of the Police Magistrate, where there is one? I think it would be better if a Licensing Board were either appointed by the Government or selected by the Magistrates themselves every year; and if there were a paid Magistrate in the district he should be *ex officio* a member of the Board, and the others should be unpaid Magistrates.

J. McLerie,
Esq.
12 April, 1870.

216. I gather from your statements that many licensed houses are very unsuitable for public-houses? Very unsuitable as regards accommodation. A public-house is supposed to be licensed to accommodate the public in more respects than serving out liquors.

217. But many of them are really for no other purpose? For no other purpose.

218. Have you heard any complaints made of the description of drink sold at these public-houses, as to its being adulterated? It is almost rank poison in many cases. I get in my office, from the police throughout the Colony, a return of every death in which a Coroner's inquest or Magisterial inquiry has been held, and a very large proportion of these deaths is to be attributed either directly or indirectly to drunkenness, and a large portion of even that proportion to drinking adulterated liquors.

219. Could you give the Committee any clearer view of what that proportion is? At this moment I could.

220. Will you be good enough to send it in as an appendix to your evidence? Yes. (*Vide Appendix C.*) For nine months of the year 1855 I did the duty of Coroner for the district of Sydney; during those nine months I held ninety-three or ninety-four inquiries, and more than three-fourths of the deaths that I held inquiries on were either directly or indirectly the result of drunkenness.

221. Do you think it would be advisable to have a Government Analyst to analyse the drinks sold at the various public-houses? I recommended that in my evidence before a Committee of this House some years ago. The late Mr. Plunkett was a member of that Committee, and he at the time thought it could be done without having a Government Analytical Chemist—that I, as head of the police, should, where suspicions arose of bad liquors being sold, get samples and have them analysed, and the persons selling them prosecuted if they were injurious. In reply to Mr. Plunkett's observation I said at the time that I had upwards of a hundred specimens of what were considered deleterious spirits and malt liquors in my office, which the police had collected by my directions, with a view to have them analysed, but that the practical chemists of Sydney, though they had no objection to analyse them, did object to be made witnesses for the police, that is to say, they thought they had no right to give evidence against their neighbours without they were paid officers.

222. Under these circumstances the only way that valuable information could be procured would be through a paid officer of the Government? Yes.

223. You have stated also that the Act ought to be amended in so far as regards the restrictions on the police visiting public-houses. The police have no power at present to enter unless they see a breach of the peace taking place, or unless they are called in by the landlord? No; a peace officer at common law has a right to enter any house where there is a riot going on, or if he believes murder is being committed, to break open the door; but by this enactment, protecting the publican, that right is taken entirely away as regards public-houses.

224. Have the police received any information of certain public-houses in Sydney being converted into brothels? There was one instance, after the passing of the present Act; by some means or other the police got in and inspected the house, and they found it fitted up for the purpose on the upper floors.

225. What was done? Of course we could not prove it, but the landlord was changed afterwards, and the thing was dropped.

226. Do you think many public-houses of the lower class in Sydney are kept in a disreputable way? I believe there are a great many low public-houses in which accommodation of that kind can be obtained.

227. Do you think it would be prudent, in any amended Publicans' Act, to give the neighbours a voice in the propriety or impropriety, or necessity, of licensing a particular house? I think it would.

228. *Mr. Garrett.*] Could not that be done under the old system by presenting a petition against any application? Yes, but in a great many instances these petitions are not attended to by the Magistrates.

229. *Chairman.*] Do you not think the Bench ought to be compelled to attend to these objections? So long as discretionary power is left in their hands it is impossible to compel them.

230. They can be compelled to take the objections into consideration? They do that now where objections have been made against houses being licensed near places of worship and schools. I have never known a Licensing Bench to decide against an objection of that kind.

231. If such an objection as this were taken by the inhabitants, that there were already sufficient facilities, sufficient accommodation for the public, would the Bench be likely to take that into consideration at the present time? They do not at the present time.

232. Have you paid any attention to the effects of dancing and singing saloons on the good conduct of the people of the City? Dancing saloons have been to a great extent objected to by the Bench of late. I do not think there is so much objection to be taken to the singing saloons, where there is only singing; but when facilities were given by the Bench to have dancing places in public-houses great evils arose from them.

233. I think in one case, where an application was made for a singing saloon in King-street, some of the officers of police gave very strong evidence of the disorderly conduct that attended these singing saloons? Yes, I recollect the case.

234. Have there not been other cases in the City where like practices have been carried on? Yes.

235. It has not a tendency to improve the morals of the people? Certainly not.

236. Do you think it would be judicious or otherwise to shorten the hours for keeping public-houses open at night, say 10 o'clock instead of 12? I think 11 o'clock is quite long enough,—not beyond 11.

237. Do you not think that by 10 o'clock at night all the people have had their legitimate requirements supplied? It might have the contrary effect to that intended; if people were driven out of the house at 10 o'clock they might take drink home with them, which I object to more than to their drinking in the public-houses.

238. Do not many persons go in after 10 o'clock now—you do not apply the remark to these? No.

239. Do you not think that the respectable publicans in the City would be very well pleased if there were further restrictions placed upon improprieties in the trade? A great many of them would. Some of them have expressed themselves to that effect to me. All the respectable publicans, for instance, are opposed to Sunday selling.

- J. McLerie, Esq. 240. *Mr. Garrett.*] A great many do not open on Sunday at all? They do not.
- 12 April, 1870. 241. *Chairman.*] Do you think it would be possible to pass an Act to prevent the sale of liquors altogether on Sunday? It would, if the provisions of the Act were not defeated by obstacles thrown in the way of the police going into the houses.
242. They are allowed on Sundays to give drink to travellers? Yes.
243. How would you define a traveller in the City of Sydney? It would be impossible; a man may say he is a traveller, and the police are not to know what he is, unless they know he is a resident of the neighbourhood.
244. Supposing there were an enactment prohibiting the sale of liquors on Sundays, except to travellers, would that shut up the houses at Manly Beach? No, they would be travellers down there.
245. *Mr. Flood.*] Can you inform the Committee what is the mode of procedure after an application has been made for granting a publican's license to any particular house? So many days' notice must be given, and in the meantime if the police have any objection to the applicant or the house, they must file their objection.
246. Does any other party examine the house of the applicant, except the police? Not now. At one time a very good rule was established by the Sydney Bench, but has fallen into desuetude within the last few years, and I am very sorry for it. On the first day of the general licensing meeting, the Magistrates, by arrangement amongst themselves, divided the city and the suburbs into districts, and two Magistrates were appointed to visit and report upon the state of the houses in each of these districts; and their reports were received and considered before the Bench decided upon the licenses.
247. That was the old system? Yes. Before the introduction of that system, I, as Superintendent of Police, was expected to go round and report upon the houses; but the Bench saw that it took up so much of my time, that might be employed to more profit, that they decided upon doing it amongst themselves.
248. Do you know whether that system has been pursued under the present Licensing Act, 25 Vic., No. 14? I will not say positively, but my impression is that it has not.
249. Do you know why that system has been abandoned? I do not.
250. Do you not know that under this Act, 25 Vic., the Annual Licensing Meeting is to be held in Court of Petty Sessions, and all matters under the Act are to be judicial, and all parties complaining against a house must do so on oath? Yes.
251. Would it be competent for a Magistrate, after he had been examined on oath, to take his seat on the Bench with reference to the case in Court? I cannot say; but I will tell you the effect it had before. When two Magistrates visited a house and saw that it was not kept with that degree of cleanliness it ought to be, or that the accommodation had been curtailed so as to make it less than required by law, they used to say, if this is not altered before licensing day an objection will be filed.
252. Have you never heard that an objection was taken to this course at one of the Annual Licensing Meetings? It is not within my knowledge.
253. You do not know the reason why the system of visiting by the Bench of Magistrates was discontinued? No. I know it had a very good effect, and I was sorry when it was dropped.
254. Will you be good enough to look at the 14th section of the present Act, and, having read it, state whether you consider that the Magistrates could take their seats upon the Bench after having examined a particular house, or whether they would be compelled to make any statement they had to make upon oath? Under this clause it would be incompetent for the Magistrates to give evidence, but that difficulty may be got over by the Magistrates directing the police to see to the matter, and file an objection.
255. What I wish to know is, if the Magistrates visit a house can they take their seats and say anything for or against the applicant, except they do it upon oath? Of course they cannot be examined as witnesses in the case.
256. Can they say anything for or against the publican, except upon oath, the Court being a Court of Petty Sessions? If I was a Magistrate acting under this clause I would feel myself perfectly justified in saying that I, with Mr. So-and-So, visited this house and found the accommodation defective in such a respect, but from the report of the police the cause of objection has been removed. I cannot see what objection there can be to a Magistrate going that length.
257. Can a Magistrate say anything in reference to the granting of a publican's license unless his statement is upon oath? Certainly not under this clause.
258. And therefore it would be of no use for Magistrates to visit the houses to see whether they had the accommodation required by law, inasmuch as, after they had so examined them, they could not make any statement as to what they had seen, if they took their seats upon the Bench as Magistrates? I may observe that when this system was in operation the two Magistrates were always accompanied by a police officer, a sergeant or inspector, and that officer received his instructions from the two Magistrates to see that an objection was filed unless defects were amended.
259. And these Magistrates took their seats on the Bench afterwards? Yes.
260. Do you not consider it very objectionable for Magistrates to visit a house in this way, and in all probability prejudice the case? I think they would have a far better opportunity of forming their judgment on the merits of the case than any other Magistrate.
261. Still the fact is the same, that having visited the house they would have prejudged the case? I do not see any moral or legal objection to it.
262. Do you think the ordinary Magistrates are better than the police to examine the various houses for which licenses have been applied for? I think so. I think the Magistrates with the police, are better than leaving it to the police alone.
263. Why? There are not a sufficient number of officers of police to visit all the houses, and the Magistrates are of higher social standing than the ordinary members of the police force.
264. Do you think it is in accordance with the position and duty of a Magistrate to go round about the various districts and examine public-houses? I see no objection to it if it is done voluntarily. It is never forced upon them. I have known Magistrates who would not do it.
265. Is it not in point of fact more a police duty than the duty of gentlemen sitting judiciously in a Court of Petty Sessions? I know, as regards places of public amusement in London, the Magistrates frequently visit them, and I have observed that they have given expression to their opinion from the Bench as to what they had seen.
266. You think then that it is correct that Magistrates should go and visit a place, and then deal with an application respecting it judicially? I cannot see anything incorrect in it.

267. And decide without any evidence but their own? I never knew an instance of that kind. I never knew an instance of a Magistrate on the Bench voting against a license being granted to a public-house on his own mere observation. J. McLerie,
Esq.
268. Have you not known many instances where several Magistrates have visited houses together and have refused licenses after having visited these houses? That may have been the case, but I cannot call to mind any particular instance. 12 April, 1870.
269. During your career as Police Magistrate at the Central Police Court, has not that very often occurred? No doubt it has. I have not taken any part in licensing business for fourteen years, therefore I cannot say much about it.
270. You have stated you thought a Board might be advantageously appointed for granting licenses? Yes, a Licensing Board.
271. What should be the composition of that Board? It should be selected from among the Magistrates of the district, and if there were a paid Magistrate he should be a member of the Board *ex officio*.
272. I think you stated that these Magistrates should be elected or selected from the general body of the Magistrates? Yes, either elected by the inhabitants of the district, or appointed by the Government, or selected from amongst themselves.
273. Do you think the accommodation required by the 33rd section of the present Act is a sufficient guarantee to the public for good houses? Two sitting-rooms and two bed-rooms, if of proper size, would be quite sufficient for a roadside public-house, but this clause is evaded at present by having rooms without reference to size; a room six feet by four is a room in law, and they think that is enough.
274. There is no accommodation insisted upon for the landlord and his family in addition to that required by law for the public? No.
275. So that an applicant is not compelled to have a house of more than four rooms? All that the Licensing Bench have a right to know is that it possesses two moderately-sized sitting-rooms and two moderately-sized bed-rooms.
276. Do you not think the present Act is defective in that particular—that they should be compelled to have reasonable accommodation for the family as well? Yes. In many cases what are called rooms are mere holes.
277. Are there many cases where licensed houses do not possess stabling? There is an exception under the Act in Sydney. I believe in all country places they have it.
278. Can you assign any cause why the Act has been so abused in respect to the accommodation required? No; except that the Licensing Benches look more to the interest of the licensee than the accommodation of the public.
279. In your opinion is the accommodation in public-houses generally defective? I would not say generally.
280. How many public-houses are there in Sydney? Upwards of 500 I believe.
281. What proportion of that number do you think are defective in the particulars on which I have been examining you? One-fifth probably.
282. Are the country public-houses any better, as far as your experience carries you? I have travelled a good deal, and I must say that on some of the roads the houses of accommodation are equal to those in any part of the world I have been in; but some are wretched hovels, unfit for a human being to go into from filth and want of accommodation.
283. Whose fault is that? I presume it must be the fault of the Licensing Bench.
284. That is, supposing these defects to have been faithfully represented to the Licensing Bench? Yes; if not, it is the fault of the police. I know within my own knowledge that a very great number of objections have been made by the police against houses for want of accommodation, and yet they have been licensed.
285. We have had some evidence as to the propriety of reducing the number of licensed houses in the City as well as the Colony generally—What mode would you recommend to the Committee to carry out such an object? If a Licensing Board were appointed they should have power under the law to reduce the number either by taking population as a basis, or the trade of the place, or any other ground.
286. Take the existing public-houses at the corner of King and Castlereagh streets for instance—what course would you pursue in reducing them? These are special cases; I do not think you could reduce the number of houses there, near the theatres and places of amusement. As a rule, I think the Licensing Board should have the power of withholding a license from those houses which have the least convenience for the public, in streets away from the ordinary traffic. By that means a better description of house would be encouraged.
287. If there were less houses near places of amusement, do you think there would be less wines and spirits drank there? A number of people congregate near these places every night when the theatres are open.
288. Do you think the number of houses causes more wines and spirits to be drunk than if the number was limited? I think so. I think the number of public-house doors open there is an inducement to people to go in and drink.
289. If there were less public-houses do you think the number of sly grog-shops would increase? I do not.
290. *Mr. Garrett.*] With regard to bush public-houses—have not their numbers largely increased of late years by the opening of public-houses near head squatting stations? Yes.
291. Have not these houses been opened with the view of relieving the head stations of entertaining travellers? Yes, and in my travels through the Colony I have generally found these houses possessing very good accommodation.
292. Are there not other houses in large squatting districts which attract large numbers of swagsmen, who would otherwise go to the stations for food? Yes of course, but they are a very bad description of house generally.
293. How would you propose to deal with houses of that character—would you refuse them a license altogether? I should not refuse them a license, but I should insist upon them having better accommodation for the public. In some of these houses a traveller cannot get anything to eat, and what he gets to drink is almost rank poison.
294. Do not the employés on stations generally “sweat” their cheques there, as it is termed? Yes, a great many of them, and “sweat” themselves too unfortunately. 295.

- J. McLerie, Esq.
12 April, 1870.
295. And do not many of them lose their senses through the bad character of the liquors sold? Yes. Only a few days ago I furnished the Colonial Secretary with an account of the cases of persons found dead in a portion of the Darling District, names unknown; and I think there were five or six within a very short distance of public-houses. I have no doubt, if the truth were known, that though they are supposed to have died from want of water, some of them really died from drinking poisonous liquors in a public-house.
296. Have you not found that there have been a large number of deaths of this character; that many have rambled away from these low dens in a state of *delirium tremens*, and been found at a short distance dead? Yes.
297. Have you any suggestions to offer how to deal with that class of public-house? If the law demanded a superior description of house, and better accommodation for travellers, the inference is that we should have a superior description of person applying for a license. These houses at present are open for no other purpose than to sell liquors of the most poisonous kind to the shepherds, shearers, swagsmen, and others who come with their cheques. In my travels through the country, at some of these places I could scarcely get a morsel of food fit to eat, and what was offered in the way of drink was of the most villainous kind.
298. How would you apply the examination and testing of liquors, with regard to such houses as these? At present in every police district there are certain officers of police who hold the position of inspectors of distilleries under the Revenue department. These officers, if they suspected that certain houses sold inferior or deleterious drinks, could get samples, seal them with their own seal, and send them to Sydney, and I would have them analysed. The fact of the sample reaching me intact, with the seal of the officer unbroken, and the report of the analytical chemist, should be quite sufficient to prosecute the parties in Court.
299. With regard to cases where dead bodies have been found, and it is made apparent that the men have died from excessive drinking at any of these places, would you empower a Coroner's jury to return a verdict with regard to the character of these houses, or what effect would you give to such verdict if returned? It would be difficult of proof; but I may say most of the dead bodies found on the Darling were buried by the police, no inquiry being held because there was no Magistrate near. In all these cases I require the police officer of the district to send me a statement of the police constables by whom the body was buried, and the reason why no inquiry was held, and I forward that to the Attorney General.
300. Who grants the licenses for these bush houses? It ought to be done by the Licensing Bench of the Police district; but the detached Benches, at some of the outlying places, assume the right to grant licenses, and they do so.
301. Who generally compose these Benches? Generally parties who have stations in the neighbourhood, or their superintendents.
302. Are the Benches you refer to in some cases presided over by Police Magistrates? Yes, in most cases. In the particular district I have alluded to, there is a Police Magistrate at Wentworth, one at Hay who takes the Booligal duty, and one at Deniliquin. In fact there are Police Magistrates who attend at nearly all the Benches when required.
303. If these Benches are composed of squatters and their superintendents, they would have an interest to some extent in establishing public-houses near their head stations in order to relieve themselves of the imposition these swagsmen have put upon them hitherto, of keeping them for a night or two, and the heavy tax on their stations? I question whether the benefit they may derive in that way is not more than counterbalanced by the evils of having a public-house near their stations.
304. Could you suggest any authority other than the Benches of Magistrates in these distant districts for the purpose of licensing? If the Licensing Bench for each district sat annually at the Police Office where the Police Magistrate resides, that would be the better way.
305. You would not allow these outside Benches to grant licenses at all? No; every license should be granted at the principal Police Office of the district, presided over by the Police Magistrate.
306. Do you not think the difficulty with regard to swagsmen and others could be met by licensing a class of accommodation houses unauthorized to sell liquors? That is the case now in some parts of the Colony, up in the north particularly, about New England, where such houses exist unlicensed.
307. Do you not think a system of licensing such houses could be introduced so as to encourage respectable people to keep them, by making them more profitable by reducing their numbers? I would license them merely as a check upon the accommodation. The license fee should be merely nominal.
308. With regard to the number of public-houses to be licensed, you stated that they should be in proportion to population? In proportion to the population, trade, and circumstances of the locality.
309. How would you apply that principle to the distant districts? They should not be nearer than twenty miles to each other as a rule—a day's journey for a man carrying a swag.
310. Do you not think that by increasing the license fee for public-houses, and encouraging the establishment, under some system of supervision, of these accommodation houses, the lowest class of public-houses might be exterminated? Yes.
311. Are you in favour of such a system in these distant districts? Yes, off the main roads.
312. With regard to the lower class of public-houses in Sydney, do the Sydney Bench under the present system practically exercise any supervision over the character of the accommodation, or over the quality of the liquors sold? I do not think they do.
313. Are you of opinion that some system should be adopted whereby the accommodation provided for the public, the quality of the liquors, and the character of the occupants, should be brought under review and checked periodically? Yes.
314. Then you are not in favour of the present system, which admits of renewal, by annual payment into the Treasury, when a license has once been granted? No; I would not make it imperative that the applicant should attend at the Police Court every year, but his application should come under the review of the Bench every year, and if the police intended to make any objection he should have notice. Only those persons against whom objections were intended to be made should be required to attend.
315. Could you suggest any practical mode, in Sydney, by which the number of houses could be apportioned according to the population and the accommodation necessary for the public? It ought to be easy to find out where there is no occasion for a public-house or additional public-houses. For instance, there were at one time eight public-houses at the Haymarket, within a stone's throw of each other, but since a
great

great part of the business of the Haymarket has gone to the railway terminus, the number is reduced to three.

J. McLerie,
Esq.

316. Take Woolloomooloo—is it not the fact that nearly every corner house is a public-house? Yes.

317. Of your own knowledge can you state whether the ordinary accommodation required for the public, over and above that required by the publican and his family, is provided? I cannot say from my own knowledge, but judging from the exterior of many of the houses I should say it is not provided.

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318. Do you not think there are a great deal too many public-houses there? Yes.

319. Do you not think the people of each district should have some control over the number of public-houses? Yes.

320. Are you aware that by the conditions of sale of the land on Sir Daniel Cooper's estate, public-houses are not allowed to be erected? Yes.

321. You know something of the locality? Yes.

322. Are you aware of any injurious consequence whatever to the inhabitants arising from that restriction? I am aware of quite the reverse. In the Municipalities of Woollahra, Paddington, and Waverley, containing about 10,000 people, there are only three policemen, and they have very little to do. That shows that the police are not much required, except where there are public-houses.

323. You know the corner of the road going down to Double Bay, from the New South Head Road—At the top of that road there is a public-house? Yes; there were formerly two.

324. Is not the fact of one of them having been abandoned a proof that there is no necessity for more than one? Yes.

325. Still there is no necessity for others on the estate? No. From that corner, by way of the Edgecliff Road, up to the Tea Gardens at Waverley (which is not on that estate), there is no other public-house.

326. With regard to night houses in Sydney, do you not think that in a large City like this, where travellers are constantly arriving at all hours of the night, it is absolutely necessary there should be some night houses? Yes, I have been long of that opinion respecting public-houses licensed near the Steam-boat wharves.

327. You would not apply the ordinary rule in these special cases? I would allow them a special license, and only give them to publicans of high character.

328. With regard to people who have come to Sydney for amusement—do you not think it would be judicious to have one or two houses of high character licensed to keep open to a much later hour than 11 o'clock? It is the case to a certain extent now; the Royal Hotel is open all night, and a porter sits up to let people in who are lodging there.

329. Do you know of your own knowledge whether they sell liquors late at night? No. I believe they do not.

330. Are you not aware that there are a number of public-houses, in the vicinity of the theatres and restaurants, that keep open to late hours at night and sell liquors, but into which the police cannot enter? I have no doubt that is the case at present.

331. Do you not think it would be better to substitute for that state of circumstances a system under which houses might be allowed to keep open, and into which the police can have access? My opinion is that the police should have access to all licensed houses, but I see no necessity for licensing these houses, except for travellers.

332. Has your attention been called to the consequences of allowing a large number of bagatelle licenses in low public-houses? Yes, and I think it ought to be abolished.

333. Abolished altogether? Yes, in public-houses. I would license billiard-rooms in private houses. I see great objections to having billiard-tables and bagatelle-boards in public-houses.

334. With regard to the license fee, what is your opinion upon a graduated scale of fees according to the position and size of the house? I think in my examination before a Committee of this House some time ago, I recommended a graduated scale according to the quality of the house.

335. For instance, you would charge a much higher license fee for Cohen's or Petty's Hotel than for one of the smaller public-houses? Yes. Why, for instance, should the Royal Hotel pay only £30, the same as one of the smallest. I do not advocate a reduction in any case, but I think it might be increased in many cases. £30 might be the minimum, and rising by a graduated scale up to £100 the maximum. I think for instance that the Royal Hotel and Petty's might well afford to pay £100 a year when the smallest house pays £30.

336. *Mr. Garrett.*] Has it not struck you when travelling in the country, that there are some houses that are a positive convenience and necessity, but which cannot afford to pay £30? I have no doubt of that, and therefore in order to make the business pay they have had accommodation and sell inferior liquors.

337. Have you not frequently come across abandoned houses, which you have found on inquiry have been abandoned because they did not pay? Yes.

338. Do you think the reduction of the license fee would enable such houses to keep on? Yes. I think the Magistrates in the country should have the power to recommend a lower scale for certain cases—such cases as you allude to—where there is a necessity for the establishment of a public-house for the convenience and accommodation of travellers on some comparatively unfrequented road, where a house paying the full fee would not pay.

339. Such as the crossing-place of a river, where people would not ordinarily stop, but where they might be detained for days perhaps by flood? Yes, where there are not likely to be many travellers at other times.

340. *Chairman.*] Are you aware whether there is much dissipation among stevedores, sailors, and other people working on the wharves? My attention has never been particularly drawn to it. I have looked upon stevedores as a very respectable class of men.

341. Are there not apparently a great many more public-houses than are necessary on our wharves? Yes, I think that is an evil; it holds out inducements to sailors to run ashore and get drinks. I see that one was opened the other day on the Circular Quay, so close that the men may almost run from the bowsprit of a vessel into the window of the house, and, I am sorry to say, very close to the Sailors' Home.

WEDNESDAY, 20 APRIL, 1870.

Present:—

MR. BROOKES,

MR. NEALE.

THE HON. JOHN BOWIE WILSON, ESQ., IN THE CHAIR.

Edmund Fosbery, Esq., J.P., Secretary and Superintendent of Police, called in and examined:—

- E. Fosbery,
Esq., J.P.
20 April, 1870.
342. *Chairman.*] From your connection with the Police Force you must be pretty conversant with the working of the Licensing Act, at least in the City of Sydney? I am tolerably acquainted with the working of the present Act.
343. Are there any points in which you think it ought to be amended? Yes, I consider there are four points in which a great improvement might be effected in the management of public-houses.
344. Will you state what they are? In the first place, I think there should be greater discrimination shown in regard to the granting of licenses, as regards the number of houses licensed, the accommodation contained, and the character of the applicant. As the Act is at present worked, it is generally understood that if the requirements of the Act are complied with, the Licensing Bench have no alternative but to grant a certificate for a license. In the second place, I think that means should be devised for preventing the sale of deleterious drugs in licensed houses. At the present time there is I believe a very large amount of very deleterious liquors sold in the country, and a vast amount of lunacy and other injurious effects are engendered by it. The third point I should refer to, would be the necessity for increased supervision, on the part of the police, over licensed houses. And the fourth point would be the limitation—within very narrow limits—of all amusements in licensed houses, which are of course, means for inducing people to frequent such places and drink, whereas they should be merely for providing entertainment for man and beast.
345. I suppose you include in these amusements music and dancing? Music and dancing, billiard-tables, and bagatelle-boards. I think bagatelle-boards do more mischief amongst the working class than almost any other entertainment at public-houses.
346. Would you give the power of supervision to all constables at all times? I think public-houses in Sydney and public-houses in country places should not be considered as on the same basis in that respect. At a country village, where there may be only one constable stationed, it appears monstrous that he should have no power, or insufficient power, over licensed houses in the place where he does his duty. I therefore think that in country places larger powers should be given to ordinary constables, than are necessary at a place where the higher ranks of the police are stationed.
347. In the City of Sydney would you allow all constables to enter public-houses, or would you restrict it to the grades down to the sergeants? I should allow a sergeant, or anyone above that rank, to enter a public-house whenever he thought fit, and an ordinary constable on himself observing any disturbance.
348. Do you think it would be advisable to divide the public-houses of the City, and the other large towns, into two classes, one of which might be called “hotels,” and the other “taverns”; at the same time causing the hotel-keeper to have a higher scale of accommodation, and to pay an increased fee for license? I scarcely think it would be desirable; but I have not given the matter sufficient consideration to be able to give such a decided answer as I should wish.
349. Are you aware whether that system is adopted in Victoria? There are various kinds of licenses there. Beer-shops are licensed. I think, as regards supervision by the police, that respectable license holders would rather prefer increased supervision than otherwise.
350. As long as that supervision was not made vexatious? It could not be made vexatious, because there is nothing more easily remedied than over-officiousness on the part of a Government officer. A complaint is easily made, and we are all aware that a remedy is at hand. In fact, I have spoken to many of the superior class of licensed publicans, and the more supervision public-houses generally get the better pleased they would be.
351. With regard to the Licensing Bench—do you think it would be prudent to make any alteration in it, that is, to have the Licensing Bench composed of the Police Magistrates, and one or two others appointed by the Government; or would you leave it as it is, to the Bench generally? I consider that any alteration of that kind would be impracticable. I have thought it over carefully, and my own impression is that if a Magistrate is fit for the high functions he is called upon to perform, he can be trusted to do this duty. I think it would be unfair towards a portion of the Magistrates to exclude their voices from the decision in a matter of such local interest.
352. You have already stated that you think the accommodation required is not sufficient? No, I did not say so.
353. I understood you to say you thought the Act required amending in that respect? I think the accommodation which may be necessary in a large town is of a wholly different character to that required in a country inn; for instance, a large number of bed-rooms and extensive stabling are not requisite for a City hotel, but are indispensable for a country inn.
354. Do you think six rooms are too many for a public-house in a town? I can see no objection myself to licensing a saloon simply for the purpose of the sale of liquor in a City. I cannot see what additional advantage is to be obtained by having a number of back rooms in a City hotel. But where the house is professedly for the accommodation of travellers it should be of a much more extensive character.
355. In all large public-houses do they not profess to give accommodation to travellers? They are bound to provide it.
356. Do you not think it would be, to some extent, a guarantee for the respectability of the house, if a certain amount of accommodation were required? I think the scale of accommodation, so to speak, should be scheduled; that is to say, that the accommodation should be different in a country inn and a town hotel.
357. Do you think it advantageous to give the Magistrates power to grant licenses every month, or would you confine it to a certain specified times? I think there should be regular licensing meetings.
358. Would you have them as frequently as once a month? I think it unnecessary; once a quarter or

once

once in six months should be sufficient for all requirements; and that would prevent the chance of a Bench being got together hastily and granting licenses without due deliberation.

E. Fosbery,
Esq., J.P.

359. Do you think the community would be benefited or otherwise, by the closing of public-houses earlier than they are closed at present—12 o'clock at night? I think the public would be benefited if you could be sure no liquor would be sold after 10 o'clock; but it is a difficult thing to control.

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360. Do you not think that the public-houses, standing with their doors open and gas lighted, offer temptation to men on their way home to go in and drink, when they would not otherwise do so? I may be peculiar in my views, but I think that if you attempt to restrict the liberty of the subject too much in matters of this kind, you may drive men to worse places.

361. Would not that argument hold good against closing at 12 o'clock as well as against closing at 10? It would apply to a certain extent; but you would have saturnalia in the City if the public-houses were open all night.

362. Then I am to understand that you do not think any great benefit would be derived from closing public-houses at 10 o'clock? I should prefer to see them closed at an earlier hour than at present.

363. Do you think it proper for publicans to be allowed to sell intoxicating drink to infants under fourteen years of age—minors, I should say? I certainly think that as the prohibition extends to supplying liquor to an aboriginal it should apply with at least equal force to a child of tender years.

364. Are you aware whether it is frequently the case that children are sent by dissolute parents for drink? Yes, that is a matter that comes under everyone's observation constantly.

365. You would advise that that should be remedied by Legislation? It might be met by forbidding the sale of liquor to any child.

366. Are there any other points in connection with the Publicans' Act that you would recommend to the attention of the Committee? I do not know how far any of your questions have touched upon the limiting of the number of licensed houses in country places; but as regards the residents in a locality having a voice in the number of public-houses in the district, I am very much inclined to think that dangerous monopolies would grow up under such circumstances, and that the lower orders would be driven, even more than at present, to resort to sly grog-shops.

367. In the first place, with regard to dangerous monopolies, would not that rectify itself in time by having a tendency to put down all public-houses? To give an example I know that in many country places publicans have a vast amount of influence and control over shearers, sawyers, and others of the labouring classes, who resort to their inns, and I think they would have no difficulty in getting a majority of signatures to any application that would be the means of improving their own business position.

368. If that was restricted to rate-payers in Municipalities, publicans would not have the same influence? Their influence would be less, but unfortunately we know that it would not be removed entirely.

369. Would not even the classes you allude to, in many cases, if they had the opportunity, banish the sale of drink altogether from amongst them? There would always be people ready to sell drink, either licensed or unlicensed. The temptation is always open, even in the most remote portions of the country.

370. Is not the detection of sly grog-selling more difficult, the greater the number of public-houses in any particular district? The detection of sly grog-selling is a very important matter, and very difficult to be managed at the present time.

371. My question was this—You stated that you thought that if public-houses were done away with in a great measure, it would induce sly grog-selling to a greater extent;—I ask, do you not think that where there are a great number of public-houses the detection of sly grog-selling becomes more difficult? Practically we do not find it so, because the publicans band together to suppress these illicit traders. In fact that is almost the only way at present that we can meet the difficulty. We have to get the publicans to employ an informer, as the police are not allowed to do so, and thus, with the assistance of the police, they bring home breaches of the law to these sly grog-sellers.

372. Is there much sly grog-selling in the City? I do not think so; there does not seem to be any necessity for it. At all houses where drink is improperly sold it is fetched from the nearest public-house.

373. Are you aware, from information you may have received, whether, owing to the non-supervision of the police, any public-houses in Sydney are literally turned into bawdy-houses? I think some public-houses in Sydney are grossly conducted in the absence of a proper amount of inspection and supervision; for example, I think drinking goes on all day on Sunday with closed doors.

374. Are you in favour of any measure prohibiting the sale of liquors on Sunday? As I remarked before, if you trench too much on the liberty of the subject—if you deny him the opportunity to get liquor, when he considers it necessary to get it—he will have recourse to other improper means of obtaining it. I would not prevent the sale of liquors on Sundays altogether.

375. Do you think there are too many public-houses? I think there are greatly too many, especially on the Gold Fields. Araluen and such places are ruined by public-houses.

376. *Mr. Brookes.*] Do you not think public-houses are too numerous in the City? Yes, I think so.

377. Could you give us any idea what proportion of population to each house might be considered sufficient in the metropolis. I do not think I could give an opinion that would be worth much; it would be merely a passing opinion.

378. In England that is always a matter of inquiry before granting a license? I think it is a very wise provision.

379. There is no such provision in the licensing law here? No.

380. You observed just now that publicans possess a great power in the country over sawyers, shearers, and that class of men—In these districts is there a great deal of sly grog-selling? I think sly grog-selling is prevalent throughout the country, but worst on railway lines in course of construction.

381. I think I understood you to state also that the police generally get the publicans to employ an informer? I say that is one of the few means we have the opportunity of employing for the detection of sly grog-sellers.

382. But I understood you that the police were not empowered to inform? It is considered, and I think wisely, that a constable disguising himself to entrap a man into the commission of an offence against the law, and then to inform against him for a money penalty, would place him in a position in which he never could hope for assistance from the community in the discharge of his more legitimate duties.

383. You say that on Sundays grog is sold all day with closed doors? I believe it is in some houses.

- E. Fosbery,
Esq., J.P.
20 April, 1870.
384. Not generally? I think it is pretty generally sold, but, I by no means consider that there are not some highly respectable men carrying on the trade who would not countenance anything of the kind.
385. I think you stated you had reason to believe that there is a large amount of poisonous liquor sold? I think there is good reason to believe it; no one can take a chance drink while travelling in the interior, without being aware that he has taken something that may play the mischief with him before the day is out.
386. Do you think the same thing is carried on in the metropolis? I think there is a good deal of illicitly distilled and inferior liquor sold in Sydney. I believe there is hardly a spirit merchant in Sydney but would state, if he were examined, that he is constantly having offers made to him of quantities of white spirit at a price less than the Government duty.
387. Could you suggest any mode of dealing with an evil of that kind? That is a matter that pertains entirely to the duty of the Chief Inspector of Distilleries, who should have officers to detect any breach of the revenue law. It is scarcely limited indeed to a breach of the law; it does a great social injury.
388. Have you reason to believe that the competition in the metropolis, from the great number of licensed houses, would tempt to adulteration? I am satisfied it would.
389. In order to render the trade profitable? In order to get as high a profit as they could make.
390. Would you entirely prohibit billiard-tables and bagatelle-boards in public-houses? No. There again you must not be too strict. A public billiard-table is a place that people will have access to; but I think that the common granting of licenses for bagatelle-tables, to be used in a public-house bar, or in a room adjacent to the bar, is an evil; it forms an attraction to a certain class of people, who are thereby induced to resort to the public-house and probably drink to excess.
391. What good reason can you give for a distinction between bagatelle-tables at some houses and billiard-tables at others? I think you will find that the most frequented billiard-rooms are known for the tables being good, and they are generally placed in some retired portion of the larger kind of inns or hotels, where the pursuit of the game, as far as my observation goes, does not entail a very large consumption of liquor.
392. Are you not aware that there are games played upon billiard-tables for liquors as well as for money? Of course I am aware of that, but I do not think a person fond of the game is likely to become a great gambler or drinker in consequence.
393. Is it not within your experience that the temptations of the billiard-table are equally as dangerous to one class of people as those of the bagatelle-table to another class? Yes, I am aware that many young men of respectable parentage are ruined in Sydney by resorting constantly to billiard-rooms in public-houses.
394. Is it your opinion that the countenance and encouragement given to drinking customs encourages crime? Certainly drunken habits are the forerunners of every other kind of misdeed.
395. So that whatever pecuniary advantage the State derives from licensing the sale of liquors, must be to a great extent expended in the detection and suppression of these crimes? Certainly.
396. As prevention is better than cure, would it not be well if we could suppress this liquor-selling system altogether? If you mean to introduce the Maine Liquor Law, there again I fall back on my previously expressed opinion—that you must not attempt too much control, or persons will be driven to more objectionable means of supplying their wants.
397. If drinking is such a source of crime, would not a total suppression of the system be an immense advantage to society? If you could totally abolish intoxicating liquors it would be a good thing; but if you merely suppressed public-houses, people would keep liquor in their own houses and drink at home, and no drunkards are so bad as those who are sly drunkards at home. You cannot suppress intoxication by suppressing public-houses.
398. Do you not think the number of houses is an inducement to drink? It is very much to be regretted that there are so many inducements to drink. One thing hinges upon another; and I think a great deal of evil might be avoided by providing some means for the hard-working labouring man to enjoy himself innocently and respectably, and to place his funds where they would be properly taken care of. I believe myself that if there were easily accessible savings' banks at the various country places, where a labouring man could put his cheque, it would prevent a very large amount of intoxication.
399. Something like the post office savings' banks at Home? Yes. It would be of vast importance to the community. The first £5 a labouring man puts away in some safe investment is, in a great many instances, the foundation of the prosperity of that man and his family.

John Garrett, Esq., called in and examined:—

- John Garrett,
Esq., P.M.
20 April, 1870.
400. *Chairman.*] You are Police Magistrate of Scone? I am P.M. for the Upper Hunter.
401. Before you were appointed to that situation I believe you were Police Magistrate of Bourke? I was, for seven years.
402. Consequently in connection with your duties as Police Magistrate the present Licensing Act must have come under your observation? Frequently.
403. Would you be kind enough to give the Committee any suggestions that arise in your mind as to the points in which that Act might be improved? Upon the receipt of information that I was required to attend this Committee, I placed my views on paper, and perhaps it may be best for me to read from it, and then answer any questions afterwards. (*Witness read from a written statement. Vide Appendix D.*)
404. From your experience with regard to public-houses, are you satisfied with the amount of accommodation required at present—four rooms altogether? I do not think that is sufficient.
405. Do you think six moderate-sized rooms would be too great an amount of accommodation to require? By no means.
406. Do you not think it would have a tendency to increase the respectability of publicans if better accommodation was required? It would.
407. With regard to the composition of the Licensing Bench, I should gather from the paper you have read to the Committee that you think it would be an improvement, as throwing the duty upon responsible parties, if the power of licensing were handed over to Police Magistrates, where they exist, and where Police Magistrates do not exist, to Magistrates specially nominated for that purpose? Yes.
408. Would you have that nomination made annually, or would you allow them to retain their positions during

during the pleasure of the Government? I think that if permanently appointed they would be more valued. John Garrett,
Esq.

409. Do you consider that if a person applies for a license for a public-house, and no objection is taken to it, the Justices of themselves have any discretion as to granting the license under the present law? No. 20 April, 1870.

410. But you think that in all cases, especially where there is a Police Magistrate, there ought to be discretionary power? Yes, the law ought to be so altered. I might say, in reference to the right of the Bench to refuse, in the absence of any direct opposition, that the proceedings are judicial. The Act says they must examine witnesses upon oath, and it scarcely appears to me reasonable that if it is necessary to sustain the proceedings upon the oath of witnesses, the Magistrate should, from his own mind, have the power to refuse. He gives no evidence; but according to some people's views he may reject the application without giving a reason at all. That appears to be an extraordinary power to convey to anyone in a judicial proceeding.

411. In your experience have objections often been made to applications for licenses? No, very rarely.

412. Does not that arise in great measure from the impression that has gone abroad, that the Bench in all cases grant licenses when applied for, almost as a matter of course? I think that may have something to do with it.

413. If an applicant for a license were proved to a Bench of Magistrates to be a man of generally bad character, do you think under the present law the Magistrates would act on that proof, and refuse him a license? Some would.

414. On country Benches generally? I should have no great confidence in it. I hope there are many gentlemen who would feel bound to reject it; but the influences are so various that are brought to bear in little communities upon applications of that kind.

415. With regard to closing on Sundays—do you see any very great difficulty in defining what is a traveller, so as to make provision for travellers in any clause for closing public-houses on Sundays? We have decisions of the Supreme Court on record wherein that is pretty clearly defined. The Chief Justice in substance has declared this to be the law, that for instance a person going from here across your harbour to one of the usual places of recreation is not a traveller. I speak from recollection; I think that was his ruling in a case brought before him.

416. In a country district, if a person lived five miles from a public-house, do you not think that person would be justified in going into a public-house and saying he was a traveller? I do not think he is a traveller.

417. Is there not great difficulty in defining a traveller? No doubt; opinions may differ very widely.

418. I suppose you are aware that although the Forbes-Mackenzie Act has worked very beneficially in some towns in Scotland, they have found this to be a great difficulty in the way of carrying it out? Yes, I have seen that stated in the papers.

419. You have already informed the Committee that music and dancing in public-houses are very detrimental to the morals of the community? There cannot be two opinions about it. In the country districts it is most abhorrent. I may state, for the information of the Committee, some little matters connected with this at Bourke. The present law empowers the Police Magistrate, or two Justices in Petty Sessions, to grant permission for music and dancing. I was frequently applied to at my private residence for permissions of this kind. For some time I granted these applications, but I found it an annoyance, and I laid down a rule that I would only grant them on two days a week; that application should be made in open Court at proper hours; and that none of them should have more than two permissions in one week. This practice was carried on for a couple of years, but whenever there was more than the ordinary number of Magistrates present there was a rush to the Court for an increase in the number of times. Sometimes the Justices overruled me and granted them, but generally I was permitted to have my own way. On one occasion, after I had refused an application, two Justices went up in the afternoon, at 4 o'clock, called the Court-keeper to open the Court, called in the Clerk of Petty Sessions, and granted the application I had refused in Court hours. I have referred in the paper I have read to dancing and music on the race-course. In December, 1868, there were races at Bourke, and publicans were permitted to have booths and to exercise the privileges of their licenses from 10 o'clock until 6. They had music and dancing in these places, and the officer in charge of the police applied to me as to whether it was not a breach of the law. I said certainly it was; he warned them, but they kept at it for the three days, and he laid informations against two of them, and I fined them £21 each. On the very last day that they had the right of applying, they got a rule granted by the Supreme Court, and it was declared no breach of the law. It cost me and the constable some £60.

420. Have you had any experience of the sort of persons who frequent these music and dancing saloons in the country districts? Bourke was an outlying district, and in its early days all the worst characters, I dare say, of the three Colonies, congregated there, and the few women they had were not generally of good reputation. There were many decent women in the place, but there were many of a different sort, and these, with the drunken shepherds, shearers, bullock-drivers, and so forth, were the frequenters of these dancing places.

421. Are you aware that the Magistrates of the City of Sydney have made up their minds to refuse all music and dancing licenses in public-houses? I have seen some notice of it in the paper.

422. Is it general in the district over which you have charge as Police Magistrate? I have been at Scone nine months, and there was only one application last week, and that was for a private ball; I granted it, but the chief constable informed me that they had not had any permissions granted for a long time, and I do not intend, if it rests with me, to grant them.

423. If respectable parties were giving a concert, and there was only one room in it, say attached to a public-house, considered sufficiently large for the purpose, would you under such circumstances feel inclined to refuse a license for the night? I should scarcely think myself justified in refusing, for such persons must have, in the first instance, a license from the Colonial Secretary—persons who travel and make it their business;—and in every town they go to, before they can hold one of their meetings they must have the endorsement of a Magistrate sanctioning the entertainment.

424. With regard to wine licenses—in the Northern District there are a great many of them issued? Yes.

425. For places where the accommodation is of the very worst description? Yes.

426. Are there not some of these shanties on the roadside, in the Northern District, that are not fit for habitation of any kind? There are some that are merely bark sheds.

427. Are you aware that it is often alleged that spirits, as well as Colonial wine, are sold in these places? They have had five or six convictions in the Scone Court; but not during my time. 428.

- John Garrett, Esq. 428. The probability is that there are a great many more cases in which they are not detected? Very likely.
429. Do the publicans generally object to it? I am not aware.
- 20 April, 1870. 430. Do you think it fair or just to allow these parties to sell Colonial wine, and under the guise of Colonial wine to sell spirits, for a £2 license,* while the publicans are charged £30? Certainly not; it is one of the glaring injustices of the Act. There are two matters I would wish to name; both the Publicans' Act and the Wine Act make it an offence to adulterate liquors, but it is a perfect dead letter who is to enforce it.
431. I suppose you would advise that there should be a public analyst? Yes, that would do; in the towns it would work beneficially, but how it would work in remote places I do not know.
432. The samples of liquor might be sealed up by the Bench of Magistrates, and forwarded to the Government analyst for analysis? Yes. I may relate a case showing how extensively deleterious substances are introduced by the publicans. A short time before I left Bourke, the Sheep Inspector, Mr. Horsfall, told me that in passing down one of the streets he had seen a man lying under a tree, and he asked him what he was doing there; with some difficulty he told him that he could not move—that he was thoroughly paralysed; the man said he went into a public-house just opposite where he was lying, and had one or two glasses, upon taking which he became thoroughly prostrated; that two or three men had carried him out, and though he was quite conscious of all they were doing, they robbed him of all the money he had, and he could not help himself.
433. *Mr. Neale.*] Were any proceedings taken? No.
434. Why not? He had no means of sustaining the charge.
435. *Mr. Brookes.*] Have you reason to believe that the drink sold in country places is generally adulterated? I think so; it is very extensively done. It is a very inferior article that is sold at the best.
436. You have given us a case, illustrating the effects of adulterated drink—do you think the practice obtains to a very considerable extent? The practice that obtains in these remote places appears to be something like this: A man comes in with his cheque, as they call it, and with a very few glasses he is prostrated. I am led to the conclusion that if the drink—supposing alcoholic drinks are good under any circumstances—were of ordinarily good quality it would not produce the effect it does.
437. *Chairman.*] Is it not customary for the men to hand their cheques to the publican when they go in? Quite so. The extent to which that was carried in the early days was astonishing.
438. *Mr. Brookes.*] Do you think that if the license fee were raised to £100 it would render the trade more respectable? I have sometimes thought there ought to be a sliding scale or graduated scale for licenses. Some are so situated that they can afford to pay a large license fee; others may not be in that position; but no doubt, as a rule, where anything costs largely we have a right to look for increased respectability.
439. In your opinion would an increase of the license fee tend to reduce the number of public-houses? No doubt of it.
440. Upon the principle that the very small license fee under the Beer Act in England has created a large number? Yes, on the same principle.
441. You are aware that a publican under the old law in England was not allowed to hold any parochial office? I believe that was the practice. There are limitations here; a publican cannot be an auctioneer.
442. Can he be an Alderman? Yes.
443. In your opinion would not the total suppression of the liquor trade be an advantage to the community? Every lover of his kind would wish it.
444. At present I suppose you are enabled to say, from your experience, that it generates crime to a great extent? To an enormous extent—every phase of crime.
445. So that any sum the State may derive from licensing the sale of spirituous liquors, must be expended in the detection and suppression of crime? Yes, more than it receives.
446. Is it in accordance with your experience that the infirmity of drunkenness is one very difficult to deal with under any circumstances? It is. When the habit gets formed I believe all the usual restraints that operate with men are destroyed, or at all events seriously weakened.
447. Are you of opinion that a reduction of the number of public-houses would tend to modify the influence of drinking customs upon the community to any extent? Persons that are given to drunken habits would go any distance to obtain drink, but of course reducing the facilities for indulging the habit would be productive of good in some cases where it was not quite confirmed.
448. It has been stated by other witnesses that if you reduce the number of public-houses, you to a certain extent establish a monopoly, and that if persons were deprived of ready means of getting drink they would seek illicit means—would not that, in your opinion, go to show that the total suppression of the liquor traffic is the only satisfactory remedy? No doubt that is the only satisfactory remedy, but I look upon it as impracticable.
449. But you think all legislation on the subject should be restrictive and have a tendency towards the total suppression of the traffic? Yes. Restrictive legislation is all we can adopt. The interests of the trade are so enormous.

TUESDAY, 26 APRIL, 1870.

Present:—

MR. BROOKES,
MR. FARNELL,

MR. NEALE,
MR. WEARNE,

THE HON. JOHN BOWIE WILSON, ESQ., IN THE CHAIR.

Inspector George Read called in and examined:—

Inspector G. Read. 450. *Chairman.*] You are Inspector of Police in the Metropolitan District? Yes.

451. You have had considerable experience both in England and in this Colony in matters connected with the Police? I have.

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452.

* NOTE (on revision) :—I understood the question to be £1 as license, for in fact that is the case.

452. Your attention must have been pointedly drawn to the state of our licensing system in this Colony? Inspector G. Read.

453. Do you see many glaring faults in connection with our Licensing Bill? I see several in connection with the present Licensing Act.

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454. Will you be kind enough to state to the Committee, in your own way, wherein you think amendment ought to be made in the working of the Act? In the first place, I think the law should give the police a more effective supervision over public-houses. Under the present Act the police have no authority to enter a public-house, except on view of a disturbance, or when called in by the landlord.

455. You think greater latitude ought to be allowed to the police? I think so.

456. Would you extend that power of supervision to every police constable? I would. Every police constable has that authority in England, but it is not exercised in towns, where there are a number of inspectors and sergeants of police. Here I would give all the police that power. In a Colony like this it is absolutely necessary, because frequent transfers of the police are taking place from the towns to country places where there are neither inspectors nor sergeants, and in those places it is absolutely necessary that ordinary constables should have authority to enter a public-house.

457. Do you think great irregularities are going on in many of our public-houses in Sydney? I think there are. I have no moral doubt that a very considerable number of public-houses in Sydney are virtually open all day on Sunday, and frequently all night during the week.

458. Do you suppose there are any gross immoralities going on in any of the public-houses in Sydney at night, in the shape of being converted into brothels? I have received reliable information that public-houses have been used as common brothels in Sydney. I do not remember the exact number of instances; but three occur to me now, in which it was stated that the houses were no better than common brothels.

459. And in these cases the police have no power of interfering? We obtained entrance into one house, and we found a large room in it partitioned off—in the manner of a model lodging-house in London—into small boxes; and we obtained sufficient evidence to satisfy us that this house had been altered in this manner for the purpose of a common brothel. The publican absconded, and no proceedings were taken against him.

460. I suppose you must have heard complaints made as to the quality, or rather as to the adulteration, of spirits sold in public-houses? Yes, numerous complaints.

461. Is it your impression that they are adulterated to a great extent? Yes, I believe they are in low class public-houses in the back streets. I have observed in this Colony that a state of *delirium tremens* much sooner supervenes on a course of excessive drinking than it does in England; and I attribute it to the bad quality of the drinks.

462. Have cases come under your knowledge where men have been brought to a state of unconsciousness by an apparently small quantity of spirits? Yes, frequently; and I could not account for it, except upon the supposition that the drink was considerably adulterated.

463. Do you think the number and description of public-houses in this Colony tend materially to increase crime; or have you been able in many instances to trace the crime that comes under your notice, to the use of intoxicating drink? Yes, frequently. I should say that excessive drinking is the cause of at least 70 per cent. of the crimes that are committed in this Colony.

464. Are the public-houses of the lower description generally the resort of people of bad character? Not generally; but they select a few houses where they assemble; they have particular houses where they meet.

465. That is with regard to what may be called the thieving portion of the community? Yes.

466. Does the same thing hold good with regard to prostitutes? There are with prostitutes particular houses of resort.

467. You are aware that the law provides that all public-houses may, at the present time, be kept open till 12 o'clock at night? Yes.

468. What is your opinion of the suggestion that these houses should be all closed at 10 o'clock at night? Perhaps it would be desirable, in a town like Sydney, where a number of persons arrive late by steamboat, that a number of houses should be open after 10 o'clock; but as a rule I think it would be an advantage if the majority of them were closed at that hour.

469. Supposing the law provided that houses were to be closed at 10 o'clock, and enlarged powers of supervision were given to the police to see that the law was enforced, do you not think it would have a very great tendency to put down drunkenness and immorality? Undoubtedly it would.

470. You have stated that it is necessary to keep some houses open for the reception of travellers after 10 o'clock at night? Yes.

471. That might be met by imposing a pretty heavy night license? Yes.

472. Would you allow them to remain open all night? No.

473. When would you propose to close them? At midnight.

474. Steamers often arrive after 12 o'clock at night? The greater number arrive before midnight.

475. Even where they arrived after 10 or 12 there would be no difficulty in rousing up the people at an hotel? No, not very much difficulty perhaps; but persons coming strange into the town like to know where they can get respectable accommodation.

476. Your object would be met even by closing the bar at 10 o'clock? Yes.

477. That is to say, it would be a benefit if the sale of spirits to others than travellers were put a stop to at 10 o'clock? Yes.

478. You must have seen a good deal of the effect of music and dancing saloons? Yes.

479. What is your opinion of them? I think they have tended largely to the encouragement of immorality and crime.

480. Consequently I should imagine you think they should be entirely prohibited? Most decidedly. I have not the slightest doubt on the subject. In corroboration of my view I might mention that in some cases of affiliation, heard at the Central Police Office, it has transpired that the acquaintance of the parties was first made at these dancing saloons.

481. What class of people frequent them; they are not frequented by respectable tradesmen, I suppose? No, certainly not. I do not know that I ever saw a respectable tradesman in a dancing saloon in Sydney. They are patronised principally by the lowest order of men, and by young girls on the verge of prostitution.

- Inspector G. 482. Do the class of servant girls in Sydney attend them frequently? A few attend them occasionally, but not very many.
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- 26 April, 1870. 483. Do you consider the accommodation provided by the present Act, four rooms, is sufficient for a public-house? At present it is; but if the number of public-houses were reduced it would not be sufficient, and I think the present Act requires amending in that particular. It is not sufficiently explicit as to the amount of accommodation a publican is required to provide. The old Act was very much more explicit; it said that a publican should have two moderate-sized sitting-rooms and two bed-rooms, in addition to those required for his family; the present Act simply says he should have two sitting-rooms and two bed-rooms ready for the accommodation of the public; and in cases where the publican was a single man or a single woman, it has been decided that if there were two sitting-rooms, two bed-rooms, a bar, and a kitchen, that was sufficient.
484. In the Bill introduced this session, to amend the Licensing Act of 1862, it was proposed that the accommodation should be six rooms, not less than 12 feet by 10 feet—Do you think that too much to require? I do not think so. My opinion is that the rooms should be larger. I think the number is not too large, but the rooms are too small; 12 feet by 10 feet is scarcely large enough.
485. With regard to the number of public-houses, do you think they are too numerous? Very much so.
486. Could you offer any suggestions as to the best means of curtailing the number? That appears to me to be a very difficult question.
487. Do you approve of the present system of licensing public-houses? I do not.
488. Would you take it out of the hands of the general Bench and give it into the hands of Police Magistrates where they exist? I would not recommend it to be given to one Police Magistrate, but I think in Sydney and the country the Police Magistrates should form a Board.
489. Would you approve of two or more persons being appointed along with the Police Magistrate to act as a Licensing Board? Yes.
490. And make them responsible? Yes. There are so many different opinions among the Justices that it would be very difficult to secure uniformity in the working of any Act under the present arrangement.
491. Have you ever read a Bill introduced in England, called the Permissive Bill? I have read its main provisions.
492. Do you think such a Bill would suit this Colony? I think the success of a Bill of that kind depends very much on the moral character of the community in which it is introduced. I think it would be very difficult to work a Bill like that satisfactorily where drinking customs largely prevail. It would be difficult to get two-thirds of the people to object to the granting of a license, and it is in these neighbourhoods where it is most desirable to remove temptations to drink.
493. Do you not think many persons who are almost habitual drunkards would willingly sign away their privilege to drink? I dare say if a little persuasion were brought to bear they might be induced to do so.
494. Are you aware of the number of public-houses in the city and suburbs? 568 is the number at present licensed.
495. You have already stated that the number is greatly in excess of requirements? Yes; but I think that even under the present Act, if it were well administered, the number might be reduced.
496. Do you find that where the police raise objections, those objections are sufficiently considered by the Licensing Bench? They do not, I think, very frequently receive that serious attention their importance demands. I do not attach any blame to the Magistrates in the matter; perhaps they are not always aware of all the facts.
497. Do you think the sale of drink to children does much harm in Sydney—sending children to public-houses? I think it does a vast amount of harm. A child can certainly derive no benefit from going into a low public-house, where there are people in various stages of intoxication, and using bad language.
498. Are not children apt to taste the drink as they go home with it? Yes, no doubt.
499. I suppose it is generally to the lower class of houses these children go? Yes, it is usually in low neighbourhoods that the practice prevails; respectable persons would not send their children to public-houses.
500. Do you think sufficient publicity is given to applications for publicans' licenses? I think not. The old Act was better in that respect than the present one. It required that a notice should be posted up at the house proposed to be licensed for a certain number of days before a transfer or removal or new license could be granted.
501. Do you think it would be advantageous to give the people of the neighbourhood further facilities for raising objections? Yes. Persons come here from the other Colonies, Victoria, Queensland, and Adelaide, and make applications for licenses, and we perhaps have never seen them before. We make inquiries among the few persons to whom they state they are known, and if we hear nothing against them we are obliged to state to the Bench that we know of no objection.
502. There have been instances in which the police have made objections to the character of the applicant, and the Bench has refused to sustain those objections, and granted the license? Yes, frequently.
503. One came under notice, I think, where the man was proved to have been the keeper of a common brothel? Yes, a man named Perry. It was not proved, but we were prepared to prove it. He admitted by his counsel that the police objection was true.
504. And yet that man was licensed to keep a public-house in what may be looked upon as a respectable thoroughfare? Yes, opposite the Prince of Wales Theatre.
505. *Mr. Wearne.*] You think some of the clauses of the old Act are better than the present Act? Yes.
506. And that in framing a new Bill it will be well to consult the old Act? I think some of its provisions might be consulted with advantage.
507. In framing a new Bill you think more authority should be granted to the police than at present? Yes.
508. Is it indispensable that we should state in the new Bill that there should be better accommodation? Any section of a new Act cannot be too explicit in defining the accommodation required, if it is considered desirable to have an improved class of public-houses.
509. What should we do with the present houses. Would it be possible to frame a clause dealing with the present houses, such as would be likely to become law? That is a question I cannot answer. No doubt it is most desirable the number of public-houses in Sydney should be reduced by at least one half, but how that is to be effected is with me a difficult question. I have heard persons express an opinion that

that where a publican commits frequent breaches of the law, and is punished for them, he should be deprived of his license and his house closed; but that does not appear to be a right principle, because it might have the effect of closing really commodious houses which it is desirable to keep open. Of course it would involve a large expenditure of money, but I do not know whether it would not be in some cases desirable to give compensation in order to get rid of some houses. Inspector G.
Read.

510. You think the mode of issuing licenses should be altered? Any two Police Magistrates, or one Police Magistrate, with two Justices, selected for their fitness, should be constituted a Board for that purpose. Or it has occurred to me that perhaps it would not be a bad arrangement if the duties of the various Benches were restricted to receiving applications and taking evidence in objected cases, and sending them to a Licensing Board in Sydney, which should have the sole power of granting licenses throughout the Colony.

511. Appointed by the Government? Yes.

512. At present all licenses are not granted by the Bench—some publicans go to the Treasury? Renewals of licenses are granted at the Treasury upon payment of the fee.

513. What you suggested just now would include renewals? Yes. The whole licensing business should be transacted by one Board, which would secure greater uniformity in the working of the Act.

514. You would not have publicans go to the Treasury as at present to renew their licenses? No, I think it objectionable.

515. How long are public-houses open on Sundays? Four hours.

516. Do you think they could be closed altogether on Sundays? No doubt they could, if the people would submit to it, but there are many different opinions upon the subject.

517. Would you suggest that public-houses should be closed on Sundays? I think it would be desirable if it could be carried out.

518. You have seen the Permissive Bill? Yes. I do not think there are many neighbourhoods where drinking customs largely prevail in which it would be possible to get two-thirds of the people to object to the granting of a publican's license, taking into consideration the class of persons you would have to operate upon, and the amount of influence persons anxious to obtain licenses would possess.

519. Do you not think that if a house was kept respectably and was required, there would always be one-third of the people who would wish it to be kept on? I should imagine so.

520. Therefore a respectable publican need not fear the effect of such a Bill? No doubt it would have the effect of purging the trade of a great many undesirable persons. But my opinion of the 14th section of the present Act is, that even now the Magistrates are not obliged to grant a license when there is no objection to the house or the applicant, although I know that the great majority of them think to the contrary. The Act simply says they "may" grant a certificate, and the Act 22 Victoria, No. 12, says that where the word "may" is used, it shall be discretionary whether the power is exercised or not.

521. You disapprove of music and dancing in public-houses? I have never heard a single respectable person speak in favour of them, and I have complaints without number from persons whose children have resorted to these places.

522. What is your opinion about granting billiard and bagatelle licenses in public-houses? Billiard and bagatelle tables are intended simply to attract custom, and if it is desirable to diminish drinking customs these things should be done away with. If people want bagatelle and billiard tables they can have them in other places.

523. *Mr. Farnell.*] Do you think, if the number of public-houses were reduced one-half, as you have suggested they might be, it would give rise to any sly grog-selling? I do not think it would in Sydney.

524. Have you had much experience in the country districts? I have not.

525. Is it your opinion that if the public-houses in the country districts were altogether shut up, sly grog-selling would not arise? No doubt it would if they were all closed.

526. You say you would give two Police Magistrates the power of granting licenses—how would you do in the country districts where there are no Police Magistrates? I presume there are not many police districts in which there are not two Police Magistrates. The police districts are very extensive.

527. It would necessitate a Police Magistrate being in every police district? Yes.

528. Do you not think the Magistrates could now exercise sufficient authority in refusing licenses where they believed they were unnecessary, if they were to administer the law according to the interpretation you put upon it? No doubt it could be done, but taking into consideration the composition of the various Benches, there is no probability of its being done.

529. Are there not a great many Magistrates who are owners of public-houses? There are a good many.

530. And who are wholesale spirit dealers? Yes.

531. Of course they do not sit on the Bench in these cases? They do not in their own cases, but in other cases they do.

532. Do they sit where publicans are to be fined, and so on? Yes. There is a great variety of opinion upon the subject of fining publicans.

533. I suppose they have many friends among their brother Magistrates? The Magistrates, as a rule, are pretty friendly together.

534. It is rather a delicate thing for one Magistrate to oppose another? I presume it would be considered so. Probably there would be some feeling of delicacy.

535. Under the old law, which preceded the present law, a great deal of discretion was used by the Magistrates in regard to granting licenses? There was. That law was much better administered than the present Act.

536. And there were fewer disreputable public-houses under that Act than under the present law? Yes. Under that Act we succeeded frequently in getting licenses forfeited where publicans had been several times convicted of breaches of the law; but we have not been able to do that under the present Act. We have opposed publicans in consequence of their having been several times convicted, but the majority of the Magistrates seem to be of opinion that when a man has suffered the punishment for a violation of the law, he ought not to be further punished by losing his license.

537. What do you think would be the effect of allowing everyone to sell liquors without a license? It would have the effect of vastly increasing the amount of drunkenness. Where there were balances of sixpence or threepence in accounts, they would be settled over the liquor bottle.

538. Supposing they were not allowed to drink on the premises, but must buy and take it away? A law to

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- to that effect would be very largely evaded, unless you increased the police force very much. You would want a policeman at every shop-door almost, and then he would want the right to enter and to go into back rooms to see what was going on there.
539. Is there much improper conduct in the back rooms of public-houses? No doubt there is, but we cannot get in to see it.
540. You could go in, could you not? No, unless there is some disturbance, or the publican called me in; and publicans do not generally call in the police when they are breaking the law in back rooms.
541. You have stated that there are many dancing and singing saloons? There are not now; their licenses have been refused.
542. Do you know whether any improper conduct was carried on in the dancing and singing saloons themselves? I do not think there was, but the mischief was begun there by giving young people the opportunity of making their arrangements. No doubt a great deal of moral mischief was done by dancing saloons.
543. It is a fact that they had retiring rooms attached to these places? There were some places where there were retiring-rooms, but they were accessible to everybody, and it was scarcely possible for any immorality to take place there.
544. Do you know whether many young women have been led astray through being introduced to these places? Yes; I have stated to-day that in several cases of affiliation it transpired that the acquaintance of the parties was first made at public-house dancing saloons.
545. Do you often proceed against publicans at the Police Court? We do. Last year there were 184 publicans convicted of breaches of the Act in the Metropolitan district.
546. Was the highest penalty inflicted in these cases, or the minimum? The penalties varied from the minimum to the maximum, according to the views of the Magistrates who heard the cases. Some Magistrates would fine a publican 5s. for keeping his house open, and another Magistrate for a less aggravated offence would impose a fine of £2. That is what I object to in the working of the Act, that there should be this want of uniformity in the decisions of the Magistrates.
547. Do you know whether a large number of the more respectable publicans in Sydney, and throughout the Colony, are desirous of a change in the law? I know that some are.
548. If the number of low public-houses were reduced, that would enable the remaining publicans to keep their houses more respectably? No doubt the competition is too severe at present; it leads to adulteration, and also induces publicans to keep their houses open when they would otherwise close them.
549. Does anyone ever examine the liquor sold by publicans? Not that I am aware of. I think there should be an officer appointed for the purpose.
550. Do you think the Board you propose for granting licenses, should be a paid Board? I would leave that to the discretion of the Government. I do not think it would be a bad plan that the heads of certain departments should constitute a Board, for the purpose of administering the Licensing Act.
551. Do you not think political influence might be brought to bear upon the heads of departments by the Government for the time-being? No doubt it is possible.
552. Do you not think persons outside might influence the Government to exercise an influence over these officers? They might do so. I am not prepared to give an opinion upon a subject of that kind. A man of honour ought not to be accessible to influence in such a matter.
553. Do you think any further restriction, than is at present provided by law, is necessary to regulate wholesale spirit dealers? No; I think it is not desirable to interfere with the law, in regard to wholesale dealers.
554. *Mr. Brookes.*] With reference to the proposal to give a veto to a two-thirds majority of the inhabitants of any neighbourhood, on the granting of a license—do you not think that the effort to obtain a majority of that kind would so bring the matter under discussion, as ultimately to create a public opinion which would render the movement successful? I think it might have a salutary effect upon public opinion.
555. And that that public opinion might ultimately obtain what at present is not obtainable? It is quite possible.
556. Have the publicans—as far as you are aware—great influence in Sydney in political circles? There is no question but they have. There are 568 publicans in the Metropolitan Police District, and they have not only their own votes, but they are in a position to influence a very large number of persons.
557. You said that in your opinion the present law is not so well administered as the previous law. May not the discrepancy arise from the nature of the Act rather than its administration? I do not think so. I think if the present Act were administered by two Police Magistrates in the Metropolitan District—two really competent men—the state of the licensing question would be much more satisfactory than it is now.
558. Are we to infer that the Bench, as at present constituted, is not so efficient as it used to be? It is more numerous and represents a greater variety of opinion. Some Magistrates, I believe, are in favour of free trade in public-houses; others think there are about two-thirds too many. There is every variety of opinion upon the subject among the Magistrates.
559. With respect to free trade in the sale of intoxicating liquors, would it not be possible that the extension of the evil of drunkenness, which you think would ensue, would have such a repulsive effect as to arouse public indignation? I think public indignation has been sufficiently evoked already with reference to matters connected with the present licensing system. I think it would be an exceedingly dangerous experiment to allow every person to sell liquor that chose to do so. It is one of the last experiments I should think of recommending.
560. Are there many casinos in Sydney? Not now in connection with public-houses. The public outcry against them was such that the Magistrates discontinued granting licenses.
561. Have you any recollection of the passing of the present Act? Yes, I remember its being introduced into the Legislature.
562. Have you any remembrance of the fact that after the Act had passed a second reading, the publicans of Sydney called an aggregate meeting, proposed certain amendments, the Bill was withdrawn, and these amendments of the publicans introduced? I believe something of the kind took place, but I do not remember all the particulars of the matter.
563. Therefore the law may be said to be a law of the publicans' own making to a considerable extent? I believe it is. I know it is only the more respectable publicans that are dissatisfied with it. The publicans as a body are not dissatisfied with the present Act; it is only the really respectable men—men who

who would not serve a prostitute at their bar, or allow a drunken person to remain in their houses. There are some such persons, but they are in a minority I am sorry to say. Inspector G. Read.

564. Would the prohibition of sports and amusements in public-houses render it necessary to provide substitutes under better auspices? I think it very objectionable to have amusements in connection with public-houses; but I think in the matter of amusements we might leave them to be provided by private enterprise; people are pretty enterprising in providing public amusements. 26 April, 1870.

565. I mean something in connection with institutions like Schools of Arts—games of different kinds, billiards, bagatelle, dominoes, and other games. Might they not be introduced in that way, as a means of amusement for the people, where they would be away from temptation? I think it might be left to the enterprise of persons who get their living in that way; and, if it were found necessary, amusements could be regulated by Act of Parliament. There is one matter I should like to mention. I think the present Act is defective in not providing for the forfeiture of a publican's license in cases where he has been convicted of gross misconduct—aggravated assault for instance, or of repeated violations of the Publicans' Act, or where he is known to keep a notoriously disorderly house. I think in such cases the law should provide for the cancellation of the license; it should not be discretionary with the Magistrates. I wish also to mention, in corroboration of my view, that the Magistrates now have discretion to refuse a certificate for a license under the 14th section, that the 60th section distinctly states that there shall be no appeal against the decision of the Magistrates in refusing to renew a license, or to grant a transfer or removal. I believe it was clearly the intention of the Legislature to give discretionary power to the Magistrates.

566. *Mr. Farnell.*] Do you think it would be wise to introduce a clause into an Amended Publicans' Act, giving publicans power to sue persons for liquor supplied to them? It ought to be surrounded with very great safeguards, because many persons of intemperate habits go into public-houses on a Saturday evening and remain there till their money is all gone; and no doubt if the publican had power to sue, it would involve such person's wives and children in still greater distress. It is bad enough as it is.

567. Do you not think that in passing any new law it would be well to define not only the number of rooms required in a public-house, but also the number of cubic feet a room should contain? I think so. Due regard to the public health requires something of the kind. There should also be some better provision with regard to the cleanliness of public-houses. Under the old system the Magistrates visited the houses in the Metropolitan district annually, and made a careful inspection of the back yards and bed-rooms; and no doubt it had a most salutary effect; it led to a general cleaning up, painting, papering, and so on, and the public derived the benefit—in fact the whole town derived the benefit in a sanitary point of view.

568. *Chairman.*] Do you think it would be advisable to make it the duty of the police to give an annual report as to the state of the licensed houses? It would all depend upon the composition of the licensing authority.

569. Supposing it were constituted as you have suggested? Then I think it would be desirable.

570. *Mr. Farnell.*] Is there any great objection to granting licenses to single females or single men? I have a very strong objection to granting them to single females myself. I do not say I would object to widows. There are some three or four houses in Sydney, kept by widows, which are very respectably conducted. Where women are really respectable they are much more careful than men; but I do not think a publican's license should be granted to a young single girl.

571. Are there many spinsters now holding licenses in Sydney? Not many.

572. There is a Licensed Victuallers' Association in Sydney—Do you know whether the majority of the publicans belong to it? I believe not.

573. Their numbers are very small comparatively? Very small, compared with the whole number of publicans in Sydney.

TUESDAY, 3 MAY, 1870.

Present:—

MR. BROOKES,

MR. LACKEY.

THE HON. JOHN BOWIE WILSON, ESQ., IN THE CHAIR.

Mr. Alexander Steel called in and examined:—

574. *Chairman.*] You are an Alderman of the City of Sydney? I am.

575. And also a publican in the City? Yes.

576. How long have you been a publican? About twelve years.

577. Have you studied the Bill which has been referred to this Committee? I have.

578. Will you be kind enough to give the Committee your views upon the provisions of the Bill, in your own way? There are certain portions of this Bill that I think are very nearly all provided for in the Bill of 1862—to a certain extent.

579. Are there penalties provided for in the Act of 1862? There are the usual penalties for selling after hours, and keeping houses open after hours, and so on.

580. That is not referred to in the present amending Bill? I believe it is requisite there should be some penalties attached to the violation of the Act, whatever the Act may be.

581. What is your opinion about the advisability or propriety of limiting the number of public-houses—for instance in the City of Sydney? If I was to give my own candid opinion, being a publican and a party concerned, you might think it would be to my advantage to act dishonestly in trying to reduce the number of houses in my neighbourhood.

582. From your position in this City we look upon you as far above anything of the sort? I believe there are too many of them.

583. Have you ever considered by what means the granting of licenses could be restricted? I think myself that to a certain extent licenses are granted to houses that ought not to be licensed, and also to parties that ought not to hold licenses. At the present time there are single females holding licenses that I believe ought not to do so; and there are licenses granted to houses which I stated to Mr. Cowper, when he

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- Mr. A. Steel. he was drawing up the Bill of 1862, must be regarded as necessary evils; for instance, the house at the corner of Elizabeth-street and Park-street "Bush Tavern,"—and another one, not far from there, of something the same class, and another a little further on—almost as bad. These houses are necessary as a resort for bad characters, rogues, and thieves. It is not likely the police would come to my house, or yours, were you a publican, to look after such characters, but it is requisite, for the ends of justice, that there should be some place where these parties can congregate, and where the police can get the characters they want. I believe in England, Ireland, and Scotland, there are certain houses which the police are aware are of bad character, but they look upon them as necessary evils. If a robbery has been committed, the police, knowing these parties are not in the habit of working to earn an honest livelihood, are able to go there, and see who has money, and they are thus able to trace out the robbery. They find that a man has plenty of money, and then the question is, how did he get it?—and the police soon come to know that, for these parties invariably split upon one another to curry favour with the police. Therefore I say these houses are necessary evils—although the whole publican class gets the blame.
584. Have you thought of any means that would have the effect of limiting the number of public-houses, where, in your opinion, they are excessive? The only way would be, if the parties were to die out, or to leave, and not to grant fresh licenses to parties not eligible to hold them. It would be very hard to take away a license from a respectable man established for a series of years. There should be no injustice done; that is what I am looking at. It is a most difficult question. Even in England, at the present time, agitation meetings are going on, and they are puzzled themselves where to draw the line. You can never make people sober by any Act of Parliament. The only way I know of is, to allow no liquor to be made in the Colony, and none to enter the Heads, because I believe that there is as much drunkenness amongst the upper classes as amongst the lower, but the upper classes drink in their own houses, out of the public gaze, and the poorer people go to the public-house.
585. If any equitable measure could be devised and passed by Parliament, having for its object the limiting of the number of public-houses, and thereby increasing the respectability of the publican, do you think it would receive the sanction of publicans generally? I think so—the respectable portion.
586. I should imagine that excessive competition must have the effect of lowering the status of the publican? I believe so. It drives many a man to do what he would not do, in the shape of adulteration. Our Society try and make our body as respectable as possible, but we cannot get all publicans to join us. I may state that at a meeting we had last night, we were given to understand that at a new place, which has been opened in George-street, called "Greville's Commercial Room," they have erected a beer-engine and everything else, and are selling liquor. We sent our secretary to inquire whether a license had been granted for it, or whether an extension of a license had been granted, but there is nothing of the sort, although they are selling liquor. We have all these things to contend with.
587. You mean to say it is a sly grog-shop? It is a public grog-shop.
588. Have they made it into a Club? If that is to be the way I could get two or three friends to join with me and make my house a Club-house, and bid defiance to the Act. We intend to take action in the matter to show that we are willing to assist the Government in putting down all violations of the Act. The law of 1862 is a good one if it were properly carried out.
589. Are you not aware that there is a general impression among Magistrates that they have not sufficient discretionary power to refuse licenses under the Act of 1862? I believe so.
590. Do you not think it would be better to make the power of the Magistrates in that particular more distinct? I should think so, if it was possible, where there are so many conflicting interests. You may be a licensing Magistrate, and I may be a strong supporter of yours, or a very intimate acquaintance, and I may use my interest with you for my friend outside.
591. Suppose the granting of licenses were left to Police Magistrates? Still there would be the same objection. Suppose you were Captain Scott, and I was a Magistrate attending the Police Office, and I assisted you to carry out your duties, perhaps in your absence, well, when you sat in judgment for the purpose of granting licenses, I might say—"Here is a friend of mine, a very respectable man; I believe there is some objection to him, but I have always known him to be a respectable man,"—you would not like to fly in my face.
592. Do you not think that might be remedied in these cases by making all the proceedings a record of Court—Supposing the Magistrate were compelled to give his decision in open Court, and upon evidence written down? He might do so, but still interest might be used, because it is very well known that any gentleman on the Bench has a large amount of influence.
593. Do you not think that the possibility of the evidence being called for, for instance by the Assembly, would have the effect of keeping paid Magistrates up to the mark? The reason I am so fast in my opinion is this, that it is well known that under the old licensing system a certain Magistrate, if you bought a piece of land from him, would always give you a license, but if you did not, there was a great objection to it. Now I was thinking that if the Government would appoint some gentlemen, irrespective of the Magistrates, to sit upon any case of that sort, they would not come in contact with the general public. That would be for the whole Colony as well as for the City of Sydney.
594. With regard to police inspection of public-houses—do you think the powers of the police ought to be extended? I believe it is good, and I believe it is bad. I believe it is good, because in many cases you can see, from the appearance of the people themselves, and the house outside, and the bar being dirty, that the house requires inspection; but on the other hand it is bad, for in going through the City how often does one see a policeman come out of his house dressed up, but his children dirty and his house too, and to think that that man should come to my house and inspect it—the very idea of seeing the man coming and saying, "I am going through your house to see if it is properly kept," when I know his own house is as dirty as a pig-stye.
595. You will see that the provision of the Bill is to restrict this power to Police Magistrates, Inspectors, and Sergeants? No doubt.
596. You admit it would be necessary with a great many public-houses? Yes.
597. Do you not think the respectable portion of the trade will have to give way a little for the general good? Yes, it is only a feeling I have. I have no objection myself, but I am speaking for the body. If it was my own case I would say, certainly, I am agreeable.
598. What is your opinion with regard to the accommodation at present required of publicans—is it sufficient or not? I believe it is sufficient in the City of Sydney. In former years there were no boarding-houses and very few lodging-houses, and very few Club-houses, so therefore people coming down the country

country always went to public-houses—people with teams and so on. But now the facilities given by railway enable them to bring down their produce, do their business, and go away the same night; and therefore the requirements of former years are not needed now. People who stay in Sydney for a time invariably go to private boarding-houses; very few stay at public-houses.

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599. Is there not a certain class of people who invariably go to public-houses—teamsters and men belonging to the labouring class. When coming to Sydney for a few days, do they not go to public-houses invariably? No, they generally go to lodging-houses.

600. The remarks you have made apply to the City of Sydney, but what is your opinion as to the country districts? In certain portions of the country the accommodation wants to be more than it was in former years. For instance, in Goulburn and Bathurst there are a large number of people going up by rail, and it is requisite there should be convenience for them. It is very well known that even between here and Parramatta there are very few houses open now at all. What would be the use of compelling a roadside public-house to have a great amount of accommodation.

601. Perhaps there is no use for a public-house at all in such localities? Yes, it is requisite for the refreshment of travellers along the road, who only stop for a few minutes or a few hours, but not all night.

602. Do you not think it would tend to improve the position and status of the publican, if persons were prevented from getting licenses for nothing but miserable shanties—would not men of better position become publicans? No doubt a person would be more likely to stop for refreshment, and perhaps stay a night at a respectable public-house, than at a dirty place, hardly fit to put a horse in.

603. You would not interfere with the accommodation required by the present Act? Not in the City of Sydney. I have never been asked for a bed for years. One man came one night, and I was very glad I did not allow him to stay, for the next house he went to he committed a robbery.

604. What is your opinion as to allowing dancing and music in public-houses? My opinion is that neither should be allowed in a public-house, for the public, but there should be a special clause to permit them in the family of the publican. Mr. Smith, of George-street, was fined because his daughter was playing the piano up-stairs.

605. You will see that the provision is that it shall not be in any part of the house that is open to public resort? I have no objection to that. (*Mr. Steel here handed to the Chairman the printed list of houses in which music and dancing was allowed, showing that only eight had been fined for a series of years.*)

606. Would you object to closing all public-houses at 10 o'clock instead of 12? Yes. In former years houses used to be closed at 10 o'clock, and yet for £10 a publican could get a license to keep open till 12 o'clock. I always paid £40 a year, so that I could have it in my power to shut up if I thought proper, rather than violate the law. According to the proposed Bill you can get an extension every six months by paying so much. Now, why not charge the extra money to all, and give the liberty, rather than induce us to violate the law?

607. The object, I suppose, was to leave it to the Magistrates to say whether a particular house should be open until 12 o'clock? It would be very inconvenient and unpleasant to be obliged to close always at 10 o'clock. For instance, a number of gentlemen often come to my house and sit and chat, but they do not care to go away at 10 o'clock, and I do not care to have to say to them, "Come, gentlemen, it is 10 o'clock; out you go."

608. What is your opinion about the propriety of having bagatelle-boards in public-houses—do you think they ought to be allowed in bars, or in the vicinity of bars, where people are induced to play for drinks alone? I gave it as my opinion formerly to Mr. Cowper, when the Act of 1862 was preparing, that neither billiards nor bagatelle ought to be allowed in a public-house, because they would be the means of inducing men to go and spend their money, and so the public-house gets a bad repute. But I can assure you, from the observations I have made lately, that many of these bagatelle-boards might as well be shut up; the people have got tired of them.

609. Are you not aware that in some houses in Sydney they are the cause of a good number of not very reputable characters meeting together? In such places as the bush tavern you must give them some inducement to pass away the time. If they were not occupying their time in playing bagatelle, they would be drinking, because they could not stop there talking without employing their time in something or other. Now I believe a large portion of their time is occupied in playing bagatelle instead of drinking. In the City of Sydney it is different from the country; here they have got the School of Arts, concerts, lectures, and other amusements; but in the country they have nothing of the sort. The mind must be occupied in some way—if not with good, it must be with evil; and if you take away from the natives of the country parts the opportunity of some amusement, you will drive them into playing cards; therefore I do not see that bagatelle-boards do much harm. It is mostly sweet liquors and syrups that are used in these places. If you do not give them some sort of amusement you will run them wild.

610. Do you think there ought to be any restriction on the sale of intoxicating drink to children? I cannot see how you can do it. You do not sell to children for the purpose of drinking. If you were a labouring man, and you came home wet and tired, you would think it very hard that you could not send your child for a glass of ale, or a glass of spirits.

611. Do you not think dissolute parents often send their children for drink when the publicans would not serve it to themselves? If they do not come themselves they will get somebody else to come for it. What possibility is there of stopping them from drinking when the channel is open in various ways.

612. Would you have any stricter regulations about publicans supplying drink to habitual drunkards? I would; but the question would be—What is an habitual drunkard?

613. Supposing two Magistrates were to notify to publicans that they were not to supply drink to a particular individual, for the reason that he was a drunkard—would you impose a heavy penalty if that man was supplied knowingly? Yes, knowingly.

614. Would you make the law more severe with respect to selling to people in an actual state of drunkenness? Certainly, if the party was drunk and anyone was to serve him with drink. But supposing a man comes along, who has got drunk elsewhere—comes into my house on his way home, asking for more liquor, and through my refusing him and endeavouring to induce him to go home, he begins making a noise, I am liable to be fined for having a man drunk on my premises, although he may not have had a single glass from me. I do not think that is fair.

615. You think publicans generally in the Colony would be very well pleased if measures were taken to increase

- Mr. A. Steel.** increase the status and respectability of publicans as a class, throughout the Colony? I believe so. There is a portion of the Bill, the second clause, which leaves it to the Mayor of a Municipality, and two Aldermen, to give a certificate recommending that a license should be granted or refused. I think that would lead to great evil in some cases where the Mayors and Aldermen are not fit to have such a power—for instance, a Mayor who can neither read nor write. Besides, the publicans generally take an active interest in municipal elections; and supposing two men were up for a ward, and each of them were supported by different publicans who had large influence, the successful man would feel some *animus* against the publican who opposed him, though he might be a more eligible person than the other; and in this way the powers would be much abused by the Mayors and Aldermen.
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616. *Mr. Brookes.*] You made some reference to houses of notoriously bad character, where thieves and prostitutes resort—I think I understood you to say that the police winked at what transpired in these places, for convenience sake? It is a necessary evil. The police are more ready to go where a congregation of these parties meet, than through the whole City to find them, and they very often obtain information they would not otherwise be able to get.
617. Do you not think such places are a manufactory for thieves, as well as a rendezvous for them? I do.
618. Does it not appear extraordinary that the Government should license depôts for thieves? In France they license houses of a worse character, viz., bawdy-houses. The Millennium has not come yet. You cannot make a law to make every one good.
619. You referred to methods of adulteration practised by publicans—are you of opinion that competition has a tendency to lead to adulteration? Yes, I believe so.
620. Have you reason to believe that adulteration is practised to a large extent in Sydney? I cannot tell you; but I believe it is very well known that the men who frequent a certain class of public-houses, such as those at the Haymarket, the wharves, and out by the Soldiers' Barracks, do not care so much for the liquor; they want something that will tickle their throats, and tell them it is good. In former years, when men used to come down with cattle and sheep, they had a large amount of dust on their palates, and if you gave them a glass of spirits such as you or I would drink they would not thank you for it; they wanted something sharp. What they use for adulteration I cannot say; I have heard of things, but I do not know of my own knowledge.
621. Aqua fortis perhaps? I cannot say. I have heard of tobacco and cigars. My opinion on the subject is this, that if there were a possibility of detecting a party doing it I should put a placard on the front of him and another at the back, and horsewhip him through the streets.
622. Have you reason to believe that ends of cigars are collected here? I do not know it. I was thinking some time ago that it would be a good thing for the Government to appoint an inspector of liquors to detect these practices.
623. Would you be in favour of the appointment of a Government analyst? Certainly.
624. Who should be allowed to test the liquors sold by the publican? Yes. That is a subject I have had before me for years, off and on. But the adulteration is often done by the wine merchant, who perhaps has a decoction for the purpose, which he puts in the liquor. Would it not be very hard on the publican to punish him if he knew nothing about it.
625. Are you aware whether there are what are called publicans' druggists in Sydney—men who make compounds and sell them to publicans for adulterating liquor? Not that I am aware of; if there were I think I should be likely to hear of it.
626. Are you of opinion that the appointment of such an officer as a public analyst would have the effect of deterring people from much of this adulteration? I believe it would be the means of stopping those who would do it themselves, that is putting tobacco or any other ingredient in the drink they sell that would be detrimental to health. I believe a glass or two of spirits will not hurt a man; in fact, a tumbler full would not hurt him to such an extent as a small quantity of that doctored stuff.
627. If a man were found guilty of having done this, would you cancel his license? I would do more than that. I certainly should take his license away from him, but, as I stated before, because he was assisting to drive people into the mad-house, I should put a board in front of him and another on his back, and horsewhip him through the streets.
628. You referred to drunkenness at election times? No, I never saw much drunkenness at election time; I merely said that the different parties get excited.
629. Is it the fact that publicans are great electioneers in Sydney? They are, because their houses are houses of call.
630. Is it not a fact that a large quantity of drink is consumed during elections in Sydney? Not a great deal.
631. Are not election committees usually held in public-houses? They are.
632. In your opinion would it be desirable to close public-houses on the day of polling, in the same way as they withdraw the military within five miles? No; I do not think so. I never saw any disturbance at such times near a public-house. It is a publican's interest to keep people from quarrelling and causing a disturbance in his house; he never makes anything by having a disturbance.
633. *Mr. Lackey.*] I suppose you think the difficulties arising from this cause rather take place during the progress of an election than on the day of polling? Yes. If you noticed the great election we had lately there was not much drunkenness, and even at the races lately, I attended on Thursday and Saturday and I never saw one drunken man.
634. Is it your opinion that public-houses generally are more used as places for refreshment than for drunkenness? Yes.
635. You think it would be an inconvenience to the middle class population if they had not the means of getting a pint of beer if they wanted it. For instance, a working man coming home to supper—you think he ought to be able to get what he wanted to drink with it? Certainly.
636. With reference to adulteration, is it your opinion that adulteration is carried on by the publicans, or by the spirit merchants? From what I have heard I have been given to understand that there are men that do use these things. A gentleman (Alderman Jas. Merriman) told me the other day that he was getting some hogsheads to send on shipboard, and in knocking the head out of one of them he found a lot of tobacco and cigars. Whether he got them from a publican or from a spirit merchant I cannot say.
637. With reference to the consumption of Colonial wine—are you aware whether Australian wine is becoming an article of consumption? I believe it is used less than it used to be. At first it was something

something new, and a great many used to go and get a tumbler of Colonial wine as an experiment; but now the people say it is too watery—not strong enough. People here are mostly given to drinking English ale, but there is a better class of Colonial ale made by the brewers than there used to be in former years. Mr. A. Steel.
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638. The consumption of wine is not increasing? No, rather decreasing.

639. Have you had much experience of the sale of Colonial wine, or seen it sold? I have seen a good deal of it sold.

640. Is it a tolerably good description of wine that is sold in the public-houses? The people say it is not strong enough. The Scotch and Irish like something strong. A foreigner wants something light; he goes in for the purpose of having a drink. There are some people who go to a public-house to get drunk, and they will say—"What is the use of going to Steel's, he will not let you get drunk."

641. How long have you been resident in Sydney? Upwards of thirty years.

642. How long have you been in the hotel business? About twelve years.

643. What is your opinion as to the amount of drunkenness—has it increased or decreased of late? I think it has rather decreased. When I first came here it was a penal Colony, and the prisoners and ticket-of-leave-holders were a class that were rather fast, but that class is dying out, and immigrants are taking their place. I do not think, considering the facilities they have, that there is as much drunkenness as there used to be.

644. *Chairman.*] What is your opinion about legislating on the question of Sunday-selling? No doubt in the country provision must be made for travellers, and I think in the City the English law might be allowed. This being a warm climate people often go out for a walk on a Sunday afternoon and let their fires go out, and they want something to drink in the evening. It is of no use telling you we do not sell; I tell you honestly we do sell, or at any rate I do, because my neighbours do, for if I would not serve my customers on Sunday they would go elsewhere through the week, and to meet that the law should allow houses to be open between 8 and 10 o'clock on a Sunday evening, the same as between 1 and 3, as in London. If that cannot be done it would be better to shut them up altogether from 12 o'clock on Saturday night until Monday morning.

645. Do you think publicans generally would object to that? The respectable portion of them would not. The difficulty is how to carry it out. The only way that I see would be on the same plan as the Government adopted in former years, by punishing the receiver worse than the thief—punish the purchaser of drink on a Sunday more severely than the seller. If that were done it would put a stop to it, because if there were no purchasers there would be no inducement to sell.

ADDENDUM.

LAMPS.—Another hardship on the publicans as a class is the clause compelling them to keep a light burning in front of their houses all night. I think it should be optional with the licensed victualler whether he burns a lamp in front of his house or not, just the same as any other tradesman or man of business. This would work its own remedy, for where there are country or roadside public-houses the keepers thereof would burn lights as a matter of prudence or policy, to indicate to travellers that there was a place of public convenience; but it is totally unnecessary in Sydney, because there are few wayfarers after the hour for shutting up, and even they are on their road home. As confirmatory evidence of the absurdity of this requirement, independent of its being a hardship on a particular class, I may mention that it is so much money thrown away, as even the City Council have their lamps extinguished five nights during every month, viz., two nights before the full moon, one night during the full moon, and two nights afterwards.

HOLY-DAYS.—There is another anomaly in compelling the innkeepers to close their houses on certain church fasts or holy-days. Though in England one abides by the English law, and an Englishman in Scotland abides by the Scottish law, still we are in this Colony a part and parcel of both, and it seems to me to be a great hardship to compel an innkeeper to conform to the rules of any particular church by closing his house on certain holy-days, although he does not belong to that church and has no knowledge of her rules. It is well known too that many men work at their usual avocations on those days, and those that do not usually devote a large portion of their time to feasting and holiday-making. I do not say that I should open my house on those days, but I complain that I should be compelled to close rather than leaving it to my option. If the new Bill raises the status of the publicans as it proposes, I believe nothing would be further from their thoughts than to irritate the religious prejudices of any class, but it should certainly be left to themselves, and thus relieve them of what is considered a grievous hardship.

ALEXANDER STEEL.

Mr. John Perry called in and examined:—

646. *Chairman.*] You are President of the Association of Licensed Victuallers? I am.

647. You are aware that a Bill has been introduced into Parliament, with a view of amending the Licensing Act of 1862? Yes.

648. Have you seen that Bill? I have.

649. Do you think public-houses in the Colony are too numerous? I do.

650. Have you thought of any way of remedying the evil? I have thought of it. I think the Magistrates should have power to refuse to grant licenses if they thought them not necessary.

651. The general impression at the present time is, that the Magistrates have not that power—you think it would be well to give them more definite powers in that regard? I do.

652. Are you of opinion that the great number of public-houses, by causing undue competition, has an injurious effect not only upon the publicans themselves but on the community, by holding out the temptation to supply inferior or deleterious drink? I do not consider that the number of public-houses increases drunkenness, but certainly a bad article is very injurious to the person who will drink it.

653. Do you not think the great competition that exists in the trade has the effect of inducing some publicans to sell adulterated liquor? The publican is like everybody else in that respect—the better the article he sells the more custom he will get.

654. Have not a certain portion of the community become so accustomed to inferior spirits that they do not care for drink of a better quality? I have not found it so. I have heard people say, "Last night I was at such a house, and this morning I have a headache; I will not go there again." I have always found that those who keep the best article have the most custom.

655.

Mr. J. Perry.

3 May, 1870.

Mr. J. Perry. 655. Have you ever thought of altering the mode of granting licenses, by placing the power in the hands of the Police Magistrates, and making them responsible? I have never considered that matter, but I think the licensing is as safe in the hands of the unpaid Magistrates as in those of paid Magistrates.

3 May, 1870.

656. What is your opinion as to the propriety of giving the police increased power of supervision over public-houses? As regards myself I strongly object to it. All that I have conversed with in the trade think that constables, like many others, are easily bought; if a publican were mean enough to bribe them they would do anything he thought proper.

657. It is proposed to restrict the power to Police Magistrates, Inspectors, and Sergeants? And constables as well, I think.

658. Only constables in charge of a district? Where I reside now, at Mount Victoria, there is an ordinary constable in charge.

659. Do you not think a great many public-houses are kept in a disreputable way? I think there are.

660. Do you not think there ought to be some check upon them? Yes.

661. For instance, we have evidence that certain public-houses have been fitted up as brothels? No doubt of it.

662. How would you supply the necessary check? It is a very difficult matter to handle. The only way I can see is by investigation made by two Magistrates; but I do not think any Magistrate ought to have anything to do with licensing if he owns a public-house, or is connected in any way with it. I have known instances where licenses have been refused by some Magistrates, who had no interest in the matter, and the application of the same party has been granted by others who were interested. You must be aware that when a house is let for a public-house they get a larger rent than for a private house, and therefore its value is enhanced to the owner.

663. In the City of Sydney and other large towns do you think there would be any impropriety in allowing Police Magistrates or Inspectors of Police to have the power of inspecting public-houses? I do not think there would be any impropriety in their being inspected by a Police Magistrate, or some person appointed by him.

664. Do you think the accommodation required at the present time by the Act of 1862 is sufficient? No; some houses even in the City have not got sufficient accommodation; merely a bar as an attraction, and no place for people to board and lodge.

665. Do you think six rooms would be too many to ask a publican to have? No, I do not think six rooms would be any too many, but I consider it very injurious to state the size of the rooms or the height of the ceiling. A man may have a very nice convenient house, but it may not come within this Bill of yours.

666. The size of the rooms is only required to be 10 feet by 12? The whole of them must come within the meaning of the Act.

667. They must be 10 by 12, even the smallest of them? I had a house built the other day with bed-rooms only 8 by 10, and they are plenty big enough for a single bed-room. Even where I live now I question whether there are six rooms that will come within your Bill. In my opinion it would be unjust to require the rooms to be of such dimensions. Many people have their houses built and are paying a heavy rent; but they do not come within the meaning of your Bill.

668. Would you object if the Act insisted upon four rooms, of which the smallest should be 10 by 12? No.

669. What is your opinion of having music and dancing? I object to it, except for a particular purpose; I always did object to making a trade of it, because it entices a lot of young men to drink and keep late hours, and I cannot see any benefit the community derive from it. With regard to bagatelle and billiard tables, if you attempt to pass a law to this effect, people will open plenty of private houses for the purpose, and the Government will receive no revenue from it, and they will not be under the surveillance of the police. I cannot see what injury bagatelle-tables are to the poorer class, or billiard-tables to those who move in a different sphere. I certainly do say and think that in taking away bagatelle and billiard tables from the publican you are doing no benefit to the community, while you are doing injury to the individual.

670. Is it not a fact that they play for drinks? They do not drink more by playing for it than they would if they sat down drinking and conversing. I have a bagatelle-table now at Mount Victoria, and people come and amuse themselves, but I have not known one to leave the table drunk. They generally make a long game of it; perhaps it lasts half an hour. To speak candidly, I do not think it increases drunkenness.

671. Do you think the public would be benefited in any way by closing public-houses at 10 o'clock instead of 12? No, I cannot see what injury there is in keeping a house open until 12 o'clock. If a publican has lodgers, he must open the door to let them in; for gentlemen from the country will not come in before 10 o'clock, and immediately he opens the door somebody else may come in; it may happen to be a customer of his, and he does not like to turn him out. I do not see why the power to keep open to 12 o'clock should be confined to those who are willing to pay a certain extra sum for a license. I think it should be open to all; and I do not see that it entices people to stop beyond the usual time drinking.

672. Would you place any restrictions upon the sale of intoxicating drink to children under 14 years of age? That is hard to define. A lad may come to my house who is not 14, but he may seem to be 20. It is impossible to tell his age, but you are summoned to Court, and you have to prove that he is not under 14.

673. You are labouring under a mistake—the Bill refers to children under 14, or apparently under 14—so that you would be exempted if he appeared to be more than 14. The thing must be done knowingly? You cannot be always at the counter yourself, and one of your family may sell to children, and you will be prosecuted. Mothers of families often send their sons or daughters out for tea, sugar, and bread, and tell them to call and bring a pint of beer as they come back. Now, I cannot see that there is any crime in selling that pint of beer to the child; it is nourishment as well as tea and sugar. A great many people do not drink tea for their dinner—they drink beer; and I think it would be very inconvenient to them if they could not send their children for it. I can see no benefit whatever to the community by preventing them.

674. Would you make the law any more stringent as to selling drink to habitual drunkards, where they are known to be such, and where publicans have been warned? There is a clause to that effect in the old Act.

675. But no penalty? I always considered that there was. Magistrates have the power of sending an order not to serve them. Mr. J. Perry.

676. But as far as I can understand, these orders are dead letters—You would have no objection to such a restriction being made effectual? Not the slightest. 3 May, 1870.

677. Would you have any objection to further restriction on selling drink to people in a state of drunkenness? No.

678. Do you think it would be advisable to appoint a Government analyst to analyse the spirits sold in public-houses? I think so. But I have the opportunity of knowing that more adulterated spirits come from the spirit merchant than from the publican. A great number of the publicans are in the hands of the spirit merchants, and they send them what they please. If the spirits were analysed and found to be bad the publican could be fined, but he should be able to fall back upon the spirit merchant.

679. Do you think such a provision would give satisfaction to publicans generally? Yes, I think so; and I speak the wishes of a great number of respectable publicans. It is their wish to sell nothing but pure spirits.

SALE OF LIQUORS LICENSING ACT AMENDMENT BILL.

APPENDIX.

A.

[*To Evidence given by Captain Scott, 7th April, 1870.*]

1. Number of drunkards from the 1st April, 1869, to the 31st March, 1870 :—
 Drunk, drunk and disorderly, drunk and riotous 2,198
 brought before this Court.
2. I think publicans ought to take out licenses annually at the Police Courts.
 3. A wife's character is of more importance than that of her husband.
 4. There are about 600 known prostitutes in Sydney, and about 100 houses open to receive them.

D. C. F. SCOTT, P.M.

B 1.

[*To Evidence given by Henry Lane, Esq., 12th April, 1870.*]

RETURN showing the number of licensed Public-houses in the Colony of New South Wales, distinguishing those in the Police District of Sydney :—

Number of public-houses in the Police District of Sydney	568
Total number of public-houses in other Police Districts of the Colony	1,587
Total number of public-houses in the Colony	<u>2,155</u>

The Treasury, 9 April, 1870.

B 2.

RETURN showing the number of licensed Public-houses for which the required fee has been paid for permission to keep billiard and bagatelle tables, for the year ending 30th June, 1870, distinguishing those in the Police District of Sydney :—

Billiard Licenses.

Police District of Sydney	28
Country Districts	112
Total number issued	<u>140</u>

Bagatelle Licenses.

Police District of Sydney	60
Country Districts	164
Total number issued	<u>224</u>

The Treasury, 12 April, 1870.

C.

[To Evidence given by Captain McLerie, 12th April, 1870.]

NEW SOUTH WALES POLICE.

RETURN of Sudden Deaths, or Deaths by Accident or Violence, on which Coroners' Inquests or Magisterial Inquiries have been held, between 1st April, 1869, and 31st March, 1870.

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
30 March, 1869	William Hannah	Squatters' Arms Inn, Cockindina ...	Elliott Heriott, J.P., 2 April, 1869	Natural causes.	
31 " "	Alexander Scott	Bereenagad	A. W. F. Noyes, 2 " "	Died in a fit; supposed to have been brought on by drinking bad spirits.	
20 April, "	George Stevens.....	Langbarnes	Dr. Waugh, 22 " "	Natural causes.	
19 " "	Thomas Simmons.....	Camhora Station	W. F. Weston, J.P., 24 " "	Accidental death.....	The result of drunkenness and furious driving.
31 March, "	George Case	Parramatta Gaol	Walter Brown, 1 " "	Natural causes (dysentery.)	
30 " "	Christopher Bond	Deep Creek, Macquarie River	George Busby 1 " "	Found drowned.	
2 April, "	Thomas M'Elroy	Muswellbrook Gaol	F. W. Thrum, J.P., 3 " "	Died from wounds self-inflicted, while in a state of insanity.	
30 March, "	Mary M'Donald	Sydney	Henry Shiell, 2 " "	Died from blows inflicted by one Margaret Brown...	Margaret Brown was arrested and discharged.
1 April, "	Man (name unknown)	Sydney	Henry Shiell, 2 " "	Died from exposure and want.	
1 " "	James Arrbuckle	Manning River Heads.....	F. Calor, 2 " "	Died from fits brought on by excessive drinking.	
Not known	Thomas Eglington	Bathurst	George Busby, 2 " "	Died from disease of the heart.	
3 April, 1869	William East	Shepherds' Creek	J. Cox, P.M., 4 " "	Natural causes.	
5 " "	Frances Margaret Wilson	Bourke	J. Foott, J.P., 5 " "	Accidentally drowned.	
4 " "	Richard Lackey	Sydney	Henry Shiell, 5 " "	Found drowned.	
5 " "	Nicholas Sands	Tamworth.....	J. Garland, J.P., 6 " "	Natural causes (dysentery.)	
5 " "	Luke O'Harra	Mudgee	W. King, 6 " "	Natural causes.	
6 " "	Mabel Mitchell.....	Albury	M. F. Brownrigg, 7 " "	Accidental death.	
10 " "	James Clarke	Muswellbrook	J. W. Burn, J.P., 10 " "	Do.	
10 " "	James Howe.....	Newtown, Araluen	J. W. Burn, J.P., 12 " "	Do.	
10 " "	Elizabeth Oliver	Woolshed, Tooringabby	G. Maunsell, P.M., 12 " "	Hemorrhage.	
10 " "	Harriet Ann Denton	Bondi, Sydney	Henry Shiell, 12 " "	Found drowned.	
12 " "	John Holloway.....	Wagga Wagga	R. C. Robinson, 12 " "	Natural causes.	
11 " "	John N. Armstrong.....	Hay	W. Brown, P.M., 12 " "	Congestion of the brain.	
12 " "	James Carey	Sydney	H. Shiell, 13 " "	Natural causes.	
13 " "	Henry Albert Gibbs	Queanbeyan	A. Morton, 14 " "	Accidentally drowned.	
9 " "	— Brennan	Mudgee	W. King, 14 " "	Found drowned.	
16 " "	Thomas Arthur Angwin	Mudgee	G. Warburton, P.M., 16 " "	Accidentally drowned.	
15 " "	James M'Bride.....	Murrurundi	H. Wheeler, 16 " "	Died in a fit of apoplexy.	
16 " "	Harriet Minchan	Bombala	J. B. Campbell, J.P., 17 " "	Do.	
16 " "	John Boyle	Canowindra	A. Lynch, J.P., 18 " "	Rupture of blood vessel.	
18 " "	William Heapy	Waverley	H. Shiell, 19 " "	Found drowned.	
18 " "	John Depair, alias Harris	Glebe, Sydney	H. Shiell, 19 " "	Committed suicide by hanging	Whilst in a state of insanity.
17 " "	John M'Guiness	Merrriwa	J. B. Bettington, 19 " "	Natural causes.	
18 " "	Thomas Mitchell	Wentworth	Lt.-Col. Russell, P.M. 19 " "	Accidentally drowned.	
18 " "	John O'Niel	Wollongong	E. B. Smith, 19 " "	Do.	
16 " "	William Clements... ..	Port Macquarie	T. W. Palmer, 19 " "	Found drowned.	
20 " "	James Burk	Muswellbrook	F. W. Thrum, J.P., 20 " "	Accidentally killed by fall from a horse.	
— " "	James M'Gill	Grenfell	J. B. Wood, J.P., 20 " "	Found drowned.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
20 April, 1869	Charles D. Marteni	Sydney	H. Shiell, 22 April, 1869	Natural causes.	
23 " "	Henry Sewell	Berrima	C. Nicholson, 23 " "	Dysentery and want of medical treatment.	
24 " "	William Aitken	Parramatta	W. Brown, 24 " "	Accidentally killed by fall from a horse.	
24 " "	Robert Cregie	Armidale	L. Markham, 24 " "	Accidentally suffocated.	
23 " "	Henry Death	Camden	E. Palmer, 24 " "	Accidental death.	
23 " "	Robert Linn	Camden	E. Palmer, 24 " "	Do.	
23 " "	William Grogan	Limestone Creek	I. M. Blake, 24 " "	Do.	
25 " "	Laura Elvin	Sydney	H. Shiell, 26 " "	Died from burns accidentally received.	
28 March	John Thomas Cullen	Two-mile Flat	W. King, 20 " "	Natural causes.	
25 April,	John Rowe	O'Connell Plains	G. Busby, 26 " "	Excessive drinking of spirits.	
26 " "	Elizabeth Bowles	Canoblas	J. A. Templar	Natural causes.	
26 " "	Patrick Bryan	Mudgee	George Warburton	Do.	
25 " "	Margeret Phillips	Barney Downs, near Tenterfield	J. G. Dickson	Do.	
26 " "	An un-baptized Infant, name Edwards.	Tumut	F. W. Vyner	Exhaustion, want of proper food.	
20 " "	Ah Tin (a Chinaman)	Yass Gaol	I. M. Blake	Natural causes.	
27 " "	Joshua Bailey	Adelong	F. W. Vyner	Disease of the heart.	
29 " "	Henry Clegg	Grenfell	P. Boland	Natural causes.	
28 " "	Phoebe Penfold	Mulgunnia	H. M. Keightley	Diphtheria.	
30 " "	John Carroll	Araluen Lock-up	J. W. Bunn	Insanity produced by drink	Whilst in a state of insanity.
29 " "	William Parker	Sydney	H. Shiell	Disease of the heart.	
30 " "	A child 7 days old; no name.	Cookendoon	J. G. King	Natural causes.	
Unknown	Aboriginal	Dubbo	J. E. Serisier	Supposed to have been burnt.	
20 April, 1869	Mary Stafford	Warkworth	Henry Glennin	Lock-jaw.	
Unknown	Unknown	Goulburn	R. Waugh	Skull found, 13th April, 1869.	
30 Mar., 1869	William Hameah	Cookindina	Elliot Heriott	Natural causes.	
31 April,	Alexander Scott	Berremegad Station	A. W. F. Noyes	Died in a fit.	
20 " "	George Stevens	Long Corner	Dr. Waugh	Natural causes.	
19 " "	Thomas Simmons	Coonamble	W. C. Weston	Accidental death.	
31 Mar.,	George Case	Parramatta Gaol	Walter Brown	Dysentery.	
30 " "	Christopher Bond	Deep Creek, Macquarie River	George Busby	Found drowned.	
2 April,	Thomas M'Elroy	Muswellbrook Gaol	J. W. Bunn	Committed suicide	Do.
30 Mar.,	Mary M'Donald	Sydney	Henry Shiell	Murdered.	
1 April,	Unknown	Sydney	Henry Shiell	Want of the necessaries of life.	
1 " "	James Arbuckle	Manning River Heads	Frederick Calor	Fits, excessive drinking.	
Unknown	Thomas Eglinton	Belljindia	George Busby	Disease of the heart.	
3 April, 1869	William East	Shepherd's Creek	J. Cox	Natural causes.	
5 " "	Frances Margaret Wilson	Bourke	James Foott	Accidentally drowned in Darling River.	
Unknown	Richard Lockrey	Sydney	Henry Shiell	Found drowned.	
5 April, 1869	Nicholas Sands	Tamworth	James Grayham	Natural causes.	
5 " "	Luke O'Harra	Mudgee Hospital	William King	Do.	
6 " "	Mabel Mitchell	Halksview	M. F. Brownrigg	Accidental death by scalding.	
10 " "	James Clark	Muswellbrook Hospital	F. W. Thrum	Accidental death.	
10 " "	James Hawke or Howe	Newtown, Araluen	J. W. Bunn	Do.	
10 " "	Elizabeth Oliver	Woolshed, Looungubby Station	G. Maunsell	Hemorrhage after delivery.	
10 " "	Harriet Ann Denton	Bondi, Sydney	Henry Shiell	Found drowned.	
12 " "	John Holloway	Pominalarna	R. C. Robinson	Natural causes.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
11 April, 1869	John N. Armstrong	Hay	W Browne	Congestion of the brain.	
12 " "	James Carey	Sydney	Henry Shiell	Natural causes.	
13 " "	Henry Albert Gibbs	Burra	A. Morton	Accidentally drowned.	
9 " "	— Brennan	Leaning Oak Creek	W. King	Found drowned.	
16 " "	Thos. Arthur Angwin	Mudgee	Geo. Warburton	Accidentally drowned.	
15 " "	James M'Brude	Warland's Range	Henry Wheeler	Apoplexy.	
16 " "	Harriet Minehan	Bombala	J B Campbell	Do.	
16 " "	John Boyle	Bush, near Canowindra	Andrew Lynch	Rupture of the heart.	
18 " "	William Heapy	Waverley, near Sydney	Henry Shiell	Found drowned	
18 " "	John Depair <i>alias</i> Harris	Parramatta Road, Glebe	Do.	Suicide by hanging	Whilst in a state of insanity.
17 " "	John M'Gunness	Merrima	J. B. Bettington	Natural causes.	
18 " "	Thomas Mitchell	Wentworth	Lieut-Col Russell	Accidentally drowned.	
18 " "	John O'Neil	Blind Creek, Birkley	E F Smith	Do.	
16 " "	Wm. Clements	Hyndman's Creek	F. W. Palmer	Found drowned	
20 " "	James Burk	Muswellbrook	F. W. Thrum	Accidental death.	
Not known	James M'Gill	Grenfell	J B Wood	Found drowned.	
20 April, 1869	Charles D Marten	Sydney Infirmary	H Shiell	Natural causes.	
23 " "	Henry Sewell	Mossvale	C Nicholson	Dysentery.	
24 " "	William Aitkin	Parramatta Hospital	W. Brown	Accidental death.	
24 " "	Robert Crogie	Box Hill, near Armidale	Lewis Markham	Suffocated	Foul air in a shaft.
23 " "	Henry Death	Brownlow Hill	Edward Palmer	Accidental death.	
23 " "	Robert Linn	Mulgoa Forest	Do.	Do.	
23 " "	William Grogan	Limestone Creek	I. M. Blake	Do.	
25 " "	Laura Elvin	Exeter-place, Sydney	Henry Shiell	Do.	
28 Mar "	John Thomas Cullen	Wyadra	William King	Inflammation of the lungs.	
25 April, "	John Rowe	Mutton's Falls	Geo Busby	Exhaustion	From drinking spirits and want of food
1 May, "	Ambrose Freeman	Braidwood	J. W. Bunn	Apoplexy.	
About 1 May, "	— M'Alpin	Merrima	J B. Bettington	Natural causes.	
3 May, "	John Rain	Morra Station	G. Maunsell	Do.	
7 " "	James Coyle	Burrawang Cross Roads	A. B Paterson	Rupture of a blood vessel of the lungs.	
11 " "	Francis Struven	Tenterfield	J Buchanan	Strangulation	Whilst in a state of insanity.
21 " "	Mary Kendrick	Sydney	Capt Scott	Committed suicide	Do.
29 April, "	John Farrell <i>alias</i> Jack the Loafer.	Flat Rock, Ixborough River	A. O. Grant	Died by the visitation of God	An habitual drunkard and subject to fits.
29 " "	Samuel Edwd Genge	Waratah	Helenus Scott	Found drowned in a tank.	
1 May, "	Wm. Hy. Fishburn	Bathurst	George Busby	Found dead	From the effects of drink.
2 " "	Margaret Seaman	Goulburn	R. Waugh	Natural causes.	
30 April, "	Mary Ann Emmerton	Jaarima Creek	Do.	Do.	
2 May, "	Michael Murphy	Lambton	Helenus Scott	Accidental death.	
1 " "	William Hyns	Wentworth	Lieut-Col. Russell	Accidentally drowned.	
2 " "	William Emms	Canoblas	J. A. Templar	Killed by falling from his horse.	
1 " "	Thomas Fearnley	Sydney Infirmary	Henry Shiell	Death caused by Saml. M'Caughy driving over him	S. M'Caughy committed for trial.
2 " "	John Lindsay Ormsby	Carcoar Hospital	S. Meyer	Congestion of the brain.	
4 " "	Elias L Jenkins	Grafton Gaol	A. Lardner	Natural causes.	
4 " "	Robert Morris	Tenterfield Hospital	J. Buchanan	Committed suicide	Whilst in a state of insanity.
3 " "	Isaac Moss	George-street, Sydney	H. Shiell	Apoplexy.	
Unknown	Unknown	Walgett	Thos. Betteridge	Died from exhaustion.	
4 May, 1869	Cornelius Burke	Wingin	James Smith	Disease of the heart.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
4 May, 1869	Jane Crawford	Ironbark	J. Cox	Natural causes.	
4 "	Mary Lucas	Griffiths' Flats	I. M. Blake	Apoplexy.	
5 "	John Thos. Dooley	Infirmery, Sydney	H. Shiell	Accidental death	Came in contact with a cart.
21 April,	William Cardoga	Do.	H. Shiell	From the effects of poison (antimony)	How administered, unknown.
5 May,	Ruth Spooner	Dunmore	James Nixon	Found drowned.	
6 "	George Parker	Bungowanna	M. F. Brownrigg	Accidental death	Drunk in a boat when upset.
8 "	Clara Matilda Coleman	Muswellbrook	John H. Keys	Natural causes.	
6 "	— Smith	Carroll	James Rigney	Do.	
8 "	Alfred Smith	Forbes	Wm. Farrand	Do.	
9 "	Susannah Armstrong	Sydney	D. C. F. Scott	Accidental death.	
Unknown	James Anderson	Sydney Cove	Captn. Scott	Found drowned.	
8 May, 1869	George Robb	King's Falls, near Appin	G. Palmer	Accidentally drowned.	
9 "	James Lemon	Camperdown	Captn. Scott	Natural causes.	
10 "	John Alfred Yates	Thalaba	Wm. Aldrich	Accidental death.	
10 "	Henry Thorne	Fordwich	Henry Glennie	Apoplexy.	
9 "	Jas. Benton Beattie	Sod Walls	Thos. Brown	Do.	
8 "	Bernard Donnelly	Near Boro	J. W. B. Bunn	Disease of the heart.	
8 "	John Lakeman	Camden	Edward Palmer	Accidentally drowned	Upsetting of the police boat, Nepean River.
11 "	Thomas Byrne	Do.	Edward Palmer	Do.	Do.
8 "	Mary Smith	Solitary Creek	Thos. Brown	Do.	
11 "	William Cook (2) (Supposed)	Cambara	W. C. Weston	Natural causes.	
11 "	George Wilson	Giant's Creek	A. Bell	Disease of the lungs.	
9 "	P. J. Nordlop	Outside Harbour of Newcastle	H. Scott	Drowned	Chief mate of brig "Burnett," wrecked off Newcastle.
9 "	Unknown	Do.	H. Scott	Do.	Supposed to be one of the crew of same brig.
12 "	Elizabeth Greeney	Hill Plain	A. W. F. Noyes	Diarrhœa.	
11 "	John Donovan	Car's Creek	Laban White	Found drowned	By flood.
11 "	Catherine Moran	Do.	Laban White	Do.	Do.
14 "	Mary Ann Lincoln	Waverley and Coojee Roads	D. C. F. Scott	Accidentally killed	Embankment falling on her.
14 "	Christion Bawerle	Sydney Road	M. F. Brownrigg	Natural causes.	
13 "	Samuel Jordan <i>alias</i> Wilding	Barrowa	J. N. Ryan	Accidentally killed	Fell from his dray when under the influence of drink.
14 "	Thomas Brody	Sydney	D. C. F. Scott	Natural causes.	
14 "	Anthony Quincher	Thurgoona	F. M. Brownrigg	Do.	
15 "	Sophia Bailey	Swan Reach	James Thomson	Disease of the heart.	
17 "	Patrick Murphy	Keira (Mount)	E. F. Smith	Fall from his horse.	
16 "	John Talbot	Sydney	Captn. Scott	Natural causes.	
17 "	Jens Clussen	Reedy Flat	Frederick W. Vyner	Accidental death.	Lump of clay fell on him.
17 "	Thomas Octavius Mitchell	Sydney	Captn. Scott	Committed suicide	Shot himself.
Unknown	Cheu Soo	Medium Run	T. A. Brown	Died of thirst.	
17 May, 1869	John Kelly	Balmain	H. Shiell	Killed by kick from a horse.	
18 "	Sarah Tattersall	Waterloo	D. C. F. Scott	Died from suffocation.	
16 "	William Dean	Brindley Park Estate	J. B. Bettington	While under the influence of drink.	
18 "	Mary Jane Summers	Dixon-street, Sydney	Capt. Scott	Natural causes.	
16 "	Michael M'Namara	Young	G. O'M. Clarke	Fell into a shaft 40 feet deep	Whilst in a state of drunkenness.
20 "	Mary Ann Hopkins	Leekfield, near Jacqua	R. Waugh	Accidental burning.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
19 May, 1869	Rachel Penfold.....	Mulgunnia	H. M. Keightley	Disease of the throat.	
19 "	John Fox	Kembla Grange	E. F. Smith	Burns accidentally received.	
28 Feb., "	Mary Jane Smith.....	Ironbark	Joseph Cox	Natural causes.	
Unknown	Unknown	Walker's Bush, Concord.....	Capt. Scott, P.M.	Do.	
20 May, 1869	Sarah Martha Underwood	Mount Lambie.....	Dr. Geo. Busby	Diarrhoea.	
21 "	Charlotte Elizth. Merriman	Dam Creek	I. M. Blake	Accidental suffocation.	
22 "	Chaterine Blayden	Gallaher's Mountain, near Scone	James Smith.....	Accidentally killed	A burning tree fell on her.
23 "	Thomas Williams.....	One-tree Paddock, Ililiwah Run	W. Brown.....	Apoplexy.	
23 "	Thomas Turner	Waratah	Helenus Scott	Do.	Brought on by excessive drinking.
1 Feb., "	Thomas Dignam	Near Golgol Lake, 30 miles from Wentworth.	Lieut.-Col. Russell	Committed suicide with a razor.....	Whilst in a state of insanity.
25 May, "	Thomas Kelly	Druitt-street, Sydney	D. C. F. Scott	Natural causes.	
24 "	Walter Bernard Harrison	South Deniliquin	A. W. F. Noyes	Congestion of the brain.	
25 "	John Morrison	Goulburn Gaol	R. Waugh	Disease of the heart.	
25 "	Ann Wall	Wilberforce	Laban White	Rupture of a blood-vessel of the heart.	
26 "	Danl. Allan	Merriwa	Joseph Cooper, J.P.	Accidentally drowned.	
26 "	Henry Warren	Double Bay	Capt. Scott, P.M.	Natural causes.	
25 "	William Holden	Coogee	Do.	Died from the effects of being accidentally scalded.	
26 "	William Colyer	Noura Creek.....	T. M. Richards.....	Killed by bullock-dray.	
26 "	Alice Blackburn	Broomsgrove	Ebenezer Orr, J.P.	Accidentally poisoned.	
26 "	Hannah Swan	West Dapto	E. F. Smith	Natural causes.	
27 "	Unknown	Windsor	Laban White	Do.	
28 "	Edwd. San Juste	Sydney	Henry Shiell.....	Committed suicide	While suffering from temporary insanity.
28 "	Charlotte Cox	Dubbo Gaol	W. Brockelhurst	Bronchitis.....	The result of a wound self-inflicted.
27 "	George Wise.....	Green's Hut, Cobean Run	A. W. F. Noyes	Disease of the heart.	
28 "	Thomas Bratton	Wagga Wagga	Henry Baylis	Natural causes.	
29 "	William Knight	North Wagga Wagga	R. C. Robinson.....	Accidental death.	
30 "	George Morris	Tea-tree Creek	Alfred Lardner.....	Congestion of the brain	Thrown from his horse when kangaroo [hunting.
30 "	Robert M'Nab	Tarimia Station, near Mulwala	Robt. Brown, J.P.	Natural causes.	
29 "	Harriett Parsons	Clarence-street, Port Macquarie	Thos. W. Palmer	By a fall, accelerated by old age and intemperate habits.	
31 "	George Spinks	Windsor Gaol	Laban White	Died from a blow of an axe, given by Nicholas Power, confinee in Windsor Gaol.	N. Power committed for trial.
5 June, "	Isaac Marsh	Cooranbong	W. Knox Child, J.P.	Natural causes.	
28 "	Ellen Rice.....	Sydney	Capt. Scott, P.M.	Died from effects of intemperance.	
23 "	John Perry	Davis' Swamp, near Rylstone	W. W. Armstrong	Natural causes.	
12 "	Eliza L. Riddle	Flegan Gully	Wm. Glasson, J.P.	Do.	
19 "	Elijah Wright	Fairfield.....	John Ellis, J.P.	Disease of the lungs.	
26 "	John Brown	Cudgel Creek	Joseph Ede Pearce, P.M.	Died from debility and old age.	
26 "	Edward Sullivan	Newcastle Hospital	Helenus Scott, P.M.	Died from the effects of drunkenness.	
23 "	John Smith	Eagle Hawke Gully, near Bingera.....	E. W. Redhead, J.P.	Natural causes.	
Not known	Unknown	Quat Quatta Station	R. Lowes, P.M.	Died from want of food and water.	
19 June, 1869	James Shirkey	Haydon's Dam, near Murrumburrah	Joseph Ede Pearce, P.M.	Died from wounds inflicted by John Couper	Committed for trial.
27 "	Teresa Shipley	Narriga	J. W. Bunn	Disease of the heart.	
29 "	Emma Jackson.....	Redbank, Hastings River	Thos. W. Palmer	Accidentally drowned.	
3 "	Thomas Wallace	Hay Hospital	Capt. Browne, P.M.	Died from the effects of burns	Fell into a fire when under the influence of liquor.

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
20 June, 1869	Fanny Gattrell.....	Two-mile Creek	S. Meyer	Accidental death from drowning.	
26 " "	George Hunt	Callindina.....	E. W. Bayliss	Natural causes.	
12 " "	Henry Lee	Gerrington	Charles Taylor	Died from injuries caused by kick from a horse.	
Not known	Charley Houton	Inverell	C. Ross, J.P.	Died from starvation	Was of weak intellect.
1 June, 1869	Florence Nelson	Newcastle	Helenus Scott, P.M.	Accidentally drowned.	
16 May, "	Margaret Story, <i>alias</i> Mad Mag	Burraborang.....	J. M. Antill.....	Found drowned.	
2 June, "	John Crittendale	Cross Roads, near Wagga Wagga	R. C. Robinson.....	Accidental death.	
3 " "	Thomas Kain	Orange	J. A. Templar	Natural causes.	
2 " "	James Carroll	Queanbeyan	A. Morton.....	Disease of the heart.	
3 " "	Joseph Alting	Tumbleton Creek.....	J. E. Pearce	Accidentally drowned.	
5 " "	Christina Farmer.....	Borehole	Helenus Scott, P.M.	Died in child-birth.	
8 " "	John M'Goldrick	Muscle Creek	William Bowman, J.P.	Accidental death.	
8 " "	Sarah Ford	Blacktown.....	W. Brown.....	Do.	
Not known	Henry Staas	Woolloomooloo Bay	H. Shiell	Found drowned.	
7 June, 1869	Ah Sing (Chinaman)	Ophir	J. A. Templar	Accidental death.	
8 " "	Thomas Howie	Cragie	John Nicholson, J.P.	Accidentally drowned.	
9 " "	Sarah Brown	White Rock	G. Busby	Cramps in the stomach.	
28 May, "	Elizabeth Moore <i>alias</i> Strutt.....	Sydney	Henry Shiell.....	Murdered by one John Mason.	
10 June, "	James Elphic	Crooybar, Ulladulla.....	J. V. Wareham	Disease of the heart.	
29 May, "	Henry Young <i>alias</i> Deaffy.....	Tuena	James Hall, J.P.	Accidentally drowned.	
12 " "	Elijah Smith	Smithfield	Walter Brown	Rupture of pulmonary artery.	
8 " "	James Keegan	Parramatta River	Walter Brown	Drowned.	
12 " "	Peter M'Intyre	Platsburg, near Wallsend	Helenus Scott	Died from internal inflammation	Caused by excessive drinking.
13 " "	Christina Hatley	Goulburn Gaol.....	R. Waugh.....	Natural causes.	
15 " "	John Bell	Maitland Hospital	James Thompson.....	Disease of the heart.	
15 " "	Margaret Plunkett	Bingera	James Snape, P.M.	Natural causes.	
15 " "	Saml. Edwd. Jugall.....	Raworth, near Morpeth.....	James Thomson	Died from convulsions.	
17 " "	Thomas Millish	Armidale	Lewis Markham	Disease of the heart	Accelerated by intoxicating drink.
16 " "	Mary Ann Fleming.....	408, Pitt-street, Sydney	Capt. Scott, P.M.	Natural causes.	
Supposed about 7 June, 1869	John Williams.....	Oaky Creek	S. Meyer	Exposure and excessive drinking.	
17 " "	Eleanor Grace Twohig	Paddington	Capt. Scott, P.M.	From effects of burns received on 14th.	
17 " "	Fanny Oliver Penfold	St. Leonards.....	Capt. Scott	Disease of the heart	Result of intemperance.
17 " "	Edwin Punch	Redfern	D. C. F. Scott, P.M.	Natural causes.	
18 " "	Thos. Wm. Graham	Red Bank	J. M. Antill.....	Accidentally killed by a horse.	
10 " "	John Gardiner	Wollongong Hospital	E. F. Smith	Accidentally killed in a coal mine.	
20 " "	John Ferris	Penrith	F. Clarke	Committed suicide	Shot himself.
20 " "	Horatio Jones	Sydney Infirmary	Capt. Scott, P.M.	Died from a wound in his throat, self inflicted.	
Not known	Not known	Glennie's Creek	H. Glennie	Found dead ; no evidence to shew the cause.	
21 June, 1869	John Kating	Campbelltown	George Palmer	Natural causes.	
19 " "	John Banks	Ophir	J. A. Templar	Do.	
22 " "	Rowland Clitheroe	Camperdown	D. C. F. Scott, P.M.	Accidentally drowned.	
25 " "	Emily Wallace.....	Bay-street, Glebe.....	D. C. F. Scott, P.M.	Natural causes.	
25 " "	Patrick Hagan	Hillsboro'	James Thompson	Congestion of the heart and lungs.	
26 " "	Catherine Bergin.....	Campbelltown	George Palmer	Natural causes.	
26 " "	George Glover	Morpeth Road	James Thomson	Killed by wheel of dray	Intoxicated at the time.
29 " "	Henry Brown	Sydney	Capt. Scott	Natural causes.	
17 July, "	William Good	Kirki .....	.....	.....

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	emarks.	
22 July, 1869	Hudson Kelso Morrison	Morpeth	James Thomson	Accidental scalding.	Skeleton, without head, hands, feet.	
Not known	Not known	Therry's Creek, on Rosebery Run, Richmond River.	W. C. Bundock, J.P.	Found dead		
3 July, 1869	Henry Williams	Campbell-street, Sydney	D. C. F. Scott	Fit of serous apoplexy.	Caused by a fall of coal. Jealousy of a prostitute.	
15 "	Alban Davies	Waratah	Helenus Scott	Accidental death		
22 "	Carlo Galriate	Bathurst	George Busby	Shot himself		
24 "	William Bourke	Boramble Creek, near Murrurundi	Henry Wheeler	Died of old age, and excessive drinking.		
19 "	Bridget M'Cann	Sydney	Capt. Scott, P.M.	Natural causes.		
20 "	William Tuite	Merrima	J. B. Bettington, J.P.	Accidental death		
23 "	John Ledbeater	Toongabbo	Walter Brown	Natural causes.		
23 "	John Dummolly	Blackfellow's Gully	C. W. Adams	Do.		
25 "	William Robson	At Sea	C. H. Faucett	Do.		
23 "	N. W. W. Goode	Orange	J. A. Templar	Accidentally burnt.		
25 "	Thomas Taylor	Rushcutter's Bay	Henry Shiell	Natural causes.		
27 "	Lawrence Shiel	Grafton	Thos. Bawden, J.P.	Accidental death.		
Supposed October, 1867.	Joseph Henry Lepage	13 Mile drafting-yard, near Hay	W. Browne, P.M. Inquiry held 29th July, 1869.	Lost in the bush.		
10 June, 1869	Caroline Milner	Broad Water, Namoi River	D. H. Lloyd, J.P.	Committed suicide.		Brought on by injuries received in New Zealand.
24 July, "	Martin Cahill	Trunkay Creek	S. Meyer	Disease of the heart.		
21 "	John Taylor and wife (Elizabeth)	Walleroo	F. W. Edwards, P.M.	Shot himself, also his wife, while in a state of temporary insanity.		
28 "	Donald M'Pherson	Nundle	Charles B. Collett, J.P.	Natural causes.		
24 "	Mary Anne M'Mullen	Sugarloaf	Andrew Moreton	Accidental death.		
25 "	Marian Francis Henry	Two-mile Flat	William King	Natural causes.		
27 "	Charles Wells	Yengo Creek	J. N. Brooks, P.M.	Do.		
25 "	Edward Wilson	Wiseman's Creek	J. Busby	Do.		
27 "	Robert Bedel	Newcastle Hospital	H. Scott, P.M.	Apoplectic fit		
21 "	Catherine Finch	Albury	M. F. Brownrigg	Natural causes.		
23 "	Catherine Kelly	Rockmount	George Busby	Accidentally drowned.		
28 "	George Jones	Bathurst	George Busby	Was choked when eating his breakfast.		
27 "	William Evans	On board ship "Leicester," Sydney	Capt. Scott, P.M.	Natural causes.		
20 "	Benjamin Burns	Sandy Creek	William Bowman, J.P.	Accidentally drowned.		
28 "	John Hobbs	Camperdown	D. C. F. Scott	Disease of the heart.		
25 "	James Ernest Blundel	Colo	Laban White	Accidentally drowned.		
21 "	James Morris	Sydney	Capt. Scott, P.M.	Natural causes.		
27 "	Arthur Woods	Campbelltown	G. Palmer	Accidentally killed by a fall from his horse.		
2 "	Eliza Riley	Sydney	Capt. Scott, P.M.	Died from the effects of burns		
1 "	Fanny Elizth. Green	Gowdawada Creek	J. H. L. Scott, P.M.	Accidentally drowned.		
23 June, "	Matthew Terney	Rainbow Reach, M'Leay River	Wm. H. Thornton	Do.		
2 July, "	James Taff	Glebe Point	D. C. F. Scott	Found drowned.		
3 "	Wm. Trowbridge alias Berry	Wollongong Hospital	E. F. Smith	Compression of the brain		
4 "	Henry Alfred Jones	Bega	B. I. Wetherell	From the effects of poison		
5 "	John Ryan	Sydney	Capt. Scott, P.M.	Apoplexy.		
6 "	Mary M'Auliffe	Stephen Hill	Helenus Scott, P.M.	Accidentally smothered in a bed.		
7 "	Harriett Jones	Sydney	Capt. Scott, P.M.	From the effects of scalds		
8 "	Thomas Newbiging	Grafton	A. Lardner	Natural causes.		

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
8 July, 1869	William Howard	Quorrobolong	J. N. Brooks	Accidentally drowned.	
9 " "	Elias Keeling	Cooma	Robt. Dawson	Killed by his horse falling on him.	
10 " "	Noah Coleman	Waratah Commonage	Helenus Scott, P.M.	Accidentally killed.	
9 " "	Ann Newlands	Sydney	D. C. F. Scott	Disease of the heart.	
8 or 9 " "	Alfred Henry Peters	Broad Gully	J. W. Bunn	Natural causes.	
10 " "	Francis Duncan	Sydney	D. C. F. Scott	Died from injuries caused by a fence falling on him...	While intoxicated.
11 " "	Thomas Riches	Camden	Edward Palmer	Accidental death by burning.	
10 " "	Samuel Brown	Moruya	W. S. Caswell, P.M.	Found drowned.	
18 " "	Robert Parker	Sydney	Capt. Scott, P.M.	Died from fits brought on by excessive drinking of intoxicating drinks.	
10 " "	Michael Moneghan	No. 6 Contract, G.W.R.	Andrew M'Cauley, J.P.	Died from excessive use of spirituous liquor and exposure to cold.	
11 " "	Thos. George Bryant	Sydney	Capt. Scott	Died from effects of burns (accident).	
12 " "	Ah Sin (a Chinaman)	Bendanar	S. A. Perry, J.P.	Natural causes.	
13 " "	David Crawford	Near Biddi, Snowy River	Wm. Rutherford, J.P.	Caused by a fall from a horse.	
13 " "	Mary A. Ryan	Clarence River	H. M. Croft, M.D. and J.P.	Caused by eating wax matches	A child 2 years and 10 months.
14 " "	Margaret Fraser	Manly Beach	Capt. Scott	Accidentally burnt.	
14 " "	Jane Erwin	Howlong	Capt. Brownrigg	Natural causes.	
15 " "	Thomas Lloyd	Stroud	Thomas Nicholls	Committed suicide	Whilst in a state of temporary insanity.
15 " "	Michael Coghlan	Lang's Creek, near Burrowa	James Hayes, J.P.	Accidentally drowned.	
16 " "	Catherine Redmond	Armidale	Lewis Markham	Natural causes.	
15 " "	John Reynolds	Twelve-mile Creek	M. F. Browning	Do.	
16 " "	Jane Hancock Saunders	Scotch Creek, Miller's Forest	W. E. Shaw	Disease of the heart.	
18 " "	James Dumphy	Benevolent Asylum, Parramatta	Walter Brown	Accidental death.	
18 " "	Wm. Alexander Moore	Chichester River	Wm. Aldrich	Accidental death by poison.	
18 " "	Jane Kelly	Sydney	Capt. Scott	Natural causes.	
29 " "	Hannah Duffy	Sydney	D. C. F. Scott	Disease of the heart	Brought on by intemperance.
30 " "	Thomas Glover	Newcastle Hospital	H. Scott, P.M.	Accidental death.	
29 June, "	John Plumber	Tilston, near Taree	Dr. Calor	Accidentally killed by the accidental discharge of a gun carried by Wm. Quighey.	
26 July, "	Wm. Long <i>alias</i> Bristol Bill	Clare's Flat, Hargraves	J. H. L. Scott, P.M.	Accidentally killed by a tree falling on him.	
30 " "	George Frost	Ash Island	H. Scott, P.M.	Fell into a fire from exhaustion.	
30 " "	Frederick John Watt	Pickering Estate	A. Bell, J.P.	Accidental death from a gunshot wound.	
27 " "	John Russell	Darling River	Robt. Mockridge, J.P.	Drowned while attempting to cross the Darling River.	
28 August, "	Ah Chong (Chinese)	Campbell's Creek	J. Keppie, J.P.	Natural causes.	
11 " "	Supposed James Dodd	Lachlan River	J. Cox, P.M.	Accidental death.	
28 " "	Barnard Shannon	Blackwall	John Sharp	Do.	
18 " "	John Bredehoft	Darling Harbour	H. Shiell	Accidental death by drowning.	
15 " "	Thomas Ward	Menah	Wm. King	Killed by a fall from his horse.	
27 " "	Stephen O'Hara	Stony Creek	Charles Taylor	Accidentally killed by the falling of the limb of a tree.	
31 July, "	Elizabeth Norley	Scotch Creek, Miller's Forest	W. E. Shaw	Natural causes of child-birth.	
31 " "	Johanna Crowe	Molong	H. C. Wall, J.P.	Hemorrhage.	
31 " "	Sarah Jones	Sydney	H. Shiell	Natural causes.	
About 1 Aug., "	Maria Davis (Aboriginal)	Milton	J. V. Wareham	Do.	
3 Aug., "	Robert Stewart	Penrith	George Thos. Clarke	Drowned	While in a state of intoxication.
1 " "	Christopher Fouthorn	Jindera	M. F. Brownrigg	Natural causes.	
3 " "	Supposed T. D. Thomson <i>alias</i> Jolly Nose.	Mowna Road	G. Maunsell, P.M.	Disease of the kidneys.	

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2 Aug., 1869	John Hughes	Cooper's Flat	W. H. Cousins, J.P.	Burnt to death during his mother's absence	She is a shepherdess, and an aboriginal.
25 July, "	Thomas J. Walker	Murray River, near Moama	G. Maunsell, P.M.	Accidentally drowned.	
3 Aug., "	James Shelton	Oberon	— Busby	Disease of the heart.	
3 "	Theresa Frances Williams	Green Swamp, near Mudgee	Wm. King	From the effects of burns	Accidental.
3 "	Eliza Green	Glen Innes	L. Frason, J.P.	Accidentally drowned.	
5 "	Moss Marks	Goulburn	Wm. Conolly, J.P.	Diabetis.	
5 "	Charles Alfred Crawford	Sydney Infirmary	Hy. Shiell	Apoplexy.	
4 "	Michael Dalton	Gum Flat	J. A. Templar	Accidentally drowned.	
5 "	Eliza Payne	Sydney	H. Shiell	Poisoned herself by taking laudanum	Intentional.
5 "	Susan Clark	Sydney Infirmary	H. Shiell	Died from injuries inflicted by John Clark	J. Clark committed for trial.
1 "	James Bennett	Cooma	Robt. Dawson	Fell from his horse	While intoxicated.
6 "	Briston Minnis	Nerrigundah	Wm. Stewart Caswell	Cut his throat with a razor	Whilst in a state of temporary insanity.
8 "	John Green	Myall River	Philip Snape	By the visitation of God.	
10 "	Kasper Schipp	Redbank Creek, Mudgee	William King	Natural causes.	
18 "	Thomas Walker	On the Main Road, between Bathurst and Sydney.	G. Busby	Caused by falling off his dray	Whilst intoxicated.
Not known	Not known	Middle Creek	C. E. Smith	Found dead and supposed from starvation.	
11 Aug., 1869	Charles Valentine	Karuah River	Thos. Nicholls, J.P.	Died from the effects of a kick from a horse.	
11 "	William Marks	Newtown	Hy. Shiell	Accidental death.	
11 "	Henry Thurle	Wingham	Fred. Calor	Accidentally drowned.	
10 "	Theodore Angelo Trevelyn	Mitchell Creek	Robert Rygate, J.P.	Accidental death.	
12 "	Edwin Bush	Webb's Creek	W. S. Hall, J.P.	Apoplexy	Arising from intemperate habits.
13 "	James Campbell Laurie	Myalla	John Wallace, J.P.	Natural causes.	
13 "	Thomas Smith	Merriwa	J. B. Bettington, J.P.	Do.	
14 "	Catherine Preston	Perricoota	G. Maunsell, P.M.	Diarrhoea.	
9 "	Joseph Lees	Bamerang	T. M. Richards	Accidental death.	
14 "	Catherine Greenslade	Frederick's Valley	J. T. Lane	Natural causes.	
14 "	Nathl. Hy. Knowles	Enfield	H. Shiell	Accidental death.	
17 "	Wm. Brayill	Waratah	Helenus Scott	Do.	
18 "	William Hodds	Gunnedah	T. A. Johnston, J.P.	Accidentally drowned.	
19 "	Hugh Marmion	Myall River	Philip Snape, J.P.	Natural causes.	
21 "	Charles Axle	Icely	H. Warren, J.P.	Do.	
23 "	Mary Sarah Gallagher	Duck's-nest Creek	A. Morton	Accidentally drowned.	
23 "	Michael Gallagher	Do.	A. Morton	Do.	
23 "	Charles Marchant	Nepean River	Chas. Thos. Clarke	Do.	
23 "	Henry Housburg	Juneec	T. W. Hammond, J.P.	Do.	
17 July, "	John Gillis	Near Appin	George Palmer	Disease of the heart.	
23 Aug., "	Wm. Chas. Williams	Sydney	Henry Shiell	Natural causes.	
24 "	Mary Benedicta Miller	Jembaicumbene	J. W. Bunn	Do.	
26 "	Thomas Grubb	Murrumburrah Lock-up	Joseph Ede Pearce	Do.	
25 "	John Emmett	Moss Vale	C. Nicholson	Do.	
26 "	Jane Oswald	Camperdown	Henry Shiell	Do.	
26 "	Wm. White <i>alias</i> Jas. Bowling	Berrima Gaol	C. Nicholson	Do.	
28 "	Albert Davis	Sydney	Henry Shiell	Accidentally drowned.	
28 "	Peter Lawrence	Narrandera	T. A. Brown, J.P.	Natural causes.	
28 "	John Boyde	Camden	Edward Palmer	Disease of the heart.	
28 "	Geo. Pellman Davis	Cook's River	Henry Shiell	Accidentally drowned.	
27 "	George Green	M'Leay River	Wm. H. Thornton	Accidentally killed by a horse.	

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29 Aug., 1869	John Bingham Jones	Tyagong Creek	F. Dalton, P.M.	Natural causes.	
29 " "	Donald Duff	Byron Station	Dr. Huntley, J.P.	Disease of the heart.	
About 9 June, "	John Sullivan	Malhourd	A. W. F. Noyes	Found drowned.	
31 Aug., "	Danl. Maddison Elliott	Terrabandra	A. C. S. Rose	Natural causes.	
About 8 Aug., "	Thos. Newell	Walcha	C. W. Adams	Found drowned.	
24 Sept., "	Maria Davies	Two-mile Flat	William King	Accidentally killed.	
7 " "	William Coghill	Grafton	A. Lardner	Accidental death.	
29 " "	William North	Inverary Sheep Station	R. Waugh	Natural causes.	
14 " "	Jane Heath	Stewart's Gap	J. E. Pearce, J.P.	Do.	
28 " "	Amelia Scapeings	Dubbo	W. H. Tibbitts	Accidentally drowned.	
26 " "	Jane Dillon	Sydney	Henry Shiell	Died from the effects of scalds	Accidentally received.
27 " "	Mary Broke	Little Hartley	Thomas Brown	Died by the visitation of God.	
About 27 " "	Michael Caldwell	Cox's Creek	D. H. Dunlop, J.P.	Accidentally killed.	
27 " "	Thomas Byrnes	South Creek	Geo. Thos. Clarke	Killed by a fall from a horse	Whilst intoxicated.
26 " "	Joseph Prosser	Asylum, Gladesville	Walter Brown	Natural causes.	
18 " "	William Marsh	Denman	A. Bell	Mortification of the leg.	
15 " "	James Lester	Young	J. E. Pearce, J.P.	Found dead	Supposed cause—internal hemorrhage.
26 " "	Adelaide Worehurst	Cox's River	Thomas Brown	Disease of the heart.	
23 " "	William Burnett	Newcastle Hospital	Helenus Scott	Accidental death.	
15 " "	Wm. E. Bellott	Newtown	S. C. D. North, J.P.	Natural causes.	
20 " "	George Smith	Theresa Park	Edward Palmer	Accidentally drowned.	
25 " "	George Friend Reid	Woolloomooloo	Hy. Shiell	Accidentally suffocated	By mother, while in bed.
25 " "	Thomas Robertson	St. Leonards	Hy. Shiell	Apoplexy.	
21 " "	Joseph Greene	M'Donald River	W. S. Hall, J.P.	Disease of the heart.	
Not known	Alonas Cassim	Sydney Harbour	Hy. Shiell	Found drowned.	
22 Sept., 1869	Caroline Amelia Cross	Wilberforce	Lan. White	Effects of having caught fire accidentally.	
20 " "	Richd. Guilfoyle	Pymont	Hy. Shiell	Accidentally killed.	
15 " "	Luke Muddle	Gresford	H. J. Lindeman	Do.	
11 " "	Danl. Carmody	Rock Barton, Oaks	J. M. Antill	Do.	
18 " "	Crispin Scharat	Malanglo	Andrew Morton	Accidentally drowned.	
20 " "	Thomas Lancaster	Fordwich	Henry Glenny	Accidentally killed.	
13 Aug., "	Annie Pusch	Young	G. O'M. Clarke, P.M.	Do.	
18 Sept., "	Robert Gibson	Waratah	Helenus Scott, P.M.	Accidental death.	
15 " "	Elizth. Young	Nerrigundah	William Stewart Caswell	Natural causes.	
11 " "	John Kenny	Molong	Edward Jones	Apoplexy.	
11 " "	Patrick Shanahan	Billingera	W. Cosgrove, J.P.	Died from excessive drinking.	
13 " "	Joseph Grey	Glen Innes	A. F. C. Dumaresq, J.P.	Accidentally killed.	
11 " "	William Carpenter	Wologorang	J. W. Chisholm, J.P.	Natural causes.	
13 " "	Louisa Jane Hatley	Araluen	J. B. Bunn	Died from the effects of poison	Administered by herself.
Between 8 & 9 " "	Saml. Rowley	Cundle	Frederick Calor	Effects of drink and exposure.	
Not known	James M'Goon	Darling Harbour	Hy. Shiell	Found drowned.	
9 Sept., 1869	John M'Cullum	Emu Plains	George Thomas Clarke	Died from exposure and cold	While intoxicated.
9 or 10 " "	Thomas Barnes	Grattai	Wm. King	Visitation of God.	
6 " "	Bernard Dunleary	Meroo	T. W. Richards	Accidentally killed.	
8 " "	Frederick Behu	Asylum, Gladesville	Walter Brown	Suffocated through excessive eating.	
7 " "	William Murnane	Morpeth	J. Thomson	Accidentally killed.	
7 " "	Margaret Harney	Scone	John Garrett, P.M.	Effects of a burn (accidental).	
19 " "	Charles Brunstrum	Sydney Harbour	Hy. Shiell	Accidentally drowned.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
7 Sept., 1869	Mary Marnane.....	West Maitland.....	James Thomson	Accidental death.	Depositions forwarded to the Hon. the Attorney General.
6 " "	Henry Kent Lloyd	Canberra	A. Morton.....	Accidentally drowned.	
9 " "	Mary Ann Catt	Cooper-street, Glebe	H. Shiell	Effects of burns (accidental).	
1 " "	Michael Murray	Wren's Nest, Little River	John Delaney, J.P.	None	
Not known	(Chinese)	Botany Bay	H. Shiell	Committed suicide (by hanging).	The deceased and his brother seized some sheep of Edwd. Deloitte's, who came to rescue them, and in the melce the deceased had his skull fractured by a stick.
2 Sept., 1869	Wm. Hy. Gallaher	Scone	John Garrett, P.M.	Accidentally burnt to death.	
2 " "	John Muldoon	Baker's Creek	Lewis Markham	Do.	
3 " "	John Heartneady.....	Marulan	R. Waugh.....	Justifiable homicide.....	
9 " "	Charles Wilson	Sydney Infirmary	Hy. Shiell.....	Died from injuries accidentally received.	
3 " "	Ah Chong	Stony Creek	George Busby, J.P.	Natural causes.	
2 " "	John Manning	Two-mile Flat	Dr. William King	Accidentally drowned.	
30 " "	Moses Southward.....	Forbes	J. Cox, P.M.	Natural causes.	
3 Oct., "	William Langthorne	Berrumbed	R. C. Robinson	General debility.	
4 " "	John Benson	Morangaroo	Thomas Brown	Visitation of God.	
4 " "	John Hook	Mudgee Hospital.....	Geo. Warburton, P.M.	Natural causes.	
7 " "	Patrick Riley	Dungowan Run	James Garland, J.P.	Accidental death.	
13 " "	Robert Webb	Rushcutter's Bay.....	H. Shiell	Natural causes.	
15 " "	Thomas Newcombe	Murrurundi	H. Wheeler	Suffocated by a piece of meat lodging in his throat.	
About 4 or 5 "	George Edward Preece	Redbank	A. F. W. Noyes	Died from suffocation.	
19 " "	William Woods	Cross Roads	Alfred Lardner.....	Natural causes.	
30 Oct., "	John Steel.....	Burrowa Gaol	H. Hayes, J.P.	Do.	
30 " "	John Saunders.....	Mudgee	Wm. King	Accidental death	Fell from his horse.
28 " "	William Fuller.....	Braidwood Gaol	J. W. Bunn	Softening of the brain	Accelerated by hard drinking.
26 " "	Skeleton of Thos. Horsey	Nerrigundah.....	Wm. Stewart Caswell, P.M.	Found drowned	T. Horsey was drowned in February, 1863, in Gulf Creek.
29 " "	Lloyd Bradshaw	Armidale	C. T. Weaver, J.P.	Committed suicide	Whilst in a state of temporary insanity.
27 " "	Margaret Smith	Tomerong	T. M. Richards.....	From the effects of a burn.....	Accidentally received.
26 " "	Samuel Jones	Callitina	W. H. Thornton	Do	While in an epileptic fit.
25 " "	Edwd. Albert King.....	Rylstone	W. W. Armstrong, J.P.	Accidentally drowned.	
25 " "	Joseph Hartgen	Berry's Hill	M. F. Brownrigg.....	Natural causes.	
24 " "	Mary Jane Easton	Burrill Creek	Frederick Calor	Accidentally killed	By her horse bolting and coming in contact with a tree.
24 " "	Charles Smith	Wagga Wagga	R. C. Robinson.....	Natural causes.	
21 " "	Wm. John Calvin	Moreton's Creek	Thos. Wm. Palmer	Accidentally drowned.	
18 " "	John Williams, alias Tippin	Warneton	W. H. Thornton	Aneurism of aorta.	
19 " "	Anne Connor	Rangaboola Creek	James Hall	Accidentally drowned.	
18 " "	Morris Quinn	Luvanga	S. A. Perry, J.P.	Struck dead by lightning.	
19 " "	Mary Ann Brookman	Eight miles from Deniliquin	A. W. F. Noyes	Accidentally killed	By a kick from a horse.
18 " "	James M'Namara.....	St. Petros	James Thompson.....	Struck dead by lightning.	
17 " "	Jan Ter Wal	Sydney Cove.....	H. Shiell	Accidentally drowned.	
16 " "	John Williams.....	Moama	G. Maunsell	From the effects of a fall from a horse.....	Whilst intoxicated.
18 " "	Jabez Biddle	Waratah	Helenus Scott	Accidental death.	
16 " "	Joseph Short	Waverley	H. Shiell	Disease of the heart.	
11 " "	Henrietta T. A. Watkins	Blackwall	A. O. Grant, P.M.	Found drowned.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
15 Oct., 1869	Francis Canab	Arragoll	John Leitch, J.P.	Accidentally drowned.	
16 " "	James Glen	Grenfell	G. M. Clarke	Accidentally killed	While at work, by a land-slip.
16 " "	William Jones	Penrith	Geo. Thos. Clarke	Natural causes.	
14 " "	Thos. Cooper	Nymboida	A. Lardner	Accidentally killed	Tree fell on him when camping out.
14 " "	Thos. Edwd. Francis Fleming	Sydney	H. Shiell	Committed suicide	Whilst in state of temporary insanity.
14 " "	A Fat (Chinese)	Berthong	J. C. Pierce	Accidentally killed	His horse threw him against a tree.
9 " "	Patrick Connolly	Summer Island, M'Leay River	Capt. Thornton	Found drowned.	
12 " "	Thomas Kimbrey	Bulli	E. F. Smith	Caused by injuries while rolling a log.	
13 " "	James Horn	Yass Hospital	I. M. Blake	Natural causes.	
13 " "	Alfred Ernest Muirhead	Clarence Town	James Lyall, J.P.	Accidental drowning.	
11 " "	Samuel Battersby	On board ship "Helpmeet"	H. Shiell	Disease of the heart.	
12 " "	Peter Seres	Lambton	Helenus Scott, P.M.	Accidental death.	
10 " "	Douglas M'Grigor, <i>alias</i> Rod-erick do.	Parramatta Gaol	Walter Brown	Natural causes.	
9 " "	Murdock M'Lennon	Para, Darling River	Wm. Farrand, P.M.	Accidentally drowned.	
8 " "	Thomas Hickey	Hinton	Jas. Thomson	Do.	
30 Sept., "	Daniel Kelly	Young	G. O'M. Clarke	Do.	Whilst intoxicated.
8 Oct., "	John West	Forest	H. Warren, J.P.	Natural causes.	
7 " "	John Wilton	Timor	John Garrett, P.M.	From injuries received while sinking a shaft.	
8 " "	Jane Savage	Biragambil	Richard Rouse, J.P.	Accidentally drowned.	
7 " "	Joseph Barns	Hugundra	Arthur Bloomfield	Felo-de-se.	
6 " "	Lucy Pool	Morpeth	James Thomson	Disease of the heart.	
4 " "	John Adamson	Platsburg	Helenus Scott, P.M.	Accidental death.	
5 " "	James Rutter	West Maitland	Jas. Thomson	Disease of the heart.	
4 " "	John Smith	Sydney Infirmary	H. Shiell	From injuries received by fall from a horse in George-street.	
About 28 Sept., "	Unknown	Whooperana Run	T. B. Carne, J.P.	Died from exhaustion.	
3 Oct., "	Julia Kennedy	Sydney	Henry Shiell	Natural causes.	
Not known	Supposed John Freeman	Lochinvar	James Thomson	Skeleton found—cause of death could not be traced.	
2 Oct., 1869	Known only as John	Nuggetty Hill	Hugh Bridson, P.M.	Disease of the lungs.	
3 " "	George Joseph Mahoney	Bowling Alley Point	C. B. Collett, J.P.	Apoplexy.	
30 Sept., "	George James	Spring Hill	E. F. Smith	Accidentally drowned.	
27 Oct., "	Newly-born Infant	On Railway line, Parramatta	W. Brown	Wilful murder by some person unknown	Catherine and Charlotte Harrison committed for trial.
18 Nov., "	Alex. S. Goodwin	Mooparrabah, M'Leay River	Wm. H. Thornton	Accidentally killed	By a fall from his horse.
21 " "	Peter Wilson, <i>alias</i> Obron	Panbula	C. H. Baddeley, J.P.	Concussion of the brain	Fell from his horse when intoxicated.
19 " "	Ah Long (Chinaman)	Bowling Alley Point	C. B. Collett, J.P.	Wilfully murdered	By person or persons unknown.
19 " "	Young Leet (do)	Do.	Do.	Do.	Do.
30 " "	Robert Robertson	Wingin	Wm. Shepperd	Died from the effects of being run over by a railway truck.	
29 " "	Michael Sullivan	Sydney	Hy. Shiell	Injuries received accidentally by a 'bus passing over him.	
10 " "	Henry Burrowes	Neutral Bay	Do.	Disease of the heart.	
29 " "	Denis Grady	Sydney	W. E. Shaw	Injuries accidentally received from the fall of his horse.	
27 " "	Neil McNeill	Twelve-mile Rush	Wm. King	Natural causes.	
28 " "	Chau Chune (Chinaman)	Wellington Vale	Wm. Martyn, J.P.	Accidentally killed	His horse ran him against a tree.
27 " "	Cornelius Darold	On board ship "Result"	Hy. Shiell	Disease of the heart.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
27 Nov., 1869	Frank M'Culloch.....	Colane	W. M. Richardson	Accidental death.	
25 " "	Patrick Cain	Obley.....	W. H. Tibbitts.....	Found drowned	While in a state of intoxication.
27 " "	Wm. Jas. Smith	Murray's Flat	R. Waugh.....	Accidentally drowned.	
26 " "	William Jones	Bingera.....	R. H. Fitzsimons.....	Natural causes.	
27 " "	Female infant	Newcastle	H. Scott, P.M.....	Accidentally suffocated in bed with its parents.	
26 " "	Agnes Thompson.....	Largs	James Thomson	Accidentally drowned.	
26 " "	Thomas Armatage	Murrumburrah.....	Joseph Ede Pearce	Died from exposure and old age.	
26 " "	Myles Byrne.....	Tweed River.....	Joshua Bray, J.P.....	Accidentally killed	Tree fell on him.
21 " "	Leonhard Bernhard.....	Barrington River.....	Thos. Nicholls	Natural causes.	
24 " "	Emily Willick	Orange	H. Warren	Accidentally drowned.	
23 " "	Appi (Chinaman).....	Warialda	R. H. Fitzsimons, J.P.....	Natural causes.	
23 " "	William Jamieson	Bingera Lock-up	Do.	Do.	
22 " "	Robert Hughes	Sydney	H. Shiell	Delirium tremens.....	Excessive indulgence in intoxicating drinks.
21 " "	John Iscar	West Kempsey.....	Wm. H. Thornton	Died from the effects of a kick from a horse.	
21 " "	John Booth Watson	Jamberoo	Charles Taylor.....	Accidentally killed	Fell over a precipice.
19 " "	Cath. Mary Isabella M'Lean	Lower Pyramul	James Keppie, J.P.....	Killed by a horse.	
20 " "	James Woodward.....	Kincumber	A. A. Grant, P.M.....	Accidentally drowned.	
19 " "	Thomas Knott	Guntawang	W. King	Accidentally crushed to death against a tree by a dray.	
18 " "	Harriet Rose	Webb's Creek	W. S. Hall	Apoplexy.	
18 " "	— Eads (infant, not named)	Cundletown	Fred. Calor	Natural causes.	
Not known	Supposed Wm. Reid	Corowa	R. Hare, J.P.....	Drowned, where or how there is no evidence to show.	
17 Nov., 1869	Sarah Hall	Maroota.....	Laban White	Apoplexy.	
15 " "	Samuel Jones	Spring Creek's Gap	C. B. Collett, J.P.....	Syncope of the heart.	
31 Oct., "	George Skinner	Murray River	G. Maunsell, P.M.....	Found drowned.	
17 Nov., "	Margaret Quinn	Kempsey	Wm. H. Thornton	Accidentally drowned.	
16 " "	Wm. Henry Hawk	Tarcoola Run	Robt. Mockridge, J.P.....	Do.	
15 " "	Maria Russel	Soone	John Garrett, P.M.....	Effects of effusion of the brain	The result of intemperate habits.
14 " "	Wm. L. Johnston	Reedy Flat	F. W. Vyner	Fell into a claim	While intoxicated.
11 " "	James Campbell	Gulpha Creek	A. W. F. Noyes	Accidentally drowned.	
15 " "	Thomas Hughes	Ironbarks	J. L. Isaacs, J.P.....	Committed suicide	Depositions forwarded to the Hon. Attorney General.
About 19 Oct., "	Henry Thompson.....	Thompson's Creek	John F. Clements	Lost in the bush.	
12 Nov., "	Ruggy M'Guinness	Booligal.....	Wm. Brown, P.M.....	Acute peritonitis.	
14 " "	Margaret Steel	Balmain	Hy. Shiell	Disease of the heart.	
12 " "	Ahpoon (Chinaman)	Huntawang	W. H. Suttor, J.P.....	Accidentally drowned in the Lachlan River.	
14 " "	Charles Hall	Bega	B. J. Wetherell	Accidentally killed.	Fall from a horse.
9 Oct., "	— Newman	Eurobodalla	W. S. Caswell, P.M.....	Natural causes.	
13 Nov., "	Elizabeth Froome	Fish River Creek.....	Charles Whalan, J.P.....	Fell into the fire in a fit.....	Depositions sent to the Hon. Attorney General.
13 " "	James Joseph Williams	Sydney	Henry Shiell	Died from suffocation	Overlaid by the mother.
12 " "	John Hudson Keys	Sandy Creek.....	Edward White, J.P.....	Accidentally killed by a pistol bullet fired by Richd. Keys, his brother.	
11 " "	George Kearney	Bathurst	J. M. Marsh, P.M.....	From the effects of being run over by a dray (accidental).	
11 " "	Francis Dunlop	Newcastle	Helenus Scott, P.M.....	Disease of the heart.....	Accelerated by drink.
8 " "	Margaret Elliott	Camperdown.....	H. Shiell	Diarrhœa.	
10 " "	Jean Andres Schneider	Happy Flat	Helenus Scott	Accidentally drowned.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
10 Nov., 1869	Thomas Cole	Braidwood	J. W. Bunn	Rupture of blood vessel.	
10 "	Arthur Thos. Williams	Parramatta	Walter Brown	Accidental death from burning.	
10 "	Alexander Scott	Muswellbrook Hospital	George J. Cobb, J.P.	Syphilis.	
7 "	Charlotte Bentley	Newcastle	Helenus Scott	Apoplexy.	
7 "	Wm. Groves	On the Circular Quay	H. Shiell	Disease of the heart.	
6 "	Anne Louisa Miller	Sydney	Do.	Natural causes.	
6 "	William Taylor	Sydney Infirmary	Do.	Tetanus.	
Not known	John Coolan (Chinaman)	Limestone Creek	J. W. Bunn	Death caused by a blow on the head	How administered (not known).
4 Nov., 1869	Farquhar M'Donald	Day Day	R. B. Mitchell, J.P.	Accidentally drowned.	
5 "	Joseph Turner	South Grafton	A. Lardner	Natural causes.	
8 "	Alfred Charles Fowler	Eskell Park	George Palmer	Accidentally drowned.	
1 "	John Benson	Moama	G. Maunsell, P.M.	Do.	
1 "	George Ludlea	Barratta Station	H. Ricketson, J.P.	Do.	
1 "	Louisa Walker	Sydney	H. Shiell	From the effects of burns	How caused (unknown).
31 Oct.,	Mary Pompe	Gerrogersy	M. F. Brownrigg	Natural causes.	
30 "	A newly-born male infant	North Shore	Hy. Shiell	Born dead.	
Not known	Samuel Dickson	Woolloomooloo Bay	Do.	Found drowned.	
Supposed August, 1869.	Billy the Blacksmith	Wallabadah	C. B. Collett, J.P.	No evidence to show how deceased came by his death.	
10 Dec., 1869	Diederich Fortman	Auburn Vale Station	C. Ross, J.P.	Accidental death	Carried by his horse against a tree.
12 "	Edward Riley	Cook's River	H. Shiell	Accidentally drowned.	
15 "	William Hunter	Culgo River	C. Cowper, P.M.	Committed suicide	Intemperance was the cause.
22 "	Isaac Hayman	Bomboolee	F. W. Vyner, J.P.	Accidentally drowned.	
22 "	Cath. Jane Reis	Richmond River	A. M. Girard, J.P.	Do.	
20 "	Evan Jones	Bellinger River	H. Thomson	Found drowned.	
24 "	Ann Jane Ramsay	Stony Creek	B. J. Wetherell	Accidentally killed.	
20 "	George Cockayne or Darby	Buckenbong	T. A. Brown, J.P.	Accidentally drowned.	
29 "	Samuel Pickham	Miserable Flat	H. M. Keightley	Do.	
31 "	William Fox	Corowa Lock-up	R. Hare, J.P.	Congestion of the brain	Excessive drinking.
20 "	William Hopper	Egelabra	J. B. Moore, J.P.	Accidentally drowned.	
29 "	John Smith	Parramatta Gaol	Walter Brown	Natural causes.	
28 "	Wm. F. Sinclair	Bukkulla	C. A. Fraser, J.P.	Concussion of the brain	Fall from a horse.
29 "	Ann Smith	Parramatta	Walter Brown	Old age and debility.	
27 "	Norman M'Lean	Mondonga	J. Cox, P.M.	Accidentally killed.	
28 "	Mary Ann Long	Round Hill	Wm. King	Died from animal poison.	
28 "	Bridget M'Fadden	Canoblas	J. T. Lane, P.M.	Natural causes.	
28 Nov.,	Michael Sheehan	Deep Creek	Alfred Lardner	Accidental death.	
26 Dec.,	Wm. Graham	Sydney	Hy. Shiell	Disease of the heart.	
26 "	Wm. M'Master M'Kenzie	Throsby Creek	I. M. Blake	Accidentally killed.	
25 "	Wm. M'Kenna	Waterloo	Hy. Shiell	Do.	
25 "	Rosamond Harding	Kinimbla	Thos. Brown	Natural causes.	
25 "	Hannah Clarke	Sogart Fields	Edwd. Palmer	Disease of the heart.	
26 "	Patrick Linney	Manton's Creek	I. M. Blake	Natural causes.	
24 "	Wm. Gravalin	Gap Inn	Do.	Found drowned.	
25 "	Stephen Warrington	Tamworth	D. W. Irving, P.M.	Disease caused by intemperance.	
24 or 25 Nov.,	John Allison, alias Jack the Barber.	Sinard's Hill	E. Palmer, J.P.	Found dead	Cause of death unknown.
25 Dec.,	Alexander Finch	Armidale	Lewis Markham	Accidentally drowned.	

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23 Dec., 1869	Mark Manyan	Dubbo	W. H. Tibbitts	Accidentally killed	} Horses ran away with a carriage, and both men were killed.
23 " "	George Smith, <i>alias</i> Dusty Bob	Do.	Do.	Do.	
Not known	Edward Barber	Tea-tree Gully	J. E. Bennett, J.P.	Death from the effects of an overdose of opium.	
23 " "	Jane Green	Forest Camp	F. W. Vyner, J.P.	Accidental death	Fall from a dray, and intemperance.
22 " "	Mary Ann Burns	Mount Briton	Edwd. Palmer	Convulsions from teething.	
22 " "	Robert Ashworth	Carejo	Hy. C. Wall, J.P.	Accidental death.	
About 16 Nov. "	John M'Kenzie	Tapio	Wm. Farrand, P.M.	Accidentally drowned.	
21 Dec., "	Wm. Griffin	Grabat Gully	J. W. Bunn	Natural causes.	
20 " "	Wm. Armstrong	Timonce	Frederick Calor	Accidentally drowned.	
19 " "	Peter M'Intyre	Queanbeyan	A. Morton	Combined influence of intoxication	Falls from a horse and exposure to the sun.
20 " "	Phillip Dearnington	Sydney	H. Shiell	Natural causes	Accelerated by intemperance.
20 " "	Wm. Bradford	Young	Joseph E. Pearce, J.P.	Sunstroke.	
Supposed 13, "	Michael Jennings	Salisbury	Lewis Markham	Found drowned.	
18 Dec., "	John Joseph Davis	Seaham	W. E. Shaw	Accidental death	Fall from a horse.
18 " "	John Woods	Murrurundi	Henry Wheeler	Killed by a tree falling on him.	
17 " "	Unknown	Cook's River	H. Shiell	Found drowned.	
17 " "	Wm. Bolton	St. Peter's	Do.	Natural causes.	
16 " "	John Morris	Armidale	Lewis Markham	Killed by John Dunkley	J. Dunkley committed for manslaughter.
16 " "	George Mulligan	Inverell Lock-up	T. Cooper, J.P.	Convulsions brought on by delirium tremens.	
15 " "	James Beattie	Warialda Lock-up	J. S. Futter, J.P.	Died from a wound self inflicted.	
14 " "	William Gunn	Middle Yards, Darling River	James Scott, J.P.	Accidentally killed	By the kick of a horse.
14 " "	Joseph Broadhurst	Adelong	Seymore C. Stewart, J.P.	Natural causes.	
12 " "	John Pear	Tenterfield	G. W. F. Addison, P.M.	Congestion of the brain.	
13 " "	John Smith	Sydney	Hy. Shiell	Exhaustion, in consequence of indulgence in intoxicating drink.	
12 " "	Wm. Hy. Plain	Parramatta	W. Brown	Died from prostration, the effects of a scald	Accidentally received.
10 " "	Annc Herbert	Tipperary Gully	J. E. Pearce, J.P.	Died from excessive drinking.	
9 " "	Margaret Munro	Forbes	C. Cropper, J.P.	Natural causes.	
8 " "	Illegitimate infant, name unknown.	Bingera	J. Snape, P.M.	Do.	When 4 days old, Charles Bates took the child from its mother, and gave it to his wife to dry nurse; it pined away for want of natural nourishment. Both committed for trial for manslaughter.
10 " "	James Price	Wentworth	Wm. Farrand, P.M.	Found drowned.	
8 " "	Edmund Supple	Seven Oaks	G. W. Thornton	Accidentally drowned.	
8 " "	Mary Davis	Towrang	R. Waugh	Accidental death.	
7 " "	Anthony Wm. Hawkins	Clarence River	Alfred Lardner	Accidentally drowned.	
6 " "	Jeremiah Wirzman	River Hunter	Jas. Thomson	Do.	
8 Nov., "	Joseph Bedford	Newcastle	Helenus Scott	Natural causes.	
7 Dec., "	John Brown	Cundletown	Frederick Calor	Accidental death.	
6 " "	George Young	Merriva	Wm. Sheppard, J.P.	Do.	
6 " "	Fah Bong	Sydney	Henry Shiell	Committed suicide while in a state of insanity.	
5 " "	John Church	West Maitland	James Thomson	Bursting of a blood vessel.	
5 " "	James Bruce	Blackman's Gap	Thomas Brown	Effects of cutting his throat.	
4 " "	William Collins	Dowling-street, Surry Hills	H. Shiell	Disease of the heart.	
5 " "	Thomas Scrimshaw	Orange	H. Warren, J.P.	Found drowned.	
4 " "	William Divale	Towrang	R. Waugh	Natural causes.	
3 " "	Ellen Graham	10 miles from Wentworth	Wm. Farrand, P.M.	Gastric fever.	
3 " "	Thomas Bird	Parramatta Hospital	Walter Brown	Accidental death.	

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2 Dec., 1869	John Staunton.....	Young	G. O'M. Clarke	Accidental death.	
1 " "	John Dawson	Lambton	Helenus Scott	Accidentally drowned.	
30 Nov., "	Annie Oakes.....	Richmond River	A. M. Girard, J.P.	Do.	
29 Dec., "	William Keating.....	Woolloomooloo Bay	H. Shiell	Do. (whilst intoxicated).	
29 " "	Infant (age not known) named Webber.	Burrowa	W. D. Campbell	No evidence to show how it came by its death	Mother committed for concealment of birth.
30 Nov., "	Richd. Alldridge	Scone.....	William Little, J.P.....	Natural causes.	
31 Dec., "	Richd. Buchanan	Anvil Creek	J. Thomson	Accidentally killed.	
1 Jan., 1870	John Gallagher	Sydney	Hy. Shiell.....	Died from injuries from falling from a 'bus.	
1 " "	Peter Stephens Murphy	Newtown	Do.	Accidentally drowned.	
3 " "	Michael Scanlon	Gunning	J. M. Hassall, J.P.	From the effects of a kick from a bullock.	
2 " "	Wm. M'Gregor	Waterloo	H. Shiell	Accidentally drowned.	
4 " "	William Murphy.....	Sydney	Do.	Committed suicide whilst in a state of insanity.	
4 " "	Robert Williams	Do.	Do.	Disease of the heart.	
1 " "	Arthur John Josiah Burgoyne	Newcastle	H. Scott, P.M.....	Accidental death.	
4 " "	William Jones	Parramatta Gaol	W. Brown	Natural causes.	
2 " "	James Morton	Condobolin	P. W. Street, J.P.	Accidentally drowned.	
5 " "	William Doyle.....	Araluen	J. W. Bunn, J.P.	Accidental death.	
Supposed 1 Jan., 1870.	John Mulcahey	Frisk River Creek	J. M. Marsh, P.M.	Murdered (found)	A man named Long arrested on suspicion and remanded. Evidence forwarded to the Hon. the Attorney Genl.
9 Jan., 1870	Michl. Patrick Maroney.....	Sydney	Hy. Shiell.....	Accidental death.	
8 " "	William Wiseman	Phoenix Park	James Thomson	Accidentally killed.	
Unknown	— Kirchem	Congo Scrub	H. Allan, J.P.	Lost in the bush.	
19 Jan., 1870	Mary Jane Whiteman	Moorwatha	M. F. Brownrigg.....	Natural causes.	
23 " "	Edward Clear	Yass Gaol.....	I. M. Blake	Do.	
15 " "	William Nutts.....	Cootamundry	Alfred Broughton	From injuries received by a tree falling on him.	
19 " "	Louis Wells	Meragle.....	M. Langford, J.P.	Accidentally killed by his horse.	
22 " "	James Donegan	Burrowa	W. D. Campbell, J.P.	Epilepsy	Effects of intemperance.
21 " "	Fanny Roberts	Cadia	J. T. Lane	Natural causes.	
23 " "	Richd. Beasden	Camden.....	Edwd. Palmer	Extrusion of the stomach on the heart.	
27 " "	Wm. Dumbleton	Dunkeld	W. C. Morgan, J.P.	Accidental death.	
23 " "	Ah How (Chinaman)	Forbes	H. W. Swayne, J.P.	Accidentally drowned.	
27 " "	James Nichols	Wilson's Reef	Dr. Sparks, J.P.	Fell down a shaft.	
2 Feb., "	Eliza Jane Manewell	Canterbury	Hy. Shiell.....	Accidentally drowned.	
25 Nov., 1869	Ah Sing or Lah Sing (Chinaman)	Geralgambeth	A. C. S. Rose	Found dead	Cause of death unknown.
25 Jan., 1870	David Winders	Rutherford	James Thomson	Accidentally drowned.	
24 " "	Margt. Ivory	Mulla Muddy	W. King	Accidentally killed by a horse.	
27 " "	George Telford.....	Nemingo	D. W. Irving	Congestion of the lungs.	
30 " "	Robt. Johnstone	Albury	M. F. Brownrigg.....	Bite from a snake.	
29 " "	Elizabeth Ann Ford	West Maitland	J. Thomson	Natural causes.	
22 " "	Susan Dodd	Back Creek	J. E. Pearce	Accidentally burnt.	
21 " "	James Sullivan.....	Middle Station Dam	Joseph Ede Pearce, J.P.	Killed by a dray passing over him (accidental).	
28 " "	Robert Borrowdale	Terrara	T. M. Richards	Thrown from his horse.	
11 " "	David O'Keefe.....	Edgerton Station.....	Hugh Wyndham, J.P.	Sun-stroke.	
29 " "	William Caldwell	Albury	M. F. Brownrigg.....	Natural causes.	
28 " "	Mary Hefferman	Richmond	Laban White	Felo-de-se.	
12 " "	Fredk. J. Storehouse	Tarramia	Robt. Brown, J.P.	Natural causes.	
25 " "	Josiah Neville	New England Road.....	Thos. W. Palmer.....	By the visitation of God.	
6 Feb., "	Alexr. Cannon	Sydney	Hy. Shiell.....	Exhaustion	Consequent on continued sea sickness, want of nourishment, and intemperance.

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
31 Dec., 1869	Charles Jas. Gough.....	Sydney	Hy. Shiell.....	Found drowned.	
10 Jan., 1870	Phcebe Carrol	Murrumbiggo River	I. M. Blake	Accidentally drowned.	
7 " "	William Chambers	Johannama Creek	R. Waugh	Found drowned.	
11 " "	Catherine Stokes	Oaks	J. M. Antill	Died in child-birth.	
12 " "	George Wells	Greenwood	H. Glenney	Sun-stroke.	
4 " "	John Traite	Wentworth	W. Farrand	Concussion of the brain.	
12 " "	George Morgan	Tamworth.....	Jas. Garland, J.P.	Apoplexy.	
13 " "	Wm. Beveridge	New Lambton	Helenus Scott, P.M.	Accidental death.	
14 " "	Mary Russell	Walbrook	W. A. Steel, J.P.	Died of slow fever.	
14 " "	Mary Theresa Watt	Newcastle	Helenus Scott, P.M.	Accidental death.	
14 " "	Sydney Brown	Muswellbrook	J. W. Brown, J.P.	Natural causes.	
17 " "	Annie Webber.....	W. Maitland.....	James Thomson.....	Accidentally drowned.	
Not known	Joseph Murray	Warialda	R. H. Fitzsimons.....	Found dead	Cause—supposed heart disease.
13 Jan., 1870	Robert Graham	Maitland Hospital	James Thomson	Delirium tremens.....	Accelerated by sunstroke.
13 " "	Patrick Walsh	Scone.....	John Garrett	From a kick by a horse.	
Not known	Not known	Bargo Scrub.....	J. M. Antill	Found dead	Not identified.
14 Jan., 1870	Maria Sarah Lyons Barlow	Newtown	H. Shiell	Apoplexy.	
19 " "	Elizth. Smith	Sydney	do.	Committed suicide	Whilst in a state of temporary insanity.
13 " "	Elizth. Mary Barder	Baradine	F. W. Edwards	From the effects of burning	Accidental.
13 " "	Mary Louisa Jane Wright.....	Macquarie River	E. F. Smith	Accidentally drowned.	
10 " "	James Brown	Oxley Island.....	Fredk. Calor.....	Accidentally killed	By a threshing machine.
19 " "	George Quinlan	Waterloo	Hy. Shiell	Exhaustion	Excessive use of intoxicating liquor.
12 " "	Catherine Bowd	Caddie Creek	Laban White	Natural causes.	
Not known	Augusti Wm. Scheibs.....	Jindera	M. F. Brownrigg.....	do.	
12 Jan., 1870	Win. Corkan	Sydney	Hy. Shiell.....	Accidentally drowned.	
17 " "	James Sutor	Yass Hospital	I. M. Blake	Exhaustion and diarrhoea	From the effects of a wound in his throat, self inflicted.
17 " "	Robt. Bertrand Muriel	Morton Park	E. Palmer.....	Accidentally drowned.	
17 " "	Mary Ann Peel	Do.	do.	do.	
20 " "	Thomas Harris.....	St. Mary's.....	Geo. Thos. Clarke	From kick of a horse.	
20 " "	Patk. Rochford	Spinard's Hill	E. Palmer	Accidentally drowned.	
About 10 Jan., "	Not known	Brown's Hill.....	J. M. Marsh, P.M.	Disease of the heart.	
15 Jan., "	Edward Foley	Burrundulla	W. King	Justifiable homicide.....	The deceased was insane.
9 Feb., "	John Walker	Parramatta	Walter Brown	Natural causes.	
6 " "	George Donald	Yass River	I. M. Blake	Apoplexy.	
7 " "	John Watson	Maitland Hospital	J. Thomson	Inflammation of the bowels	Caused by excessive drinking.
8 " "	Denis O'Brien	Young	Joseph E. Pearce, J.P.	Hemorrhage	Caused by heavy falls when drunk.
28 Jan., "	John Ryan	Burrowa River.....	W. D. Campbell, J.P.	Killed by fall from a horse.	
7 Feb., "	John Lewis Price.....	Newcastle	Helenus Scott, P.M.	Suicide	Whilst in a state of temporary insanity.
31 Jan., "	Charles Lang	Rouse Hill	Laban White	Found drowned.	
8 Feb., "	Hy. Bottomly Hargraves	Sydney	Hy. Shiell	Result of immersion in the water	Cause not known.
2 " "	Mary M'Court.....	Do.	do.	Apoplexy	Caused by intemperance.
12 " "	Emily Avey	Maitland	James Smith.....	Death caused by fire.	
12 " "	Margt. Hutchings	Do.	do.	do.	
Not known	Robt. George Grant	Muswellbrook	F. W. Thrum, P.M.	Died from unknown causes.	
8 Feb., 1870	Isabella Beattie	Goulburn	R. Waugh.....	Accidentally burnt.	
14 Jan., "	Not known	Western Road	Walter Brown	Disease of the brain	Caused by the extreme heat.

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
13 Feb., 1870	Ann Tierney	Yass Gaol	I. M. Blake	Chronic diarrhoea.	
12 " "	Ching Ching	Albury	M. F. Brownrigg	Accidentally drowned.	
4 " "	Bernard Smith	Wolumla	B. J. Wetherell	Accidentally killed	By a fall from his horse.
17 " "	Mary Ann Ritchie	Woolloomooloo	H. Shiell	Apoplexy.	
14 " "	Alexr. West	Sydney Infirmary	Do.	Injuries received on board cutter "Mary Ann"	Accidental.
31 Jan.,	Agnes Mary Winterbottom	Binalong	J. Futter, J.P.	Died in bed in a fit.	
14 Feb.,	Samuel Morton	Sydney Harbour	H. Shiell	Found drowned.	
11 " "	Johanna Myres	Parading Ground	W. E. Shaw	Accidental death	Caused by fall from a horse.
13 " "	Henry Harris	West Maitland	James Smith, P.M.	Accidentally scalded to death.	
11 " "	Chas. Simpson John Lowe	Stroud	Thomas Nichols	Taking morphia and spirits.	
14 " "	Edwin Wright Yeomans	Cullen Bullen	Thomas Brown	Accidentally killed	By a kick from a horse.
14 " "	Ellen Maher	Ballyboothera	J. Cox, P.M.	Accidentally drowned.	
1 " "	Sampson Sturgiss	Balranald	R. B. Mitchell, J.P.	Accidental death.	
18 " "	Danl. Cameron Dalgleish	Sydney Infirmary	H. Shiell	From the effects of injuries	Accidentally received.
16 " "	Bartholomew Thackeray	Bellambi	E. F. Smith	Apoplexy.	
18 " "	George Lamb Marshall	Scone	John Garrett, P.M.	Committed suicide.	
16 " "	Charles Windley	Milton	John Miller, J.P.	Killed; thrown against a tree while intoxicated.	
18 " "	Henry Budge	Bathurst	J. M. Marsh, P.M.	Accidental death	Caused by explosion of a gun.
13 " "	Patrick M'Donald	Mount Harris	J. Crookshank	Committed suicide.	
19 " "	Thomas English	Muswellbrook	J. W. Thrum, J.P.	Disease of the heart.	
26 Jan.,	Michael Lappin	Walcha	C. W. Adams	Apoplexy.	
18 Feb.,	Benjamin Griffiths	Muswellbrook	J. W. Thrum, J.P.	Overdose of chlorodine, while under the influence of drink.	
30 " "	Edward Carroll	Little River	A. Lardner	Manslaughter against Patrick Dealy.	
18 " "	Louis Wm. Moss	Numba	T. W. Richards	Natural causes.	
31 Jan.,	Emily Rose Heath	Stony Creek	B. J. Wetherell	Do.	
21 Feb.,	Luke Kelly	Orange	J. T. Lane	Concussion of the brain.	
Not known	Not known	Murray River	G. Maunsell	Found drowned.	
20 Feb., 1870	Robert Gill	Deniliquin	A. W. F. Noyes	Natural causes.	
23 " "	William Craig	Morpeth	James Smith, J.P.	Accidentally killed.	
17 " "	Patrick Fox	Bowna	M. F. Brownrigg	Accidental death.	
25 " "	William Farrell	Braidwood	J. W. Bunn	Do.	
24 " "	Richard Nightingale	Asylum, Liverpool	Dr. Brown	Do.	
21 " "	Edwd. Mabbott	Wagga Wagga Hospital	R. C. Robinson	Disease of the heart.	
26 " "	Ah Hong (Chinaman)	Bathurst	R. Machattie, J.P.	Killed by a horse.	
27 " "	Barbara Mary Barrett	Balmain	Hy. Shiell	Suffocated by the mother in bed	Accidental.
16 " "	Elizth. Ann Hart	North Wagga Wagga	R. C. Robinson	Accidental death.	
28 " "	Anne Kettle	Newtown	H. Shiell	Natural causes.	
28 " "	John Griffiths	Burwood	Do.	Do.	
23 " "	Christina Wilson	Sydney	Do.	Effects of scalds.	
24 " "	Grace Hannah Kelly	Racecourse Creek	Charles Whalan, J.P.	Diarrhoea.	
26 " "	Wm. Humphries	Bowenfels	Thos. Brown	Explosion of gun-cotton	Accidental.
26 " "	Jas. Preston Theodore Clarke	Mongarlowe	J. W. Bunn	Natural causes.	
27 " "	Michael Whelan	Stony Creek	J. Smith, P.M.	Killed by a horse.	
3 Mar.,	Edwd. George Corduroy	Woolloomooloo	H. Shiell	Effects of scalds	Accidentally received.
2 " "	Wm. Beaumont	Bathurst	R. Machattie, J.P.	Fracture of the skull	Fell against a table when drunk.
2 " "	Felix Patrick M'Manus	Araluen	J. W. Bunn, J.P.	Accidentally drowned.	
1 " "	John M'Garry	Petrollea Vale	Thos. Brown	Accidentally killed.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
1 Feb., 1870	Robert Campbell	River Darling	J. Mair, P.M.	Accidentally drowned.	
1 Mar., "	Mary Adams	Cambewarra	T. W. Richards	Fell in the fire.	
3 " "	Thomas Cook	Bathurst	R. Machattie, J.P.	Natural causes.	
27 Feb., "	Saml. Quast	Gerogery	M. F. Brownrigg	Do.	
12 " "	Rosetta Randell	Yass	I. M. Blake	Sunstroke.	
1 Mar., "	Florence Morrison, or Starkey	Redfern	H. Shiell	Poisoned by James Starkey, who was committed for manslaughter.	
Not known	Not known	Bourke	James Foott, J.P.	Privation; lost in the bush.	
7 Mar., 1870	John Bennett	Sydney	Hy. Shiell	Natural causes.	
Not known	Elijah Molyneux	Do.	Do.	Found drowned.	
23 Feb., 1870	Henry Taylor	Ironbark	Danl. Capel	Accidental.	
6 Mar., "	Patrick Kenna	Albury	M. F. Brownrigg	Natural causes.	
7 " "	James Carbis, <i>alias</i> Williams	Smithfield	Dr. Brown	Suicide by drowning.]	
28 Feb., "	Lawrence Henning	Wagga Wagga	R. C. Robinson	Accidental drowning.	
1 Mar., "	Wm. Shepherd	Piper's Flat	Thomas Brown	Disease of the heart.	
27 Jan., "	John Lampers	Wagga Wagga	Henry Baylis	Inflammation of the lungs.	
22 Feb., "	Richd. Adams	Trunkey Creek	Dr. Sparks	Found dead.	Was an habitual drunkard, and subject to fits.
25 or 6 " "	Wm. Schoeltz	Bogan River	J. P. O'Sullivan, J.P.	Natural causes.	
7 Mar., "	Samuel Lyons	Wollongong	E. F. Smith	Accidentally drowned.	
8 " "	Terence M'Guire	West Maitland	J. Smith, P.M.	Found drowned.	
5 " "	Bridget Sullivan	Orange	H. Warren, J.P.	Natural causes.	
2 " "	George Cook	Inverell	C. Ross, J.P.	Culpable neglect of John Hawkey and Hugh M'Donald, riding through the town of Inverell.	Both committed for trial; charge, manslaughter.
1 " "	Stephen Colbron	Orange	H. Warren, J.P.	Accidentally scalded.	
28 Feb., "	Richard Lynch	Wentworth	Wm. L. Richardson, J.P.	Accidentally killed by a horse.	
4 Mar., "	Hector M'Kenzie	Broughton Vale	Robt. Miller, J.P.	Accidentally drowned.	
8 " "	John Bartley	Emu Plains	Geo. Thomas Clarke	Do.	
6 " "	Henry Barter	Bathurst	R. Machattie, J.P.	Found drowned.	
14 " "	Patrick Donnelly	Wollongong	E. F. Smith	Disease of the heart.	
12 " "	William Furlong	Sydney Harbour	H. Shiell	Found drowned.	
10 " "	Wm. Patk. Leonard	West Maitland	J. Smith, P.M.	Accidentally killed.	
12 " "	Thos. Dulling	Newcastle	H. Scott	Committed suicide.	
12 " "	Ellen Willmott	Do.	Do.	Asphyxia.	
5 " "	Jane Caldwell	Nimitybelle	Robt. Dawson, P.M.	Jaundice.	
5 " "	Thomas Brown	Gloucester	Thos. Nicholls	Died in a fit	Brought on by intemperance.
11 " "	Agnes Duffy	Jack's Creek	Andrew Lynch	Natural causes.	
11 " "	Isaac T. Phillips	Round Hill	Wm. King	Accidental drowning.	
12 " "	Thos. O'Dell	King's Plains	Wm. Warren	Accidentally crushed to death by steam thrashing machine.	
11 " "	Wm. Graham	Bega	B. J. Wetherell	Drowned	Not known how.
17 " "	Wm. Lumsden	Sydney	Hy. Shiell	Apoplexy.	
	— Bailey	Morrowa	Francis A. Gwyne	Found drowned.	
19 " "	Alex. Reid	Yass	I. M. Blake	Accidental death.	
21 " "	Wm. Stanley	Sydney	H. Shiell	Natural causes.	
20 " "	Bridget Swan	Do.	Do.	Disease of the heart.	
28 Feb., "	Thomas Byrne	Goulburn Gaol	R. Waugh	Paralysis of the brain.	
18 March, "	Thos. Ogden	Parramatta River	W. Brown	Accidentally drowned.	

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
9 March, 1870	Combo (Aboriginal)	Allendale	Henry Gordon	Accidentally drowned.	
19 "	Joseph M'Kinlay	Redbank	R. Machattie	Natural causes.	
21 "	John M'Laughlin	West Maitland	A. Liddell	Accidentally drowned.	
21 "	John M'Fadgen	Pitnacree	James Smith	Do.	
13 "	George Henry Norvale	Murrurundi	Henry Wheeler	Do.	
12 "	Jane Trinder	Maitland Hospital	James Smith	Accidental death.	
20 "	Emma Louisa Watkins	West Maitland	Do.	Natural causes.	
21 "	Henry Callnan	Murrumbateman	I. M. Blake	Concussion of the brain.	
Not known	Not known	Premier Station	Duncan M'Master	Exposure and destitution.	
24 March, 1870	Patk. Russell	Glebe Point	Hy. Shiell	Injuries from the falling of a tree	Accidental.
15 "	John E. Mahoney	Summer Vale	C. W. Adams	Disease of the heart.	
25 "	John James Harris	Blackwattle Swamp	H. Shiell	Accidentally drowned.	
15 "	Mary Anne Johnstone	Crookham	T. M. Richards	Diphtheria.	
22 "	Mary Sarah Brennan	Yass	I. M. Blake	From scalds accidentally received.	
3 "	Harry	Caigan	Jas. F. Plunkett	Killed by James Wakefield, who was committed for trial.	
26 "	Bridget Farrell	Sydney	Hy. Shiell	Disease of the heart.	
22 "	John Evans	Do.	Do.	Apoplexy.	
20 "	John Diederick	Puddledock	J. D. Brown	Accidentally killed	By a landslip.
1 "	Colin Campbell	Casino	James Stocks, J.P.	Killed	Chas. H. Fawcett and Hy. Palmer committed for trial.
22 "	Jane Bender	Dog-farm Orphan School	Geo. Thos. Clarke	Natural causes.	
16 Feb.,	Alex. M'Nab	Dry Bogan	C. Cowper, P.M.	Accidental death.	
17 March,	Sarah Purdy	Bathurst	R. Machattie, J.P.	Do.	
23 "	John Cooper	Deniliquin	A. W. F. Noyes	Accidentally drowned.	
15 "	James Larkin	Largs	Jas. Smith, P.M.	Natural causes.	
8 "	Eliza Rush	Mittagong	R. C. Robinson	Do.	
15 "	W. R. C. Baynes	Wagga Wagga	Do.	Congestion of the brain.	
23 "	Edwin Oldham	Willeroo	R. Waugh	Accidentally poisoned.	
26 "	Samuel Clyden	Braidwood Hospital	J. W. Bunn	Natural causes.	
8 "	Edward Warden	Grafton	Alfred Lardner	Accidentally drowned.	
22 "	Benjamin Shepherd	Mudgee Gaol	Wm. King	Natural causes.	
12 "	Patrick Lahey	Bogobri	T. K. Abbott	Manslaughter against Hy. Strutton	Jury believe he did not intend to kill deceased.
28 "	Catherine Brown	Bungowanna	M. F. Brownrigg	Accidental death.	
25 "	Ellen Burgess	Moama	A. W. F. Noyes	Accidentally killed.	
29 "	Peter Meloy	Big Creek	G. J. Frauland	Natural causes.	
8 "	Wm. Chas. Ollis	Redbank	J. M. Antill	Accidentally drowned.	
8 "	Albert Christina Ollis				

Date of Death.	Name of Deceased.	Place.	Coroner or Magistrate before whom Inquest or Inquiry was held.	Verdict.	Remarks.
21 March, 1870	Not known	Carroll	T. K. Abbott	Found dead in the bush.	
30 " "	Wm. Newman	Wagga Hospital	Dr. Robinson	Fell down a shaft.	
17 " "	Harry M'Aley	North Deniliquin	A. W. F. Noyes	Dysentery.	
19 " "	Michael Mulcahey	Hunter River	John Garrett, P.M.	Accidentally drowned.	
28 " "	Agnes Ellen Burchill Fogarty	West Kempsey	W. H. Thornton	Accidental death.	
7 " "	Michael Bergin	Sydney Flat	Lewis Markham	Killed by a dray upsetting on him	Accidental.
16 " "	John Holmes	Richmond River	John Sharp, J.P.	Drowned.	
19 " "	James M'Mullin	Stony Creek	E. G. Clerk, J.P.	Accidental death.	
8 " "	Ah Peek	Great Marlow	A. Lardner	Accidentally drowned.	
29 " "	Thomas Bawden	Goulburn	R. Waugh	Accidental death.	
Not known	Richd. Townsend	Northern Road	L. Markham	Suffocation brought on by drink.	
Not known	Not known	Pambula		No inquest	A skull supposed to be that of a man drowned at Merimbula, belonging to a vessel "Corio," 1860.
"	Do.	Tolarno Station		Do.	Found dead; cause unknown.
"	Known as Ned the Soldier	Wilcannia		Do.	Do. do.
13 May, 1869	Wm. Gray	Hay		Do.	Accidentally killed; buried by police.
25 " "	John Daverne, junr.	St. Petros		Do.	Killed by a horse.
Not known	Cum Ack	Meroo Creek		Do.	Found drowned.
"	John Wilton	Wagoora Creek		Do.	Do.
24 March, 1870	Joseph Ashton	Rawden Vale River	Thomas Nicholls, Esq., J.P.	Do.	Do. buried by order of J. Nicholls, Esq., J.P.
3 " "	John Wright	Tongo Inn, Paroo		Do.	Died of cramp at Tongo Inn.
Unknown	Body of a man, name supposed Patrick Carthy.	Willandra Creek, near Mossgiel	Booligal Police	Do.	Interred by police.
"	Body of a man, name unknown	In the bush, near 50-mile post, between Wilcannia and Mount Monaro.		Do.	Do.
"	Do. do.	Butherwa, near Urana		Do.	Found drowned; interred by police.
"	Do. do.	In the bush, between 38 and 39 mile post, between Wilcannia and Mount Monaro.		Do.	Found dead in the bush.
9 Feb., 1870	Ung Quong	Macquarie River		Do.	Accidentally killed; interred by police (gold miner.)
Unknown	Body of a man, name unknown	Between Kigini and Delgunnia Station, 100 miles from Bulligal.		Do.	Buried by Richd. D. Jones.

Total Number 913.

JNO. McLERIE,
I.G.P.

D.

[To Evidence given by John Garrett, Esq., P.M., 20 April, 1870.]

IN practical subjects the experience of the past is the best guide to an opinion for the future. If the Committee will permit me, I will briefly notice the legislation of England as affecting the regulation of alehouses. By the Common Law of England it was as lawful for a person to open a house for the sale of beer and ale as to keep a shop in which anything else was sold, subject only to a criminal prosecution for a nuisance if his house was kept in a disorderly manner by permitting tipping or excessive drinking, &c., to the disturbance of the neighbourhood; but this being found deficient, in the reign of Henry VII the first Act of Parliament was passed, in which Justices were empowered to grant licenses. In the reign of Edward VI another Act was passed, and in 1604 (James I), a Statute obtained Parliamentary sanction, which recites "That the ancient, true, and principal use of such houses, was for the lodging of wayfaring people, and not for entertaining lewd and idle people to spend their money and their time in a lewd and drunken manner." In the reign of Charles I the complaints against alehouses were loud and frequent, and the same during the Commonwealth. No legislation took place during the reign of the second Charles, excepting in 1682, it was ordered by the London Sessions that no license should be granted in future to alehouse-keepers frequenting Conventicles. The next Act of Parliament on the subject was passed in 1729, the first in which spirituous liquors were brought under the same regulations as to licenses as alehouse-keepers, and these regulations were now embarrassed by the arrangements which were necessary for the facility and certainty of collecting the excise duty.

In 1808 a different mode of granting licenses came into operation, not with a view to the internal regulation of alehouses, but for the purposes connected with collection of the revenue. The officers of excise were empowered to grant licenses, and such continued to be the law, I believe, until 1823, when a general Statute was passed, restoring to the Magistrates the authority to grant licenses at Special Session, a power which they had possessed, with the exception of the above period, for nearly 300 years. In the first of William IV, an Act was passed, to permit the general sale of beer and cider by retail in England, by which any person might obtain a license from the excise upon the payment of forty-two shillings.

The consequences of the facility of obtaining a license upon a small pecuniary payment was the rapid and enormous multiplication of alehouses throughout the country, and a considerable increase of idleness and crime, and increasing demoralization among the labouring classes. The Committee will observe a likeness between this Statute and our own Act for the sale of Colonial wine, and I am afraid like results may be experienced from its operation. In the preambles of the laws I have enumerated, we always find the same evils complained of, and the necessity of additional restrictions being imposed. These evils continue to the present time and are felt, and the use, or abuse if you will, of alcoholic liquors are so interwoven with the habits and customs of society, and the enormous trade interests involved, that it would be idle to attempt to suppress their use.

All that can be looked for will be means to mitigate the evils so wide spread and justly complained of. In my opinion there are only two ways in which this can be done—by the efforts of Temperance Societies and restrictive legislation; the latter, I take it, is what this Committee have in view.

I now propose to notice the licensing system now in use. To procure a license under the existing law, three things are necessary:—1. Certain notice to be given. 2. The house to contain certain accommodation. 3. That the applicant be a person of good character. Upon the required notice being given and the two latter conditions being answered in the affirmative, it is open to the Justices to grant the license. The 14th section provides "That any person may oppose such application upon giving four days' notice in writing to the applicant, and may examine on oath any witness," and I take it, that it is not open for the Justices to refuse such application if there be no objections lodged as required by this section. It must be observed that the Act does not impose any duty on the police on the application for a license in the first instance, and unless they may be included in the terms "any person" as above-named, they have no duties to discharge. In the case of transfers, or the removal of the license to other premises, they are required to report as to the character of the transferee, on the new premises, but not in relation to new applications, and unless in the case of an application wherein the party is notoriously an improper character, or reasonable objections sustained by others, I have invariably granted the license, and I believe this is pretty generally the practice. In the present Act there are eleven special meetings in the year, beside the annual meeting in the month of April; thus we have twelve in the year. Having noticed the leading features of the Publicans' Act, as regards the licensing, I will now name the amendments that to me appear to be desirable, premising that the question as to whom the power should be given to grant licenses, is one of great practical difficulty. In this Colony the power has always been in the Bench of Magistrates, and as we have seen the same practice obtained in England, with the exception of about twenty years, for upwards of 300 years, and I believe continues, it has always struck me that many of the Justices do not feel the responsibility of their position in deciding questions of this kind, and who is to bring them to account for their want of due discretion. I see great difficulty in this question, and I can see no way out of it, unless by lodging the power in the hands of Police Magistrates; and in districts where there are no P.M.'s., special Justices should be nominated by the Executive, or perhaps, what would be better, by the Judges of the Supreme Court. Illustrative of the non-responsibility of unpaid Justices, I may state a case: A man made an application for a license, who had been living for years with another man's wife, and whose husband was occasionally working in the same town; indeed the parties had been several times before the Court for assault, &c. This woman had two children by this man, and several by the husband. These facts were as well known as it was that I was P.M. When the application came before the Court there were three Justices present. The whole of them were cognizant of the facts as I have stated, yet in the face of them a majority granted the license. Some resident wrote to Dr. Lang on the subject, and the matter was laid before the Treasurer, who called upon me for a report, which report, with the minutes of proceedings, and names of the Justices, sustained the above statement—was sent.

What became of it? Why, just nothing; the license was granted, and there was the end of it. Had it been the P.M. the Executive could have reached him and brought him to book. This, although an extreme case, illustrates the working and defects of the present system.

Licensing Meeting.—I think it would be desirable that the licenses should be for the year only. Such would operate as a great check upon the holders, and it would furnish the Justices an opportunity of correcting any improvident grant during the year, and it would be well if provision was made for the forfeiture of the license upon, say three convictions of breaches of the law in the preceding twelve months. There is a precedent for both the above courses in English legislation:—"The recognizance was estreated and the party disqualified for holding a license for three years," and in all the old Colonial statutes the licenses were annual, and as there would be no recognizance to enter into as formerly, the complaint of the trouble would be avoided to that extent, and only the licensee would be required to attend.

Hours of selling is the next point I would refer to: The present Act allows from 4 in the morning until 12 at night. This I consider altogether unnecessary; there can be no good reason given for such extended hours. From 6 in the morning until 10 at night, would, I conceive, meet all legitimate requirements, as it was under the old law, and to be closed altogether on Sunday, Good Friday, and Christmas Day. In outlying districts I believe there is more drunkenness on Sundays than any other day in the week. The case of travellers might be provided for as at present.

Music and Dancing.—I need only observe, in reference to music and dancing, that I would abolish those practices altogether, for they are an unmixed evil. I think this is generally admitted. There is one point to which I would wish to call the attention of the Committee and that is, music and dancing in publicans' booths at races, for at the present time the law will not prevent them. The Committee will be aware that the Justices must grant permission for the erection of booths at places of public entertainment, during such hours as they may fix, in which they are to exercise the privileges of their license; although that permission contains no authority for music and dancing they may have both, and the Supreme Court has declared that they break no law by so doing.

It may not be within the scope of this Committee's duties to inquire into the operation of the Colonial Wine Act, otherwise I would wish to say something about its working, for it appears to me to be an Act calculated to interfere materially with any legislation to suppress the evils of drunkenness, unless altered to harmonize with such legislation.

The following reasons may be given:—

The Act provides that any shop or store keeper who occupy premises of the annual value of £10, but it does not say who is to fix the value; hence in all parts of the country you find miserable shanties, many simply bark structures, as wine shops, and all their privileges obtained upon registering his place with the C.P.S., and paying 20s. yearly to the Treasury. The Legislature no doubt intended that wine should only be sold in quart or pint bottles, but it nowhere says so in the Act, nor is there

there any penalty named if it did ; but whatever might have been the intention of the framer of the Act, as to bottles of pints and quarts, in practice it is not observed, for it is sold on draught by the glass, and there is no provision in the Act to prevent them, and many know this ; while a penalty is imposed by the 5th section, if they allow wine and cider to be carried out of their premises, and sold in any other for their benefit, but none for selling in their own.

A case is recorded in the proceedings in the Scone Court, wherein a man was proceeded against for selling on draught on his premises. He was defended by a legal gentleman sent by a large wine-grower on the Hunter ; the case was dismissed on the above grounds, and I am told the legal gentleman told the defendant to sell the wine any way he liked, and that they could not touch him. From these and such like facts it is clear that an incalculable amount of mischief will follow the establishment of wine-shops throughout the Colony under this Act.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

METEOROLOGICAL INSTRUMENTS.

(LIST OF STATIONS SUPPLIED WITH, &c.)

Ordered by the Legislative Assembly to be Printed, 23 March, 1870.

[Laid on Table in reply to Question No. 2, Votes and Proceedings No. 32, of Wednesday, 23 March, 1870.]

2. MR. WILSON to ask the COLONIAL SECRETARY,—

- (1.) The names of the stations to which meteorological instruments have been supplied in accordance with the request of the Agricultural Society?
- (2.) What instruments have been supplied to each station, and when will the Government begin to publish the results?

MEMO.

1. List of stations appended.
2. The instruments, which are all constructed and ready packed for transmission to each of the stations, comprise—

- (1.) Rain gauge.
- (2.) Evaporation gauge.
- (3.) Scales and weights (as a check upon the above).
- (4.) Self-registering maximum thermometer.
- (5.) Self-registering minimum thermometer.

Some of the stations are already supplied, and the rest will be supplied very shortly.

Where there is a Telegraph Station the results will be reduced and published in the daily papers, commencing probably in the course of next month. It is not likely that the results of all the observations made at the other stations can be reduced and published officially for at least three months.

March 23, 1870.

GEORGE R. SMALLEY,
Government Astronomer.

List of Meteorological Stations.

Telegraph.

Grafton.	Goulburn.	Bathurst.
Newcastle.	Cooma.	Kiandra.
Musclebrook.	Inverell.	Young.
Cassilis.	Walgett.	Hay.
Wollongong.	Dubbo.	Wentworth.
Armidale.	Forbes.	Wagga Wagga.
Tenterfield.	Deniliquin.	Albury.
Murrurundi.	Maitland.	Urana.
Mudgee.	Tamworth.	Penrith.
Orange.	Narrabri.	Queanbeyan.

Independent.

Casino.	Bega.	Cordeaux River.
Macleay River.	Bourke.	Hexham.
Port Macquarie.	Coonamble.	Moss Vale.
Tinonee.	Menindi.	Mittagong.
Shoalhaven.		

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

METEOROLOGICAL INSTRUMENTS.

(LETTER FROM GOVERNMENT ASTRONOMER, POINTING OUT STATIONS SUPPLIED WITH.)

Ordered by the Legislative Assembly to be Printed, 5 May, 1870.

[See Question No. 1, Votes and Proceedings No. 55, of Thursday, 5 May, 1870.]

THE GOVERNMENT ASTRONOMER TO THE PRINCIPAL UNDER SECRETARY.

Royal Observatory,
5 May, 1870.

SIR,

In reference to your communication this morning, of this date, in reference to Commander Onslow's inquiry to be made in the House this night, as to the Stations where Meteorological Observations are to be made in the Colony, I beg to enclose a printed official document, which has already been published, of those Stations.

The Stations already in operation are shown in the enclosed document. There are very good and sufficient reasons why the remaining Stations are not in operation: they are all prepared and ready to be transmitted, but for the want of the supplementary grant of £50, which up to the present time does not appear to be finally authorized.

I have, &c.,

GEORGE R. SMALLEY,
Government Astronomer.

STATIONS IN OPERATION REFERRED TO.

Newcastle.
Armidale.
Goulburn.
Deniliquin.

Bathurst.
Kiandra.
Wentworth.

Albury.
Cape George.
Sydney.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ALEXANDER WALKER SCOTT.

(PETITION OF.)

Ordered by the Legislative Assembly to be Printed, 18 February, 1870.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of Alexander Walker Scott, formerly of the City of Newcastle, in the Colony of New South Wales, presently of the City of Sydney, Esquire, one of the Trustees of the Newcastle Proprietary Grammar School,—

RESPECTFULLY SHOWETH :—

That in or about the month of January, one thousand eight hundred and sixty-nine, your Petitioner presented to your Honorable House his Petition praying for redress, under the circumstances therein detailed.

That such Petition set forth, among other things, the following facts, namely :—

That in the year one thousand eight hundred and forty, funds amounting to one thousand one hundred and fifty pounds were raised by subscription and otherwise, for the purpose of founding at Newcastle a School in conformity with the Established Church of England and Ireland ; and in the same year James Mitchell, of Sydney, Esquire, acting as the agent of the subscribers, purchased at auction, for the sum of eight hundred and three pounds fifteen shillings, certain waste lands of the Crown, situate at Honeysuckle Point, near Newcastle aforesaid, comprising twenty-one acres three roods twenty perches, which lands were afterwards in due form granted by the Crown to the said James Mitchell, who in the year one thousand eight hundred and forty-four, by the direction of the said subscribers, duly conveyed the said land to William Croasdill and your Petitioner, who thereupon acknowledged themselves Trustees for the said proposed School.

That in the year one thousand eight hundred and fifty-four, the Hunter River Railway Company took and appropriated, for the purposes of their Railway, the whole of the said lands : That before any agreement in respect of the compensation for the said land so taken could be come to between the said Company and the said William Croasdill and your Petitioner, the Government of New South Wales became the purchasers of the whole of the said Company's property, which property became vested in the Commissioner for Railways as a Corporation sole : That the said Commissioner having declined to pay to the said William Croasdill and your Petitioner the price per acre claimed by them, the said William Croasdill and your Petitioner, in pursuance of the provisions of the Act twenty-second Victoria, number nineteen, appointed George Vindin, of West Maitland, Esquire, to be an arbitrator on their part, for the purpose of determining the amount of compensation payable to them ; and the said Commissioner appointed William Downing Biden, of Singleton, surveyor, to be an arbitrator on his behalf, for the purpose of determining the amount of compensation payable by him in respect of the land described in a plan attached to his appointment, and thereon coloured red : That the said arbitrators, and an umpire duly appointed, met at Newcastle on the eighth day of June, one thousand eight hundred and sixty-eight, and on that and the two following days took certain evidence in the matter referred to them, in the course of which evidence it was proved that the parcel of land described in the appointment made by the Commissioner for Railways, and to which, in fact, the inquiry was then limited, contained fourteen acres three roods and seventeen perches, only a deduction of seven acres and three perches having been made in respect of so much of said lands so purchased as aforesaid, as was situate within one hundred feet of high-water-mark of the Harbour of Newcastle, which last-mentioned lands the said Commissioner then deposited before the said arbitrators, had been about two years previously taken from him by the Department of Public Lands, in pursuance of the general reservation contained in the grants to the said James Mitchell : That on the twenty-fourth day of June in the same year, the said arbitrators declared their award in respect of the said fourteen acres three roods and seventeen perches, and found the sum of nine thousand eight hundred and twenty-two pounds eight shillings payable to the said William Croasdill and your Petitioner in that behalf, but that the said William Croasdill and your Petitioner were by the terms of the said submission excluded from, and were still left without any compensation in respect of the residue and most valuable portion of their land purchased as aforesaid : That on the twelfth day of August in the same year, the said William

Croasdill and your Petitioner presented to His Excellency the Governor-in-Chief their respectful Memorials, setting forth among other things the facts above detailed, and submitting their right to the payment of compensation for the value of the land of which they had been deprived—the receipt of which Memorial was acknowledged on the twenty-eighth day of that month by letter from the Honorable the then Colonial Secretary, in which letter the said William Croasdill and your Petitioner were informed that “the land alluded to in the Memorial had been resumed by the Government for public purposes in terms of the deed, and that the Government did not consider the Memorialists entitled to any consideration in consequence of such resumption”: That by reason of the premises the said William Croasdill and your Petitioner had been injured in respect of the loss of their land without any equivalent, and that they were without redress in the premises, and were therefore obliged to pray the consideration of your Honorable House.

That the said Petition was received by your Honorable House, and the prayer thereof referred to a Select Committee.

That such proceedings were had, and such evidence taken in the matter of the said Petition that on or about the eleventh day of November, 1869, the said Select Committee brought up a Progress Report, which Report was ordered to be printed.

That the late dissolution of Parliament prevented the further consideration of the said Petition by the said Committee.

That the said William Croasdill and your Petitioner have not yet received any compensation for the loss of the third and most valuable part of their estate so taken away from them as aforesaid, and that they are altogether without redress in the premises.

Your Petitioner therefore humbly prays that your Honorable House will make such inquiries in the premises as to your Honorable House may seem meet, and that your Petitioner may have appropriate relief in the premises.

And your Petitioner will ever pray, &c.

A. W. SCOTT.

Sydney, 15th February, 1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON PETITION OF

MR. ALEXANDER WALKER SCOTT—LAND TAKEN
BY HUNTER RIVER RAILWAY;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
29 *March*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 14. FRIDAY, 18 FEBRUARY, 1870.

8. * * * * *
- (2.) Mr. Lee moved, pursuant to Notice No. 3,—
- (1.) That the Petition of Mr. Alexander Walker Scott, presented by him on 17th February, 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. Campbell, Mr. Farnell, Mr. Forster, Commander Onslow, Mr. M. C. Stephen, Mr. W. Suttor, Mr. Weaver, Mr. Wisdom, Mr. Sutherland, and the Mover.
- (3.) That the Progress Report from the Select Committee of last Session, together with the Evidence on this subject, be referred to such Committee.
- Question put and passed.
-

VOTES No. 23. TUESDAY, 8 MARCH, 1870.

3. Mr. Alexander Walker Scott—Land taken by Hunter River Railway :—
- (1.) Mr. Farnell presented a petition from Alexander Walker Scott, of Sydney, in the Colony of New South Wales, Gentleman, praying that he may be heard, either in person, or by his Counsel or Solicitor, before the Select Committee now sitting on the Petition of "Mr. Alexander Walker Scott."
- Petition received.
- (2.) Mr. Farnell then (*with the concurrence of the House*) moved, without notice, That the said Petition be referred to the Select Committee now sitting on "Mr. Alexander Walker Scott—Land taken by Hunter River Railway."
- Question put and passed.
-

VOTES No. 35. TUESDAY, 29 MARCH, 1870.

4. Mr. Alexander Walker Scott—Land taken by Hunter River Railway :—Mr. Lee, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, the Select Committee, for whose consideration and report this subject was referred on 18th February, 1870.
- Ordered to be printed.
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1870.

MR. ALEXANDER WALKER SCOTT—LAND TAKEN BY HUNTER RIVER RAILWAY.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 18th February, 1870,—with power to send for persons and papers—to whom was referred, for consideration and report, on the same date, the *Petition of Mr. Alexander Walker Scott, presented to your Honorable House on the 17th February, 1870—* and the *Progress Report from the Select Committee of last Session, together with the Evidence,*—and to whom was also referred, on the 8th March, 1870, a *Petition from Mr. Alexander Walker Scott, praying that he may be heard either in person or by his Counsel or Solicitor before such Committee,*—have agreed to the following Report :—

It appears to your Committee that about 30 years ago, the late Honorable James Mitchell, acting on behalf of certain subscribers, now represented by the Petitioner, Mr. Scott, and his co-trustee, purchased at an auction of Crown Lands, 21 acres 3 roods 20 perches of land, situate at Honeysuckle Point, Newcastle, comprised in four allotments, the dividing-lines and the boundaries of which were shewn on a plan exhibited at the sale, to extend from the public road to the Harbour of Newcastle; and that the same were paid for at a price per acre of each allotment comprising the whole area of the same between the road and the Harbour.

That by the Government notice, dated 1st August, 1831, then in force, it was proclaimed that “No land within 100 feet of high-water-mark on the sea-coast, harbours, bays, or inlets, is to be considered open to purchase, unless for the purposes of commerce or navigation.”

That shortly after such sale the same lands were granted to Mr. Mitchell, by the common form of instrument then in use for grants upon sales by auction, and with the ordinary reservations of land within 100 feet of high-water-mark, without any reference to the fact that so large a proportion as one-third of these lands was in terms of the Government notice of 1st August, 1831, “lands within 100 feet of high-water-mark,” and that the sale had in fact given effect to the exception contained in that notice, and treated the land as “open to purchase for the purposes of commerce or navigation.”

That in 1854 the whole area of these allotments was taken by the Hunter River Railway Company, under the compulsory provisions of an Act of the Legislature of the Colony, and appropriated for the purposes of the Company, who thereby became liable to pay to the Petitioner and his co-trustee the value of the land taken, and the damages sustained by them by reason of the same.

That

That in the same year the Government of the Colony became the purchasers from the Company of their undertaking, and became responsible for the obligations attending its acquisition.

That in 1867 the Petitioner and his co-trustee having sought to obtain from the Commissioner for Railways the compensation payable to them for the 21 acres 3 roods 20 perches of land forming the water-side allotments purchased by them from the Crown in 1840, were met by the objection that, inasmuch as a large portion of the land which they had purchased came within the description of lands within 100 feet of high-water-mark, they could only recover for the residue of their land, and the arbitration and award were made thereupon.

That it appears by the evidence of Mr. Maitland, the surveyor, that 7 acres and 7 perches of land were included in the reservation in the grants, or are within 100 feet of high-water-mark.

That the value of such land, at the time of the taking by the Hunter River Railway Company, was about £2,000 per acre.

That since the taking by the Railway Company in 1854 the Petitioner and his co-trustee have been wholly deprived of all benefit of their land.

Your Committee having taken all the facts and circumstances into consideration are of opinion that the Petitioner's case for relief has been completely established, and therefore recommend it to the immediate and favourable consideration of the Government.

*No. 1 Committee Room,
Sydney, 25 March, 1870.*

BENJAMIN LEE,
Chairman.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 24 FEBRUARY, 1870.

MEMBER PRESENT :—

Mr. Weaver.

In the absence of a Quorum, the meeting called for this day lapsed.

THURSDAY, 3 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Lee,

Commander Onslow.

Mr. Farnell,

Mr. Lee called to the Chair.

Entry in Votes and Proceedings appointing the Committee, read by the Clerk.
Committee deliberated.

[Adjourned until to-morrow, at *Eleven* o'clock.]

FRIDAY, 4 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Lee in the Chair.

Commander Onslow,

Mr. Weaver.

Committee deliberated.

The Clerk directed to send to each Member of the Committee a copy of the Progress Report from the Select Committee, Session 1869, on Mr. Scott's case.

[Adjourned until Thursday next, at *Eleven* o'clock.]

THURSDAY, 10 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Farnell,

Commander Onslow.

Mr. Weaver,

In the absence of the Chairman, Mr. Farnell called to the Chair.

Petition of A. W. Scott, praying that he may be heard either in person, or by his Counsel or Solicitor, before this Committee—*referred* by the House on the 8th March—on the Table.

Committee deliberated, and decided that the prayer of the Petitioner be granted.

H. B. Bradley, Esq. (*Solicitor for the Petitioner*), called in and informed of the decision of the Committee,—whereupon Mr. Bradley addressed the Committee and withdrew.

Committee deliberated.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 16 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Farnell,
Mr. Weaver,

Mr. W. Suttor.

Mr. Campbell,
Commander Onslow,

In the absence of the Chairman, Mr. Farnell called to the Chair.

Present :—H. B. Bradley, Esq. (*Solicitor for the Petitioner*), who addressed the Committee and withdrew.

Committee deliberated.

[Adjourned until Friday week, at *Eleven* o'clock.]

FRIDAY, 25 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Lee in the Chair.

Commander Onslow, | Mr. W. Suttor.

Present :—H. B. Bradley, Esq. (*Solicitor for the Petitioner*), who addressed the Committee and withdrew.

Chairman submitted *Draft Report*; same read and considered.

Motion made (*Commander Onslow*) and Question put,—That the *Draft Report* submitted by the Chairman be the Report of this Committee,—*agreed to*.

Chairman to report to the House.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROGRESS REPORT OF THE COMMISSION

APPOINTED TO INQUIRE INTO THE

FLOODS IN THE HUNTER RIVER
DISTRICT.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

4 February, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

PROGRESS REPORT.

THE COMMISSION *to* THE COLONIAL SECRETARY.

Public Works Office,
Sydney, 20 January, 1870.

SIR,

As the extended Commission to inquire into and report respecting the Floods in the Hunter River District will expire on the 31st instant, we have now the honor to submit, for the consideration of His Excellency the Governor, the following Progress Report of our proceedings, and respectfully to solicit a further extension of the Commission for a period of six months, to enable us to have the plans and sections required to accompany and illustrate our Final Report drawn and photo-lithographed.

Since the renewal of the Commission on the 12th August, 1869, some of our number have visited the Hunter River District, and made a careful personal survey of the flooded lands in and about West Maitland, East Maitland, and Morpeth, Dalwood, and Singleton. We have held meetings at each of the above-named places, and have examined numerous witnesses as to the extent and effects of the floods which have devastated the districts, and as to the amount of injury they have occasioned. We have caused notices to be inserted in the local papers, inviting persons competent to afford us information on the subject of the inquiry to favour us with their views; and much valuable information on these points will be found in the evidence. Some of the projects for mitigating the floods were advanced with such confident belief in their efficiency that, in order to judge of their practicability or otherwise, we have considered it advisable to have a section of the country from Wallis Creek to Hexham and along the Paterson made, and some additional levels have been taken to show the relative heights of some of the old floods as compared with those of 1857 and 1867. These plans are now being prepared for photo-lithography, along with the former plans and surveys, in the office of the Engineer-in-Chief for Harbours and Rivers.

We have, &c.,

E. O. MORIARTY.

JOHN WHITTON.

WILLIAM C. BENNETT.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

OYSTER BEDS ACT OF 1868.

(PETITION—CERTAIN RESIDENTS, MANNING RIVER.)

Ordered by the Legislative Assembly to be Printed, 4 February, 1870.

To the Honorable the Speaker and Gentlemen of the Legislative Assembly of New South Wales, in
Parliament assembled.

The humble Petition of the undersigned residents of the Manning River,—

MOST RESPECTFULLY SHOWETH:—

That a large and lucrative trade in oysters is at the present time carried on between the different rivers and Sydney, that such trade is of great importance and benefit to the surrounding districts, and that hundreds of families are dependent on it for support.

That the leasing of the Oyster Beds would be ruinous to the best interests of your Petitioners engaged in oyster-catching, inasmuch as the oyster agent in Sydney would become lessees of the beds, would employ a few boats and men at low prices, and those now engaged in the fisheries would be thrown out of employment, and great suffering and distress entailed upon their wives and families; further, the money now circulated on the rivers would remain in Sydney, to the injury and loss of the tradesmen and settlers of the respective districts.

Your Petitioners would therefore respectfully submit for the consideration of your Honorable House, that a system of licensing would be more profitable to the Government, that a larger revenue would be derived, that hundreds of persons would be benefited and none injured, and that with a rapidly growing trade the income from it would be an ever increasing one.

To prevent injury to the Oyster Fisheries it would be advisable for Government to close each river in its turn.

May it therefore please your Honorable House to repeal so much of the existing law as relates to the leasing of the Oyster Beds, and to introduce in lieu thereof clauses for licensing each person engaged in oyster-catching.

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

[Here follow 83 Signatures.]

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

OYSTER BEDS ACT OF 1868.

(ADDITIONAL REGULATION.)

Ordered by the Legislative Assembly to be Printed, 3 February, 1870.

Department of Lands,
Sydney, 29 November, 1869.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to make the following additional Regulation for carrying into effect the Oyster Beds Act of 1868, viz. :—

“Leases shall not include more than one mile of the frontage of any river, creek, estuary, or tidal water.”

WILLIAM FORSTER.

1870.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

UNITARIAN CHURCH LAND BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
 4 *March*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

—
 1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 17. THURSDAY, 24 FEBRUARY, 1870.

10. Unitarian Church Land Bill (*“Formal” Motion*):—Mr. Parkes moved, pursuant to Notice No. 4 (*Other Business*),—
- (1.) That the Unitarian Church Land Bill be referred for the consideration and report of a Select Committee.
- (2.) That such Committee consist of Mr. Alexander, Mr. Clarke, Mr. Farnell, Mr. Lee, Mr. Neale, Mr. Church, Mr. Hill, and the Mover.
- Question put and passed.

VOTES No. 22. FRIDAY, 4 MARCH, 1870.

2. Unitarian Church Land Bill:—Mr. Parkes, 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 24th February, 1870.
- Ordered to be printed.

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1870.

 UNITARIAN CHURCH LAND BILL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on 17th February, 1870, the "*Unitarian Church Land Bill*,"—beg to report to your Honorable House,—

That they have examined the Solicitor* for the Bill and the witness named *T. Icton, Esq. in the margin* (whose evidence will be found appended hereto); and that the *A. M. A'Beckett, 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 not deemed necessary to make any Amendment.

And your Committee now beg to lay before your Honorable House the Bill, without Amendment.

HENRY PARKES,
Chairman.

No. 3 Committee Room,
Sydney, 4 March, 1870.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 4 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Parkes, | Mr. Neale,
 | Mr. Lee.

Mr. Parkes called to the Chair.

Entry in Votes and Proceedings appointing the Committee *read* by the Clerk.
Printed copies of Bill *referred*, and original Petition to introduce the same, before the Committee.
Thomas Iceton, Esq. (*Solicitor for the Bill*), called in and examined.
Witness produced Deed of Grant, dated 19th July, 1858, and Deed of 19th July, 1866, referred to in the Preamble; copies of the *Sydney Morning Herald*, containing notices of Meetings, &c.; and *handed in* Minutes of a Meeting held in the Unitarian Chapel, Macquarie-street, on 21st October, 1867. *Ordered to be Appended. (Vide Appendix A.)*
Witness withdrew.
A. M. A'Beckett, Esq., called in and examined.
Witness withdrew.
Question put from the Chair,—“That this Preamble stand part of the Bill,”—*agreed to.*
Clauses 1 to 6 read and agreed to.
Motion made (*Mr. Neale*) and Question,—That the Chairman report the Bill to the House without Amendment,—*agreed to.*

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LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

UNITARIAN CHURCH LAND BILL.

FRIDAY, 4 MARCH, 1870.

Present:—

MR. LEE,	|	MR. NEALE,
		MR. PARKES.

HENRY PARKES, ESQ., IN THE CHAIR.

Thomas Iceton, Esq., called in and examined:—

1. *Chairman.*] You are Solicitor for the Bill, shortly described as the Unitarian Church Land Bill? I am.
2. You attend here on behalf of the Petitioners? I attend on behalf of the promoters of the Bill, who are put in motion by the Unitarian body. The trustees of the land in question are members of that body.
3. The object of the promoters of the Bill is to be enabled to sell certain lands situated on Church Hill, and to invest the proceeds in the purchase of other land, or, at their option, I presume, in the improvement of the Unitarian Church in Macquarie-street? Yes, that is the principal object. Another object is to make better provision for the appointment of future trustees, if the purchase money should be laid out in procuring other land.
4. What is the land that is held in trust? The land held in trust is that comprised in the deed of grant mentioned in the preamble of the Bill. I produce the grant, which is dated 19 July, 1858, and is to James Williamson, Frederick Piper, William Smail Friend, Henry Freeman, and Isaac Aaron; it is of the land firstly and secondly described in the preamble. The grant conveys the land to these persons as trustees, in trust for the erection thereon of a chapel or school, or both of them, "to the use of the people called Unitarians and for no other purpose whatsoever." (*Deed produced.*)
5. Are there any special conditions in the grant? There is a special condition with reference to the appointing of new trustees, by which the grantees, when thereunto required by the Governor of the Colony, shall convey the land to the use of such other person or persons as may be appointed by the Governor, with the advice of the Executive Council, as trustees in the place and stead of the grantees.
6. By the Bill before Parliament you seek to have new trustees appointed, without reference to the Governor? Yes. That power of appointment seems to be very awkward and impracticable. It seems to the persons interested that the power of appointment should be of the ordinary nature, that is, that it should be vested either in the continuing trustees, in the case of vacancies, or in the body substantially interested in the subject matter. Therefore one of the objects of the Bill is to alter the mode of appointing trustees in case the proceeds of the proposed sale should be invested in the purchase of other land. Of course there will be no new appointment of trustees necessary, unless the proceeds are to be invested in the purchase of other land, because the office of trustee, so far as this land is concerned, will of course cease upon the sale of the land, and if no other land is purchased there will be no occasion to continue the trustees in office.
7. How is it proposed to appoint new trustees? It is proposed by the fourth section of this Bill that the present trustees shall have the power of filling up vacancies, and that the appointment to future vacancies shall be vested in the trustees for the time-being. I may state that that is now the almost universal mode adopted, in trust deeds of every description, for keeping up the continuance of the proper number of trustees.

T. Iceton,
Esq.

4 Mar., 1870.

- T. Iceton,
Esq.
4 Mar., 1870.
8. Is there any definite purpose now of selling the land if power is given to the trustees to do so? I have not sufficient information to enable me to answer that question. I produce the trust deed, dated 19th July, 1866, mentioned in the preamble, being the present trust deed of the existing chapel in Macquarie-street. (*Deed produced.*) I may say shortly that that deed is correctly described in the preamble. I also produce the resignation or refusal of Mr. Friend, dated 10th October, 1866, of his office of trustee under the grant. (*Produced.*) I hand in the minutes of a meeting of Unitarians, held on the 21st October, 1867, in the Unitarian Chapel in Macquarie-street, at which a resolution was come to, directing the necessary steps to be taken to obtain the present Bill. (*Handed in. Vide Appendix.*) I produce three copies of the Sydney Morning Herald of the 5th, 19th, and 21st October, 1867, containing the advertisement calling that meeting. (*Produced.*) I may say this Bill is being prosecuted on behalf of the body of Unitarians. Of course, without their concurrence, the Legislature would not think of interfering. The legal trustees are the promoters, at the instance of the body whom I represent. I may say also that Mr. Frederick Piper and Mr. Henry Freeman, two of the original grantees, have been dead for some years. I have with me title deeds showing that the land in Macquarie-street is properly vested in the trustees of the Unitarian Chapel, as stated in the preamble.
9. *Mr. Lee.*] I see by the second clause of this Bill it is proposed to pay the proceeds of the sale of this land, if sold, into the Colonial Treasury—Is that in accordance with the deed? It is in accordance with the practice that has prevailed in similar cases in the colony, when leave has been given to the trustees of public buildings to dispose of them—I suppose with the idea that the money would be taken care of, pending its ultimate disposal. This seems to have been the invariable practice in similar cases.

Arthur M. a'Beckett, Esq., called in and examined:—

- A. M.
a'Beckett,
Esq.
4 Mar., 1870.
10. *Chairman.*] You are interested in the proposed Bill now before this Committee? I am.
11. Are you one of the promoters of the Bill? I am, in so far as I wish it to pass.
12. Are you one of the trustees of the land? No, their names are contained in the preamble of the Bill.
13. Were you Chairman of a meeting held in the Unitarian Chapel in Macquarie-street on the 21st October, 1867? I probably was; I think I have been the President since my return from England; but I do not recollect that particular meeting.
14. Is this paper (*handed in by Mr. Iceton*) a correct minute of the proceedings of a meeting held on that date? Yes.
15. Will you look at the resolution at the bottom of that paper? Yes, I remember that.
16. The Bill now before this Committee is the result of the adoption of that resolution? So I believe.
17. Are you personally acquainted with the land referred to in the preamble of the Bill, situated on Church Hill? I know where it is; I am not very minutely acquainted with it.
18. Is it suitable for the purposes for which it was granted? I do not think the situation is suitable; I did not at the time.
19. Where is the land? It is in Clarence-street, at the back of St. Phillip's Church, I think. It is used as a mason's yard.
20. Do you consider it expedient to give the trustees power to sell it? I do.
21. Do you know whether it is the intention to purchase other land—the petition states, I think, that the proceeds are to be invested in the purchase of other land for the same purpose, or in repairing and extending the present Unitarian Church in Macquarie-street? Either the one or other. I am not aware that any decision has been come to.
22. Do you know that the congregation desire to have the power to sell the land and apply the proceeds in one or other of these two ways? Yes, quite certain of that.
23. The minutes of the meeting held on 21st October, 1867, is signed by you? It is.

UNITARIAN CHURCH LAND BILL.

APPENDIX.

[*To Evidence given by Thos. Iceton, Esq., 4 March, 1870.*]

A.

MINUTES of a Meeting held in the Unitarian Chapel, Macquarie-street, Sydney, on Monday, the 21st of October, 1867.

Mr. A. M. a'Beckett having, at the request of the Meeting, taken the chair, read the following advertisement from the Sydney Morning Herald of that day:—

"TO UNITARIANS.—At the request of the Committee of the Unitarian Church, Sydney, I, the undersigned, hereby convene a meeting of Unitarians, to be held in the Unitarian Chapel, Macquarie-street, Sydney, this evening, the 21st of October instant, at half-past 7 o'clock, to consider the expediency of applying to the Legislature for an Act to authorize the Trustees of certain land in Clarence-street, Sydney, granted, upon trust, for the erection thereon of a chapel and schoolhouse for the use of Unitarians, to sell the said land, and to apply the proceeds thereof in or towards the purchase of other land more eligibly situated, or in or towards the erection or completion of a chapel and schoolhouse upon some more convenient site.

"Dated this 4th day of October, 1867.

"ISAAC AARON,
"One of the said Trustees."

Whereupon it was moved by Mr. Aaron, and seconded by Mr. Hugh Gilchrist, and carried unanimously,—

"That the necessary steps be at once taken to obtain an Act of the Legislature for the purposes mentioned in the advertisement just read to the meeting."

ARTHUR M. A'BECKETT,
Chairman.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

GOULBURN SCHOOL TRUST BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
9 *March*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 21. THURSDAY, 3 MARCH, 1870.

3. Goulburn School Trust Bill (*Formal Motion*):—Mr. Parkes moved, pursuant to Notice No. 2,—
(1.) That the Goulburn School Trust Bill be referred for the consideration and report of a Select Committee.
(2.) That such Committee consist of Mr. Farnell, Mr. Leary, Mr. G. A. Lloyd, Mr. Nowlan, Mr. Tunks, Mr. Webb, Mr. Wilson, and the Mover.
Question put and passed.
-

VOTES No. 24. WEDNESDAY, 9 MARCH, 1870.

4. Goulburn School Trust Bill :—Mr. Parkes, 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 3rd March, 1870.
Ordered to be printed.

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1870.

GOULBURN SCHOOL TRUST BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and Report was referred, on the 3rd March, 1870, “*The Goulburn School Trust Bill*”,—beg 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 as *verbally* amended,† having been satisfactorily proved to your Committee, they proceeded to consider the Clauses of the Bill, in which it was deemed necessary to make certain Amendments.

*C. H. Walsh,
Esq.
W. Chatfield,
Esq.
†Vide Schedule
of Amendments.

And your Committee now beg to lay before your Honorable House the Bill as amended by them.

HENRY PARKES,
Chairman.

No. 1 Committee Room,
Sydney, 9 March, 1870.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

GOULBURN SCHOOL TRUST BILL.

WEDNESDAY, 9 MARCH, 1870.

Present:—

MR. FARNELL, | MR. PARKES,
MR. WILSON.

HENRY PARKES, Esq., IN THE CHAIR.

Charles Hamilton Walsh, Esq., called in and examined:—

1. *Chairman.*] Are you the solicitor for this Bill? No, I am one of the Trustees—one of the applicants. C. H. Walsh, Esq.
2. Have you the papers? Yes. The first statement of the preamble is that, on the 8th of February, 1858, a fund was created by contributions for the establishment of a Classical and Commercial Day and Boarding School in the City of Goulburn, to be called "The Goulburn School." I have a minute of a meeting of 9 Mar., 1870.
3. Is that a correct minute? It is.
4. Is it signed? No, but it was taken down at the time in my own hand-writing.
5. Who was the Chairman? Mr. James Chisholm. I was elected Secretary. It was resolved that William Chatfield, Robert Waugh, Charles Hamilton Walsh, Moss Marks, and Philip Dignam, be Trustees of a fund created by the contributors. Then it was resolved that the subscribers be required to give to the Trustees promissory notes, payable at three, six, nine, and twelve months, for the amount of their respective subscriptions; and it was further resolved that the school be called The Goulburn School. At that meeting, and subsequently, thirty-two contributors subscribed from time to time, £3,325.
6. Were all these subscriptions actually paid? They were.
7. Was the number of thirty-two subscribers the utmost number? That was the maximum number. The lowest subscription was £50—the highest £240.
8. Is there a trust deed? No; a draft of a trust deed was prepared, declaring the trusts upon which the school was to be carried out, but before it was completed Mr. Weekes, who was then Colonial Treasurer, put £5,000 on the Estimates for the establishment of a Grammar School at Goulburn, and in the face of that we suspended operations for a time. I have the draft of the deed which was approved of at the meeting of contributors. Pending Mr. Weekes' proposal we were anxious to proceed, and at the same time we were under the impression that, if his proposal were carried, the Government would take the matter off our hands.
9. The Trustees appointed proceeded to buy land and erect a building? Yes, the Trustees purchased an acre of land in Goulburn—two allotments; in fact the purchase was made in anticipation of the matter. Mr. Chatfield purchased and conveyed to me, as Secretary of the Trust, the acre of land on which the school building stands.
10. Have you the deed? I have it here. There is a declaration endorsed upon the deed by me, declaring that I hold the land in trust for the school.
11. What is the date of the deed? 28th February, 1859.
12. The school building was erected under the direction and supervision of the Trustees? Yes, and a master was appointed.

- C. H. Walsh,
Esq.
9 Mar., 1870.
13. What the promoters of this Bill desire is for the Trustees to have power to sell the property? Yes. By the contemplated deed, which was approved by the contributors, but not executed, it was provided that the Trustees, after the expiration of ten years, might sell, with the consent in writing of those representing two-thirds of the shares; otherwise, they were not to sell in less than twenty years. There are thirty-two shareholders representing fifty-seven shares, and I have the consent of all but three who represent five shares; and, as a matter of fact, although I have not their consent in writing, I know personally that they are quite willing that it should be sold.
14. You know all the contributors are willing to sell? Yes.
15. Have you got the consent of this number of contributors in one document? No, there are several documents.
16. Do any number of them give their consent in one document? No, they have all signed separate documents. Circulars were sent to them.
17. The power sought from Parliament is in accordance with the provision in the trust deed, and also with the wishes of the contributors? Yes.
18. I believe you wish to sell the school building and land still for the purposes of a school? Yes; in fact there has been a resolution passed at a meeting, attended by more than two-thirds of the contributors, that we should sell it to the Council of Education.
19. The property has been sold, in fact, with the exception of the completion of the title and the payment of the money? Yes, and the Council has been put in possession. We want this Bill to enable us to complete.
20. Are all the Trustees still living? No, Mr. Marks died in August, 1869; all the others are living.

William Chatfield, Esq., called in and examined:—

- W. Chatfield,
Esq.
9 Mar., 1870.
21. *Chairman.*] Are you one of the Trustees of the Goulburn School? Yes.
22. You are aware that a meeting was held on the 8th February, 1858, for the purpose of raising a fund for the establishment of the school? I cannot exactly recollect the date, but there was a meeting.
23. Are you aware whether the subscribers to the Goulburn School Fund, or a majority of them, are willing that the property should be sold? I have every reason to believe that the subscribers are willing and anxious that it should be sold.
24. As a Trustee, you are desirous to sell? All the Trustees are anxious.
25. As a Trustee, you are yourself desirous to sell? Decidedly.
26. The Trustees wish to sell the school, to be continued for educational purposes? Yes.
27. The trust deed was never executed? I am not lawyer enough to know exactly how that stands. I do not remember any deed of settlement being executed.
28. As one of the Trustees, you are desirous of obtaining from Parliament a power to sell, in accordance with the draft trust deed? Yes.
29. You fully concur in the object of the Bill now before the Committee? I do.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

AGRICULTURAL SOCIETY OF NEW SOUTH WALES.

(LETTER FROM THE SECRETARY FORWARDING PRELIMINARY NOTICE OF PROPOSED EXHIBITION, &c.)

Ordered by the Legislative Assembly to be Printed, 8 March, 1870.

THE SECRETARY OF THE AGRICULTURAL SOCIETY OF NEW SOUTH WALES to THE COLONIAL SECRETARY.

Sydney, 26 February, 1870.

SIR,

I have been instructed by the Council of the Agricultural Society of New South Wales to forward you a copy of the preliminary notice of the Exhibition which is to be held in August, in the new building now being erected by the Corporation in the Prince Alfred Park.

A glance at the above referred notice will show the magnitude of the undertaking.

1870 happens to be the centenary anniversary of the discovery of Australia. An Exhibition of the select products of the Colonies will be held in London in 1871. The accommodation at the Exhibition held in Sydney last year was so meagre, and the notice so short, that the show gave a very inadequate expression of the resources of this Colony; another display is demanded this year for the purpose of showing what our powers and objects of production really are.

We have invited Victoria, Queensland, South and West Australia, Tasmania, New Zealand, and the neighbouring French Colony, to join in a friendly contest.

From here the prize exhibits may be forwarded to London, and there give the World an opportunity of judging the progress we have made in a century.

In order to carry out so large an undertaking the Agricultural Society will incur heavy liabilities. The prize schedules in the agricultural department alone are not far short of £1,500, medals and other rewards of merit in the non-agricultural classes about half that amount; the expenses of rent of buildings, advertising, and agencies throughout this and other Colonies, cannot be computed at less than £2,000. If we have charge of the goods for the London Exhibition, the packing, forwarding, and custody of these will entail a further expense on the Society.

I am requested to apply to you to ask the Government to place a sum of money on the Estimates as a subsidy, to enable the Society to carry out creditably this unusual Exhibition.

Last year the Government granted us £1,000 towards the Exhibition, and £100 towards the publication of the journal of the Society.

In order to ascertain your views on the subject, a deputation has been appointed, consisting of the following gentlemen, viz. :—

Sir W. Macarthur,
Hon. J. Hay,
Hon. A. Campbell,
Hon. S. D. Gordon,
Commander Onslow,
J. Lackey, Esq.,
J. Nowlan, Esq.,

M. Lowe, Esq.,
J. Calvert, Esq.,
R. N. Trebeck, Esq.,
W. Renny, Esq.,
H. Reid, Esq.,
H. Beit, Esq.

I shall feel obliged if you will let me know what day and at what hour you will be pleased to receive the above-named deputation.

I have, &c.,

JOULES JOUBERT.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

PUBLIC VEHICLES AND BOATS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
29 *April*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

**EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.**

VOTES No. 7. TUESDAY, 8 FEBRUARY, 1870.

6. Public Vehicles and Boats :—Mr. Tunks moved, pursuant to Notice No. 1 (*Other Business*),—
- (1.) That a Select Committee, with power to send for persons and papers, be appointed to inquire into and report upon the efficiency, general management, and control of all kinds of public vehicles and boats carrying passengers and goods for hire in the City and Suburbs of Sydney, as well as within the Harbour of Port Jackson.
- (2.) That such Committee consist of the following Members, viz. :—Mr. King, Mr. Buchanan, Mr. Allen, Mr. S. Brown, Mr. M. C. Stephen, Mr. Clarke, Mr. Sutherland, Mr. Farnell, Mr. Hoskins, and the Mover.
- Question put and passed.
-

VOTES No. 52. FRIDAY, 29 APRIL, 1870.

4. Public Vehicles and Boats :—Mr. Tunks, 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 subject was referred on 8th February, 1870, together with Appendix.
- Ordered to be printed.
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1870.

PUBLIC VEHICLES AND BOATS.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 8th February, 1870,—to inquire into and report upon the efficiency, general management, and control of all kinds of public vehicles and boats carrying passengers and goods for hire in the City and Suburbs of Sydney as well as within the harbour of Port Jackson,—have agreed to the following Report:—

Your Committee have taken the evidence of several witnesses (*Vide list of witnesses*) whose names were submitted simply by reason of their official position and their practical knowledge of the subject of the present inquiry.

The efficiency and proper control of all kinds of vehicles plying for hire, including boats, is admitted on all hands to be of great and increasing importance to the public, which has been recognized by the Legislature by empowering the Municipal Council of Sydney by law to regulate and license all kinds of vehicles plying for hire within the City of Sydney and within eight miles of the corporate limits thereof. (11 *Victoria*, No. 21, and *Amending Act*). The Municipalities Act of 1867 enables Borough Councils to make by-laws for regulating public vehicles; but this power is understood not to extend to those Boroughs situated within eight miles of the City of Sydney (*clause 200*), although the Councils of such Boroughs may impose a fixed annual, half-yearly, or quarterly charge upon vehicles plying for hire within such Municipalities (*clause 129*).

The Sydney Police Act, 4 William IV., No. 7, passed so far back as the 6th August, 1833, was intended amongst other things to regulate and license boats and boatmen, but which Act, in the opinion of your Committee, is altogether unsuited to the present circumstances of the City, Suburbs, and Port of Sydney,—especially as steam ferry-boats were scarcely known in the Colony in those days, and which are fast superseding the old ferry-boats, and which steam ferry-boats are under no regulation whatever to secure proper attention to time and regulated scale of fares. Cabs and carters appear to satisfy generally the requirements of the public, as each hiring may be a special engagement under regulated fares, and the hirer is at liberty to select the vehicle to suit his purpose; and therefore, in all probability, no serious complaint of the inefficiency of these vehicles has been brought under the notice of your Committee, although occasional overcharges by cabmen have been alluded to by the Inspector General of Police. (Question 1127).

Omnibuses.

All the witnesses who have been asked the question agree, that the “buses which ply between Sydney and the Suburbs cannot be conducted to the satisfaction of the public or to the persons immediately engaged in working them without regulations.” (Questions 458-462, 567, 662, 657, 759, 848, 849). Although it is not quite so clear to your Committee, but that if the owners of them thought fit to do so they might claim to be placed under the Stage Carriage Act, 6 William 4, No. 2, and thereby evade the City By-laws and license fee altogether, as stage carriages are exempted from the operation of the Hackney Carriage Act, 11 *Victoria*, No. 21.

Great

Great dissatisfaction now prevails with the public, the suburban Municipalities, and with many of the more respectable 'bus proprietors as to the present mode of regulating and consequently the general efficiency of omnibuses.

The Mayor of Sydney "who has the whole and sole control of men and omnibuses" (Question 6) states, in answer to question 7, "that the 'buses are more efficient now than they have been for a number of years past"; but nearly all the other witnesses agree that great cause for complaint exists notwithstanding. (Questions 180, 236, 312, 485, 542, 570, 627, 730, 773, 856, 924, 1024, 1076.)

The inefficiency and mismanagement of the 'bus traffic seems to originate in some inherent defect in the City Council as a controlling body—there is, in the opinion of several witnesses, a difficulty in impartially administering the by-laws the Council themselves have made, in consequence of the pressure that can be brought to bear upon the election of Mayor annually, and upon the election of Aldermen biennially, by the large number of persons interested in one way and another in licensed vehicles. (Questions 45, 201, 390, 419, 420, 748, 1123, 1124, 1125, 1126.)

The immense power confided to the Mayor for the time being (Questions 5 and 6), is in the opinion of your Committee injudicious and inexpedient, and deprives the professional inspector of his proper functions. This officer is also under the complete control of the Mayor (Question 387), which with the entire absence of properly authorized time-keepers independent of the 'bus proprietors, is the origin of the principal cause of discontent in the suburban Municipalities. (Questions 131, 156, 378, 387, 388) and of the general inefficiency of the service.

The deficiency of inspectors and authorized time-keepers is probably occasioned from motives of economy by the City Council (Question 158), or with a view to revenue (Question 184), as the fees in connection with this service amount annually to £2,509 18s. 6d., while the amount expended on it amounts approximately to £395 a year (Question 311), leaving a balance to credit amounting to, say, £2,114 18s. 6d.

When the Hackney Carriage Act was passed, in the year 1847, empowering the Municipal Council of Sydney to license and regulate hackney carriages and other vehicles to the distance of eight miles from the City boundary, the population of the Suburbs was small relatively to the City, which appears from the Census of 1851, the year of the gold discovery.

The population was then as under—

City of Sydney	...	...	...	...	44,240
Suburbs	...	...	...	...	9,648

being say 1 to $4\frac{1}{2}$.

The population now is as under (Question 1092)—

Sydney ...	...	...	...	...	71,286
Suburbs	...	...	...	...	55,237

being say 1 to $1\frac{1}{4}$.

The number of persons incorporated in the Suburbs, under the Act of 1867, is 44,785, a larger number than in the City of Sydney in 1851. There are also in the suburbs 11,952 persons not under municipal incorporation. It may therefore be anticipated, from the relatively greater increase of the suburban population, that they will at no distant day outnumber the inhabitants of the City.

No attention or not sufficient consideration is paid to the requirements of the Suburban Municipalities by the City Municipality (Questions 183, 245, 580, 735), although the Mayor states (Question 59) that "we have made it a point to comply with the requests of the Suburban Municipalities."

By a recent arrangement with the Inspector General of Police by the City Council, loitering and some minor irregularities by 'bus-men may be diminished, with respect principally to City traffic, but which is not calculated to effect any material improvement in the more important particulars of complaint in the suburbs. (Questions 1078-1080.)

Boys.

There are 180 omnibuses and 23 omnibus cars now licensed in Sydney (Question 299). Under the by-laws these 203 vehicles require the services constantly of as many "conductors." Some of the boys thus occupied are apparently not more than

than seven years old. (Question 1088.) "They have no education at all in many cases, and they acquire habits that do not improve their morals." "Some that have been employed as 'bus conductors are now on board the 'Vernon,'" (Question 1089.) "They are in some instances kept at work very long hours" (Question 47), and are also many hours idle on the stands without legitimate occupation (Questions 48, 51, 397, 398, 399, 750, 798). "Some of these boys sleep in the omnibuses, and they go to the stand for days and days together without being washed." (Question 940.) One 'bus-owner employs as conductors his sons who cannot tell the time of day (Question 948). Mr. W. Farrar, lately a time-keeper, thinks these boys while not actually employed as conductors should receive some education, and he tried as an experiment, to instruct them, but was laughed at. (Questions 950, 951.) Some of the 'buses are in a most filthy and apparently in a verminous condition. (Questions 227, 241, 623.)

These boys do not appear to be under specific engagement to their employers and from their unhappy life and condition are most probably frequently changing their occupation; so that to comply with the by-laws there must be in the City and Suburbs considerably more than 203 of them, many of whom are doubtless being reared in such a way as to occasion your Committee much concern for their lamentable condition and future welfare, as well as for the effect this state of things must have on the community.

Licensed Watermen and Ferry Boats.

These vehicles, so necessary to the people of the Suburbs of Sydney and the Harbour of Port Jackson, appear to be under very little or no control. The Inspector General of Police states (Question 1077)—"I have thought that the licensing of boats, as it has been hitherto conducted, a farce"; "and that all marine vehicles should be placed under the Marine Board." (Questions 1100, 1101.) Other witnesses state, that in their opinion, both ferry-steamers and watermen should be placed under regulations by some central authority. (Questions 190, 240, 891, 899, 1013, 1019, 1056.) At present there are on the books of the Water Police Office the names of 750 registered watermen, some of whom have been licensed for many years (Question 997); and "there are no rules or regulations guiding them, and no supervision over them, and the watermen themselves are desirous that they should be under some regulations." (Question 1002).

Licensed watermen have no summary way of recovering fares. (Questions 1003, 1039.) This appears a hardship.

The boatmen and boats are, under the present practice, licensed once and for ever. Men may leave the Colony for ten years, and return and ply again. (Question 1006.) In the meantime, or in the course of time, both men and boats become old and unsafe for ferrying passengers. (Questions 1006, 1007, 1059.)

Notwithstanding the great number of men licensed, the ferries are occasionally entirely deserted by the boatmen (Question 1013), to the great inconvenience of the public. Many of the persons now licensed do not attend to the business of watermen at night, or on windy or wet weather (Question 1043), some of whom are incapable of managing a boat and ought not to be intrusted with the lives of passengers. (Question 1066.)

After fully considering the question involved in this inquiry, your Committee are of opinion that the omnibus traffic between the City and Suburbs is very inefficient and badly conducted, and that extending the power of the City Council to eight miles beyond the City boundaries is a source of much annoyance to some of the Suburban Municipalities; leaving them powerless in this, to them, important matter. This applies especially to the Suburbs separated from the City by water, which, with the almost entire absence of regulations for ferry-boats and watermen, constrains your Committee to recommend that some legislative action be as early as possible taken to place all vehicles plying for hire both by land and by water under some central authority, the cost of managing which should be borne by fees and other income, and paying any surplus money *pro rata* to the Corporations in charge of the roads or streets used by the vehicles.

WILLIAM TUNKS,
Chairman.

No. 1 Committee Room,
Sydney, 29 April, 1870.

FRIDAY, 4 MARCH, 1870.

In the absence of a quorum, the Meeting called for this day lapsed.

FRIDAY, 11 MARCH, 1870.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Allen, | Mr. Farnell.

Mr. James Richardson called in and examined.

Witness withdrew.

Mr. Joseph Graham (*Mayor of Marrickville*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. W. Farrar, W. T. Pinhey, Esq., J.P., Mr. J. Kingsbury, and J. Mullens, Esq., be summoned to give evidence at the next Meeting.

[Adjourned until Tuesday next, at *Eleven o'clock*.]

TUESDAY, 15 MARCH, 1870.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Farnell, | Mr. Buchanan,
Mr. Allen.

Mr. J. Kingsbury called in and examined.

Witness withdrew.

J. Mullens, Esq., called in and examined.

Witness withdrew.

Mr. W. Farrar called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That W. Crane, Esq., Mr. C. E. Jeanneret, and Mr. T. Mulhall, be summoned to give evidence at the next Meeting.

[Adjourned until Friday next, at *Eleven o'clock*.]

FRIDAY, 18 MARCH, 1870.

In the absence of a quorum, the Meeting called for this day lapsed.

FRIDAY, 25 MARCH, 1870.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Farnell, | Mr. Buchanan.

W. Crane, Esq. (*Chief Clerk, Water Police Office*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Captain McLerie, Mr. G. W. Barker, Mr. T. Mulhall, and Mr. G. Webber, be summoned to give evidence at the next Meeting.

[Adjourned until Wednesday next, at *Eleven o'clock*.]

WEDNESDAY, 30 MARCH, 1870.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Farnell, | Mr. Allen,
Mr. Hoskins.

Mr. G. W. Barker called in and examined.

Witness handed in a paper containing his views on the subject under consideration.

Ordered to be appended. (*Vide Appendix A.*)

Witness withdrew.

Mr. T. Mulhall called in and examined.

Witness withdrew.

Captain McLerie (*Inspector General of Police*), called in and examined.

Witness withdrew.

Mr. G. Webber called in and examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

WEDNESDAY,

WEDNESDAY, 13 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Farnell, | Mr. Hoskins.

The Witnesses summoned for this day did not attend.

Committee deliberated.

The Chairman laid before the Committee a letter from Mr. G. Webber, claiming expenses, a professional witness, for giving evidence before the Committee.

Committee were of opinion that the expenses ought not to be allowed.

Ordered,—That Mr. W. E. Davey and Mr. J. Carr be summoned to give evidence at the next Meeting.

[Adjourned until to-morrow, at *Eleven* o'clock.]

THURSDAY, 14 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Buchanan, | Mr. Farnell,
Mr. Allen.

Mr. John Carr called in and examined.

Witness withdrew.

Mr. Edward Davey called in and examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 22 APRIL, 1870.

In the absence of a quorum, the Meeting called for this day lapsed.

FRIDAY, 29 APRIL, 1870.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Farnell, | Mr. Clarke.

Chairman submitted draft Report, which had been previously circulated amongst the Members of the Committee.

Same read, *verbally* amended, and *agreed to*.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

PUBLIC VEHICLES AND BOATS.

THURSDAY, 17 FEBRUARY, 1870.

Present:—

MR. ALLEN,
MR. CLARKE,
MR. TUNKS,

MR. FARNELL,
MR. KING,
MR. M. C. STEPHEN.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Walter Renny, Esq., the Mayor of Sydney, was called in and examined:—

1. *Chairman.*] Your designation is the Right Worshipful the Mayor of Sydney? I believe so.
2. You are aware of the object of the present inquiry, Mr. Mayor? Yes; I am aware of it. I see that, in the terms of the resolution, it is to inquire into and report upon the efficiency, general management, and control of all kinds of public vehicles and boats, carrying passengers and goods, for hire in the city and suburbs of Sydney, as well as within the harbour of Port Jackson.
3. You have been Mayor, and Alderman a number of years, and have paid considerable attention to this subject? Yes, I have. In fact I have made it a matter which I wished to improve before I left my office.
4. Perhaps you will state to the Committee the number of licensed vehicles plying for hire in the City of Sydney? I can give you the amount received by the Municipal Council from them, but I cannot give you the number of vehicles.
5. You, as Mayor, exercise a direct control over these vehicles, both as to their efficiency and management? Yes, entire control.
6. Is it under the by-laws that the Mayor and two Aldermen exercise entire control over the whole of these vehicles? Yes; that is to say, the Mayor and two Aldermen pass or condemn the whole of the omnibuses and cabs. They examine the omnibuses and cabs, and see that they are in a fit condition to be licensed. The Mayor has power to refuse or cancel the license of any 'busman or cabman, providing that there is anything against his character that would warrant such refusal or cancellation. A man's license, for instance, is not granted, unless he is recommended by two respectable and known householders. If any man to whom a license has been granted commits a breach of the by-laws a second time, he is brought before the Mayor and his license is cancelled. In fact, the Mayor has whole and sole control over the men and omnibuses.
7. Is it your opinion that the whole of the cabs and 'buses plying for hire are now—say to day—in an efficient condition? They are to day better than ever they were; when I say better than ever they were, that is going a long way back; perhaps I may say better than they have been for a number of years past.
8. The number of them and the income derived by the Municipal Council from them in fees and fines will perhaps be furnished to the Committee by you or by one of your officers? Yes. I find that I can give you now the number of the omnibuses and the amount of revenue received. There are 178 omnibuses, which at £7 10s. each, give £1,335; 23 omnibus cars, at £5 12s. 6d. each, give £129 8s. 6d.; 226 omnibus drivers, at 10s. each, give £113; 140 omnibus conductors, at 5s. each, give £35; 40 hackney carriages, at £3 each, give £120; 180 cabs, at £2 5s. each, give £405; 250 cab drivers, at 10s. each, give £125;

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- W. Renny, Esq.
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- 110 drays, at £2 each, give £220; 110 dray drivers, at 5s. each, give £27 10s. The whole yielding a total revenue of £2,509 18s. 6d. I may say that in reference to these fees a bill was passed about the year 1867, empowering the suburban Municipalities to levy a tax on omnibuses running in and over their Municipalities. The Municipal Council of Sydney then reduced their fee from £10 to £7 10s., with a view to enable the suburban Municipalities to collect the difference. The distance, however, which is run in some of the suburban Municipalities is so small as scarcely to be worth speaking of.
9. *Mr. Clarke.*] You have control over licensed vehicles plying for hire to within a distance of 8 miles of the City of Sydney? We have control over them to that distance, but the distance actually run is very trifling.
10. *Chairman.*] Was any intimation made to the suburban Municipalities of your reducing the charge on omnibuses for the object you have stated? I think that it was pretty well known, and in some cases they have collected the amount. Omnibuses plying to Waverley, besides the £7 10s. which they pay to the city, also pay £24 per annum for tolls to the road trust, and £5 to the Waverley Municipality; so that, in fact, the charge of the city is merely nominal compared to the amount which the omnibuses have to pay outside the city.
11. *Mr. M. C. Stephen.*] On that particular line? Yes; and on most of them.
12. *Mr. Allen.*] In any other case are charges made by suburban Municipalities? They have not been enforced, excepting in Waverley. The omnibuses run a very little distance in the Waverley Municipality, because the trust road runs right down from the South Head Road to the Cherry-tree Inn, and I believe beyond it.
13. *Chairman.*] Can you furnish the Committee with a statement of the distances? The length of road run in Waverley is 600 yards, and yet the Waverley Council collect £5 for that short distance.
14. *Mr. Allen.*] That is in addition to the road trust? In addition to the road trust, to which they pay £24. In the five journeys daily they run 49 miles over the Sydney streets, while the distance for the same five journeys within the Municipality of Waverley is under 2 miles.
15. *Chairman.*] Would it be convenient to furnish the Committee with the particulars? I will give you the whole of the particulars: The Waverley omnibuses travel over the streets of Sydney 14,875 miles in the course of the twelve months, and yet the charge made by the Waverley people to the omnibus proprietors is only £2 10s. less than that made by Sydney.
16. *Mr. Farnell.*] When you say the Waverley people, you mean the Waverley Municipality? Yes.
17. *Mr. Allen.*] But the Waverley Municipality is an exception? I think not.
18. Is there any other Municipality that makes a similar charge? The same toll has been paid at the Woollahra and the Double Bay omnibuses.
19. But the distance run must be greater? The Woollahra omnibuses run 1,000 yards on their Municipality.
20. *Mr. Clarke.*] Have you got information before you as to Randwick? I do not see that. Omnibuses from Newtown pay £18 6s. per annum for tolls, and they run a distance of 400 yards on the roads of the Municipality. They pay £7 10s. to the City Council. The suburban Municipalities have little reason to complain.
21. *Mr. Allen.*] The omnibuses then use a certain portion of the Newtown Municipality's roads for which they pay nothing? Yes; 400 yards.
22. How much do they use of the Glebe? One mile.
23. And pay nothing? And pay nothing.
24. How much of Bondi? One mile.
25. Marrickville? Of Marrickville they use 800 yards and pay nothing.
26. Of Woollahra? 1,000 yards.
27. Of Redfern? One mile, and of Balmain 300 yards. But you must bear in mind that in all these cases they are heavily taxed by tolls.
28. In all of them? Balmain 1s.
29. Not in the case of the Glebe? No; Newtown pays toll, Redfern does not, Woollahra pays toll, the Glebe does not, Marrickville and Bondi pay toll.
30. *Chairman.*] May I ask whether the statement you propose handing in to the Committee is a full account of all the suburbs, or only of a portion prepared for the Council? The statement before me was not prepared in any way for this Committee. I did not know that I should be summoned to this Committee until yesterday morning. It is merely a rough statement prepared the other day for a meeting which I called, and with a view to enable me to answer any question which might arise.
31. It is not the whole case? No, it is nearly correct.
32. Can we have a statement of the whole case? Yes; I will have a correct statement prepared.
33. Has the Municipal Council of Sydney exercised control over these vehicles for 8 miles, and is any action taken to secure the regular daily performance of the journeys—to see that the omnibuses start regularly and keep proper time? Well, that would be a matter almost impossible of accomplishment, unless at a very great cost for time-keepers at all the ends. For instance, from Burwood and Enfield and from Burwood and Five Dock there are only three journeys a day, but if you wished to ensure punctuality you would have to have time-keepers stationed at these places. At this end we have time-keepers to ensure punctuality of starting, and we have officers in the streets to check the omnibuses whenever they find them loitering on their journey. It would be an enormous cost to have time-keepers at Burwood and Five Dock for so few omnibuses.
34. Will you give your opinion of this question—whether it would not be more beneficial to the public to make these people keep correct time, even though you had to apply 25 per cent. of the amount you are able to collect according to law, instead of giving up that amount in the reduction you have spoken of? I think that the only remedy you could suggest would be to appoint time-keepers, because the matter of keeping time would be of more consequence to the public than the money.
35. Can you direct the attention of the Committee to the law under which you collect these licenses? We have a general by-law.
36. I mean what Act of Parliament enables you to collect them? I think that is stated in the by-laws you have before you.
37. The 20th Victoria, No. 36, is the Corporation Restoration Act, under schedule C of which Act you are enabled to apply certain other Acts, one of which is the Hackney Carriage Act, which enables you to charge on omnibuses £10 a year? That empowers us to charge £10 a year; I think that it was originally more.

38. After charging the maximum amount you reduced the charge 25 per cent. ? The suburban Municipal Councils have power to collect a rate or levy a tax on these people, and we thought to meet their views by reducing the fee 25 per cent., so that they could charge that 25 per cent. themselves, if they considered that sufficient. The Waverley Council did not consider that sufficient, for they charged £5 instead of £2 10s. It was only that the tax should not come quite so heavy on the cab and 'bus proprietors that we reduced it.

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39. Have you any by-law to compel these keepers of vehicles to attend daily on the stand ? No ; there is none.

40. Then persons coming on at a certain time might so manage as to bring their turn round so that they would start at a particular hour when they might expect to secure a larger number of passengers, and might by this practice prejudice other drivers who came on the stand at the usual time and kept on longer hours ? They are not allowed to take their turn as they think proper. If they came on in that way they would have to take the rear.

41. If some came on at 9 o'clock and others at 6 o'clock, how would the turns be decided ? The 6 o'clock omnibus would leave the stand first, and the man who came on at 9 o'clock would have to take his position at the rear. The last who came to the stand would be the last off.

42. By a little management a driver might come on at such a time as would bring his omnibus to the turn for starting when a number of passengers were going into town ? It is possible that that might be done, but I can scarcely see how it could be done. If an omnibus came on at 9 o'clock in the morning, and if it took two hours to reach its turn, and at the expiration of that two hours it took more passengers than usual, then it might be done.

43. Do the drivers subscribe any amount among themselves to have a time-keeper ? Yes.

44. And they appoint the time-keepers ? Yes.

45. Seeing that the municipal elections take place every two years—is it, in your opinion, desirable that the Mayor should exercise this immense power of control over all these cabs, omnibuses, and carters—would it not be desirable that the Mayor should be relieved of so direct an influence as that ? I think it is desirable that these men should come before some person who could deal with them. Whether that authority should be the Mayor, or any other person, I cannot say. There is a great deal of trickery and dodgery among these men, who are up to every possible move, and who are sure to take you in unless you are well up to them. You may refuse to grant them a license to day, and they will so disguise themselves to-morrow that you would not know them. The same thing would perhaps work if the licensing power were placed in the hands of another body. They would ultimately know these people, the same as the Mayor and Aldermen know them now. The Mayor and Aldermen are now thoroughly used to the men, know their trickery, and are able to meet it. I have been in the Corporation seven or eight years, and as to dealing with these men I have never known that any of the Aldermen have shrank from their duty. I have known them meet with a great deal of abuse and annoyance, but never a single instance in which they have shrank from the discharge of their duty.

46. As a body, are not the owners and drivers of these omnibuses respectable ? Yes, yes. They are a dirty lot, but respectable enough. There are black sheep amongst them, but as I said before they have been terribly weeded out this last year.

47. Can you inform the Committee what hours the boys are kept at work on some of these conveyances ? They are kept at work very long hours.

48. And they are many hours idle on the stand ? In some cases. I believe in the case of the Glebe omnibuses more particularly, it is some hours before the turn comes to start.

49. There is a great number of them ? Yes.

50. Then these boys have no occupation during that time ? They find it.

51. They have no legitimate occupation ? No.

52. *Mr. Allen.*] When you speak of the Glebe omnibuses, you mean the omnibuses which stand off the corner of the Glebe Point Road and Parramatta-street ? Yes.

53. Not the Glebe Point omnibuses ? No.

54. You were speaking just now as to the complaints made by the Councils of suburban Municipalities—are not the complaints, many of them, as to the conduct of the drivers and boys ? No, I think the general complaint is that they fancy the Sydney Corporation collect a large amount of fees from the omnibuses which run over their roads, without their receiving any benefit.

55. And they also complain that they have no control over the omnibuses, nor over the drivers ? Yes.

56. Nor in the appointment of the stands ? No. For some years past the Aldermen of the city have endeavoured in every case to comply with the requests made by suburban Municipal Councils with regard to the appointment of the stands ; for the last two years at all events we have made it a point to comply with such requests.

57. Before appointing a stand has it been the practice of the City Council to ask the opinion of the suburban Council on the subject ? I don't think that for the last two years we have ever appointed a stand without the proposition came from the Municipality.

58. Was the stand at the Glebe Point appointed with the approval, or after taking the opinion of the Council of that Municipality ? I think the Glebe Point omnibuses were appointed before the Municipality was in existence—in 1859.

59. No. The Council was in existence in 1859, and the stand was formed four or five years ago ? We have made it a point to comply with the requests of suburban Municipalities. When any petition has been sent in to the Council we have referred it to the suburban Municipal Council, asking their consent. With regard to Marrickville, for instance, there has lately been some little annoyance, but it has only been a matter of time. We have a large amount of business to transact, and the delay has arisen from pressure of business, and not from any reluctance to comply with their request. The business has come before the Council in due form, and as soon as the matter could be dealt with by the Council their request was complied with. Mr. Stephen sent in a petition, from Woollahra I think it was, and another petition from the Paddington Municipal Council, asking for a stand. The petitions have always been complied with, although there has been some delay in regard to by-laws. I am quite aware that the City Council has paid attention to petitions from inhabitants in different places.

60. But my question applies to the Council itself ? As to the Glebe I believe that no communication has been made to the Council in reference to the stand, or to the management of omnibuses in any way. As far as I recollect, the Glebe Point 'bus-stand was appointed before the matter was gone into so minutely

as

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as now. It has only been within the last two or three years that we have paid the attention to the subject which it ought to receive.

61. Is there a time-keeper there? I think so.

62. Frequent complaints have been made of the conduct of drivers and omnibus conductors on that stand? I am sure that there is a time-keeper at the Glebe, but whether there is a time-keeper at Glebe Point I am not certain.

63. What arrangements have the Council with reference to the progression of omnibuses on the road,—with reference to loitering, standing at the corners of streets, or across the streets? There are two officers appointed, who make it their business to go about the streets and summon these men whenever they see any breaches of the regulations in these matters.

64. Are there many complaints of that kind? There must be, because we have so many cases at the Police Court.

65. Is it not a daily practice of the omnibuses to stand across some of the main thoroughfares of the city and block them up. I allude more particularly to stopping in George-street, across King-street, and across Market-street, where there is the largest amount of traffic? I think that it is the exception for them to stand across the street, but it is the daily and hourly practice for them to stand at the corners of the streets.

66. What power has the City Council to compel them not to do that? The power given by the by-laws. 67. Do the police assist at all? The police do not; but if the police were to carry out the Police Act the loitering, shouting, and the greater part of the annoyances of which the citizens complain would be remedied. The Police Act also gives power over the drays to prevent the drivers from allowing them to stand a longer time than is necessary for loading and unloading. The police also have power to summon to the Police Office any driver who stops a longer time than is necessary to take up or set down. They have a great deal of power in their hands, which they rarely exercise.

68. Has not the Inspector General of Police suggested remedies at times for this? The City Council has several times made suggestions to the Inspector General of Police.

69. And has he refused to co-operate? He has not refused to co-operate. Captain M'Lerie agreed on one occasion that if I had these by-laws printed in a small form he would issue a copy to each of the police constables stationed in George and Pitt streets, and that the police should act in the matter. Captain M'Lerie says that if the police take this matter up they ought to receive one-half of the fines. I think that that is the whole matter in dispute. But independently of any arrangement which the Corporation might enter into with the police, the Police Act empowers the police to remedy the matter, and to receive the fines. It requires no arrangement with the Municipal Council. On two or three occasions I have asked the co-operation of the police.

70. You say that the Council has an income of £2,500 a year from these vehicles? Yes.

71. What expenditure is the city put to in the management of them? I cannot say exactly.

72. In round numbers? There are incidental expenses appertaining to this matter—I could not say.

73. Perhaps you will direct one of your officers to furnish the information? Yes.

74. *Mr. M. C. Stephen.*] Is the expenditure on account of these vehicles considerably less or more than the revenue derived from them? It is less.

75. *Mr. Clarke.*] Does that document, which you have had before the Committee, relate to all the different suburban Municipalities, or only to a portion of them? To nearly the whole of them.

76. According to that statement the omnibuses do not run more than a mile over the roads of any one of them? The longest journey run is a mile.

77. I live at Randwick, and I am confident that it is more than two miles from the Racecourse gate to Coogee Bay. How far have the City Corporation got control of the Randwick Road? To the toll-house.

78. How far has the Randwick Corporation got control? The Sydney Corporation have taken over a portion of the road trust; the Randwick Council takes from beyond the toll-bar to Coogee, as trustees.

79. Out of what fund are the time-keepers paid? Paid from the omnibus proprietors themselves.

80. As a general rule have you time-keepers at any other than the Sydney end? Where there is a sufficient number of omnibuses the proprietors themselves find it desirable to have time-keepers to keep order and regulate the time.

81. In cases where there are two or three different omnibus proprietors, who sometimes disagree, what arrangement would you suggest with regard to time-keepers? I think, and have thought for a long time, that there should be many more time-keepers, and that they should be appointed by the Council, and be under the control of the Council.

82. *Mr. King.*] If the vehicles and harness are not in proper repair, and the horses not in good condition, you withhold the license? We withhold the license; and if the omnibus or harness gets out of repair during the currency of the license, we summon the parties before the Mayor, who suspends the license.

83. Have suburban Municipalities any authority to interfere in matters of that kind? None; excepting it is to report to the Sydney Municipal authorities.

84. *Mr. Farnell.*] Are those persons you spoke of, who look after the omnibuses in the streets, officers of the Corporation? Yes.

85. But the time-keepers at the stands are paid by the omnibus proprietors themselves? Yes; I may say that since granting the licenses this year, and since I have seen the trickery with which persons have tried to impose on the Mayor and Aldermen, I have appointed an extra man, who has nothing else to do but to go about and see that the by-laws are carried out. I have had from sixty to one hundred persons brought up at the Police Court in a week, and I think that we have eighty cases on at the Police Court to-day. You will now find that the whole of the conductors have at all events a coat to hide their dirty or ragged appearance.

86. Who examines the omnibuses and cabs to see that they are in proper order? For some years past it has been done by two Aldermen and the Mayor for the time-being; the same two Aldermen have now done the work for some four or five years. The reason that the same two Aldermen have had this duty is because they have become accustomed to the men, and have gained an amount of experience which can only be acquired by time; and of course, from their past experience, the thing has been done much better than heretofore.

87. You say that these Aldermen are good judges of the men, but are they good judges as to the vehicles being in proper order? They examine the vehicles. Twenty omnibuses have been totally condemned, and perhaps the same number of cabs; a large number has also been sent back for repairs.

88. Are these two Aldermen coachbuilders? No.

89. Do you think it would be well for the Corporation to have some officer to perform the duty? As well as the two Aldermen we have the two inspectors, who are always present when every cab and omnibus is examined.

90. The examination then is conducted by four persons instead of by two? By five. The Mayor and two Aldermen must be present, and the two inspectors are there to take down the particulars, and to state any objection they may have to make against the men and omnibuses.

91. What is the test or the qualification required for drivers who apply for a license? They must be recommended by two respectable known householders as being steady, sober, well-conducted young men, and able to drive. No license is granted without a printed form is first filled up and signed by those persons. I have sent a great many back lately, whose applications were properly signed, but who had no certificate as to their being capable of driving; in every such case I have sent them back, and I have withheld the license until the proper requisition has been signed. If they commit breaches of the by-laws on more than two occasions they are brought up, and their licenses are suspended or cancelled.

92. Have any of these persons engaged as drivers on these omnibuses had much experience in driving? Of course where there are so many discharged or dismissed from the service by the Corporation it is necessary that new men should take their place. I have found that the most of those who have applied to be licensed as drivers of cabs and omnibuses have been gentlemen's servants, or doctor's servants, who have been accustomed to drive from perhaps one to five years. In some cases we have men apply who have been drivers in Melbourne or London, but the majority of the applicants are men who have been gentlemen's servants, known in the city.

93. Are the horses also examined? Yes.

94. And is the examination continued or renewed after the license is granted? Yes, at any time they can be summoned to the Town Hall to have horses, harness, or omnibus examined. In some cases we have refused the license where the horses have been in very bad condition; but there is so much trickery attempted to be practised that we are apt to be deceived; men will sometimes take the horse out and borrow one from round the corner.

95. *Chairman.*] You examine periodically? Yes.

96. *Mr. Farnell.*] I think I understood you to say that the omnibuses do not block up the streets? It is quite an exceptional case where omnibuses stand right across the streets. It is a very serious breach of the by-laws, and one that ought to be punished very severely. I don't say that it is not done, because I have been on omnibuses when it has been done, but I don't think that it is the rule.

97. Supposing an omnibus going up George-street to pull up in the centre of Market-street, that omnibus certainly obstructs Market-street, although it may not obstruct George-street? Yes, it does. It ought not to be allowed to do so.

98. How do you regulate patent safetys? The licenses are granted in the same manner—on the recommendation of two householders—and the cabs, horses, and harness are examined in the same way as are omnibuses.

99. Are they restricted to plying for hire to any particular hours of the day or night? No.

100. Is it not a fact that some of them ply all night? Yes.

101. Well, is there no one to look after these people at night—is there nothing to prevent them from taking improper characters, or allowing improper conduct, in their vehicles? The same officers that are on duty in the day-time can take a turn out at night, but there is no special officer for night duty, excepting when one or other of the two inspectors take a turn out at night.

102. Are you aware whether it is a fact that some of these persons wholly live by this night-work, by attending upon improper characters about the theatres? I know that there is a number of cab-drivers who get their living only by night-work; but whom they carry I do not know.

103. Have any complaints been made to the Corporation respecting the annoyance of these people in particular neighbourhoods? On one or two occasions there have been complaints made of the noise of the cabs in King-street.

104. Any complaints as to the use of bad language? The complaints have I believe generally been of the noise and shouting of the cab-drivers plying for hire, of driving round the corners of streets, and of general disturbance.

105. Is it not a fact that those cabmen who ply for hire at night are continually moving about from corner to corner in particular streets about the theatres? I believe they do; but if the police were to carry out the Act all that would be altered. The police have power under the Act to take them up, and they do so in many cases. If the police did their duty in all cases of this kind there would be no complaint.

106. You said something in reference to the fines—have the Corporation claimed any of the fines when the police have prosecuted? I have never heard of the Corporation doing so.

107. Have the Corporation anything to do with the licensing of boats? No.

108. They have something to do with private wharfs and landing-places—have they not? That is just a matter left with the Aldermen. I do not know any case in which they have ever built a wharf. They have been building baths and steps for a landing-place down in Lower George-street.

109. Have you not a landing-place at the foot of Erskine-street? Yes.

110. And at King-street? Yes; but we have no control whatever of boats.

111. But you have control over the wharfs—the landing-places? Yes, of those which are the property of the Corporation.

112. You receive the rent of some of them—do you not? Yes.

113. Therefore you have control over them? We lease the wharf the same as we should a store, or the markets, or the baths.

114. *Chairman.*] That is to the exclusive use of some person? Yes; but the Government, in granting the landings at the end of these streets and on the wharfs, have provided that we leave a certain portion for the use of boats. In that one at the bottom of King-street we had to leave steps for boats.

115. You said something about the boys—the conductors—being filthy and dirty, and that you compelled them to put on coats? Yes; that is the way to make them at least apparently clean.

116. Would it not be well to make them clean altogether? In every case where these boys came before me in a dirty state I made them go and wash their hands and faces, comb their hair, clean their boots, and put on a coat. I insisted that they should be clean once in their lives at any rate. Every boy has appeared before me clean and respectable in his appearance before I have granted him a license.

W. Renny,
Esq.

17 Feb., 1870.

- W. Renny, Esq.
17 Feb., 1870.
117. *Mr. M. C. Stephen.*] What arrangements are made as to the continuance of the supervision over omnibuses, with regard to their cleanliness, their general fitness, their durability during the year, and the same with regard to horses? The supervision takes place every day. If either of the inspectors going along the streets saw any breaches of the by-laws—saw, for instance, that the harness was bad—he would take he number and summon the driver to the Police Court, and he would be fined for having bad harness. If the bad harness were not replaced by good, the man would be summoned before the Mayor, and his license would be cancelled. There must be two convictions, according to the by-laws, before the license can be cancelled. The same course is pursued in reference to any other breach of the by-laws.
118. Is there not a systematic or periodical supervision? There is the supervision which takes place every day, as breaches of the by-laws occur.
119. As you state that, is it not a very cursory sort of examination. Is there a deliberate inspection of each and every vehicle or horse at any time—is there any system at all? Yes. Three or four times in the course of the year every omnibus and cab is brought to the Town Hall to be examined. An inspection can be ordered to take place at the Town Hall at any time, and be continued until the whole of the vehicles are examined. Besides this general inspection the two inspectors may go into George-street on any day—one say standing at the corner of King-street and the other at the Glebe, and in this way they try to enforce the by-laws.
120. Upon what system are the fares regulated? There has been great competition among the 'busmen lately, and many of them have reduced their fares. They are now generally running at half price. We have no control, as far as the prices are concerned, excepting that we have interfered to ensure uniformity in regard to the time of the evening at which the fare may be doubled. In every case where the prices have been say 6d. until 10 o'clock p.m., and after that hour 1s., we have sanctioned the increase of the fare at that hour; but in every case where 9 o'clock has been fixed as the hour for increasing the fare, we have sent the omnibuses back, and have compelled the adoption of 10 o'clock as the uniform time for raising the fares.
121. Who ordinarily fixes the fares. By arrangement the Woollahra omnibuses have agreed to charge 3d.; but suppose that one of the proprietors does not choose to submit to that arrangement, but insists on charging 6d., or a shilling, is there anything to prevent him from doing so—is there any maximum charge fixed by the Corporation? I believe that if they like to post up on their omnibus that the fare will be 1s., they can demand it, or they can come down as low as a penny if they like (with consent of Council).
122. Or half-a-crown? No.
123. *Chairman.*] But for cabs? We have a scale of charges fixed for cabs.
124. *Mr. M. C. Stephen.*] Does the Act give you power to make a by-law to fix the prices to be paid by omnibuses as well? Yes, I think the by-laws would empower us to do that. We have power to make a by-law.
125. I suppose you have not found it necessary to interfere in the matter, on account of the competition? No, the competition regulates itself. If it were known that one omnibus was running for a shilling and that another was only charging 3d., persons would not go by the shilling omnibus.
126. *Mr. Allen.*] The price charged must be affixed to the omnibus in some conspicuous place? Yes; the price must be fixed in some conspicuous place, and the letters must be a certain size.
127. *Mr. M. C. Stephen.*] By what process are the time-keepers appointed—by the omnibus men themselves? They each give a certain amount to the time-keeper.
128. That is how he is paid? Yes.
129. But how is he appointed—is it by a majority of votes, or how? I do not know.
130. To what extent are the time-keepers recognized by the Corporation? We do not recognize them; we do not know them.
131. Then so far as the Corporation are concerned there are no time-keepers at all? No.
132. *Mr. Allen.*] In the case where the omnibuses on a particular stand belong to one owner, such an officer is useless? Yes.
133. Because he is but the servant of that one omnibus proprietor? Yes.
134. *Chairman.*] How do you regulate the distance as to 8 miles from the city—do you consider the North Shore to come within the regulation as to 8 miles from the city? Well, I should think not. Of course we do not interfere in any way with the North Shore.
135. Have you ever paid any attention to the question as to whether it would not be desirable to prohibit heavy traffic in certain portions of the city, such as parts of George-street for instance, within certain hours of the day—traffic such as that carried on by carters and draymen? I think that George-street requires relieving of the heavy traffic at certain hours of the day; and I may say the same thing with regard to Pitt-street, which is often to a great extent blocked up with large drayloads of wool, the loads being piled so high as to make it necessary that the drays should be kept in the middle of the street.
136. Would it in your opinion be practicable to divert that kind of heavy traffic from the main thorough-fares of the city during the day? With some amount of trouble and by extra labour and expense it might be done. It is certainly desirable that something should be done. The city has relieved George-street to some extent by diverting from it some of the omnibus traffic, but it requires further relief.
137. You have turned the route of some of the omnibuses into King-street, and have appointed a stand at Miller's Point? Yes.
138. Is there any traffic from Miller's Point? There must be, or the omnibuses would not continue to run. Would it not be more convenient to the general public if that traffic were diverted to the Circular Quay? I could not say. We have a number of omnibuses running from the Circular Quay. All the South Head Road omnibuses run from that quarter.
139. You spoke of calling the attention of the police to the irregularities of the omnibus drivers—have you done so in an official way, by letter from your department? I have not drawn the attention of the Inspector General of Police to the non-fulfilment of duty on the part of the police. I have only asked for the assistance of the police.
140. That is verbally? No; officially, in writing.
141. Could you give us copies of the letters? I think so. The result of one was the preparation of the by-laws in this form, to be handed to the police.
142. When you spoke of the revenue from the vehicles, did the amount you named include the fines? No.
143. What, approximately, is the amount of fines? I have no idea.

144. You say that you have eighty cases at the Court to day? Yes; from sixty to eighty. We have had that number for some weeks.
145. They would continue to give you a certain amount? No. If that number of cases were continued they would; but it is not likely that these omnibus men will repeat the infraction of the by-laws if they are summoned once or twice for that. If a man is summoned for not being in uniform, for instance, the cost of one summons would pay for four coats.
146. Have you any means of compelling the owners of private carriages to use lights in the city at night? There is power in the Police Act, but I do not think that the Council has power to deal with private carriages at all.
147. *Mr. M. C. Stephen.*] How is the lapse of time between the starting of each omnibus regulated at any particular terminus? They are started from the stand in Sydney at a certain time.
148. Who starts them—their own time-keeper? The time-keeper from their own body. The loitering all takes place between the journeys. The omnibuses arrive, no doubt, within a fraction of the proper time at the other end, where their time is checked.
149. Has the time-keeper absolute control over the time of starting? Yes.
150. How is the proper time regulated—do the Glebe omnibuses go every minute or every five minutes? Every five minutes.
151. Who says that the time of starting shall not be every three minutes, or every two minutes? The Council sees that there are so many omnibuses on the stand.
152. It is the Corporation then that regulates the time? Yes.
153. I want to find out whether or not some routes do not get overcrowded. How do you distribute the omnibuses on the different routes—Is that done by the choice of the omnibus men themselves, or can they change about from one route to another? No doubt the routes have been very much overcrowded, but this year there has been an entirely new arrangement, and only so many omnibuses are licensed for each route—some to start every five minutes and some every ten minutes, according to the number of omnibuses on the route. No more omnibuses are allowed to be placed on a particular route, excepting by petition from the inhabitants. An increase of the number of omnibuses necessitates an alteration in the intervals of time at which they start.
154. So that if an omnibus proprietor applies for a license to ply on a particular route which is full, you refuse the application? Yes.
155. They must take some other route where you have not got your full complement? Yes, or they may make a new route. I believe that the overcrowding of the routes was the cause of the reduction of the fares.
156. *Mr. Allen.*] Have you felt any difficulty for want of legislation on the subject, or does the Council feel that they have sufficient control and are able to make all necessary by-laws? Difficulty has been felt, but I never heard any complaint as to the want of more legislation in the matter. The principal thing needed to remedy the evils complained of, is the want of more assistants in the Town Hall to look after the drivers. We want more time-keepers, and more inspectors to see that the by-laws are carried out. The by-laws are sufficient to have the vehicles under perfect control, if carried out.
157. Is not your revenue from the omnibuses themselves sufficient to enable you to appoint the time-keepers, inspectors, or any other officers you may require? Yes, if we paid the whole away in salaries; but then there would be nothing to pay for the wear and tear on the streets.
158. But have you not sufficient revenue to justify you in appointing these extra officers which you say are requisite? No. Not if we take into account the wear and tear of the roads. If we have an increased staff we must increase the license fees. The omnibus proprietors pay a certain amount of money for time-keepers, which they would be willing to pay to the Corporation for the same purpose. They are anxious that the Corporation should appoint them.
159. *Mr. Farnell.*] The revenue received from these omnibus fees does not keep the streets in order? It does not keep them in order, but it assists to do so.
160. *Mr. M. C. Stephen.*] Do you think, considering the fares payable, that the omnibus proprietors can afford a heavier license fee? I do not think so, while they pay so heavily for tolls. It is a tremendous tax for them to pay £20 and £26 a year for tolls, as well as £7 10s. a year to the City Council, and their contribution for the time-keepers.
161. If any of the omnibus proprietors refuse to pay their share towards the wages of the time-keeper, is there any remedy for that? I think that we have no remedy, but Mr. Oram can tell you.
162. *Chairman.*] Have you any suggestions to make, with a view to further the object of this inquiry? No. I believe that the Municipal Council have sufficient powers in their by-laws, if they carry them out, by the appointment of more inspectors. There are two inspectors, and these men have to go about the streets to detect cases of loitering, furious driving, bad harness, and any other breaches of the by-laws. Perhaps the inspectors meet with from twenty to fifty cases. They have then to go to the Town Hall and write three summonses and subpoenas for each case, one paper to be served on the omnibus man, one upon a witness, and the third—a copy to be retained in the office. Then the inspectors have to go out and deliver these summonses and subpoenas, which is a work of great difficulty. The next day the inspectors have to be at the Police Court, and for the two or three days following they have to be gathering in the fines, or issuing warrants, so that there is a tremendous amount of work.
163. *Mr. M. C. Stephen.*] But it brings you in revenue sufficient to pay for it? I appointed an extra man this year, thinking that he would pay himself over and over again. I believe that after a time this system would result in great improvement, more particularly if the Municipal Council insisted on the by-laws being carried out.
164. *Mr. Allen.*] But could not the police render very efficient service in the inspection of public vehicles, in seeing that the by-laws were carried out—in preventing loitering—without very little extra labour to them? It is the duty of every policeman, who sees omnibuses standing across the streets and blocking up the thoroughfares—as is so often the case at the corners of King-street and Market-street, in George-street, where they wait for passengers—to summon the drivers to the Police Court.
165. Is that done? Never, or rarely done.
166. *Mr. M. C. Stephen.*] Is there any jealousy between the Corporation and the police authorities? I think not.
167. Is it from the absence of instructions to the police that they do not act? The Inspector General of Police seemed quite willing to assist, and promised to furnish the police with these by-laws, and said that they should report these cases every morning to Inspector Read, at the Police Office; but it was never done.

W. Renny,
Esq.

17 Feb., 1870.

- W. Renny, Esq.
17 Feb., 1870.
168. *Mr. Allen.*] Simply owing to the misunderstanding about the fees? Yes. But if the police prosecute they can get the fees.
169. *Chairman.*] If they applied for a summons, who would pay the costs in the first instance? The police would have the summons issued from their own office without expense, and the same would be the case with us.
170. *Mr. King.*] The fact is that you have not sufficient inspectors for the work required to be done? We have not sufficient inspectors or time-keepers.
171. *Chairman.*] You will furnish the Committee with a statement, showing the number of cabs, omnibuses, and other vehicles licensed by the Corporation, the distances traversed by the omnibuses, particulars of the tolls and the fees paid to suburban Municipalities, the income received from licenses and other fees, and the correspondence with the police in this matter? Yes.
172. *Mr. Allen.*] Or with any other information you may think likely to be of service in this inquiry? Yes.
173. *Chairman.*] Are you aware how licensed vehicles are managed in other places—say Melbourne or London? I believe that the omnibuses in Melbourne are well managed just now; they all belong to one company, and there is therefore nothing to induce them to loiter or to make noises in the streets; it is immaterial whether a passenger gets into one omnibus or another, for the proceeds all go to the company.
174. But they are licensed by the Council? Yes.
175. *Mr. Clarke.*] Are all the omnibuses in Melbourne under one company? Yes.
176. *Mr. M. C. Stephen.*] There is no competition then to ensure low fares? No; but I believe that the fares are very low.
177. *Chairman.*] Is it within your knowledge that the regulation of licensed vehicles in London is under the control of the Commissioners of the Police? I am not aware how it is managed; but I feel confident that it is very much better managed there than here.

TUESDAY, 22 FEBRUARY, 1870.

Present:—

MR. ALLEN, | MR. FARNELL,
MR. M. C. STEPHEN.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Charles St. Julian, Esq., J.P., called in and examined:—

- C. St. Julian, Esq.
22 Feb., 1870.
178. *Chairman.*] You have been Mayor of one or two suburban Municipalities? Of two.
179. You are aware of the nature of this inquiry? I think so.
180. Is it within your experience that considerable dissatisfaction prevails in the suburban Municipalities, as to the management and efficiency of public vehicles? Universal dissatisfaction, I think.
181. Would you be pleased to state to the Committee the complaints that are common amongst the Municipalities in this matter, or in your own Municipality, as you know more about that? They are innumerable. The general opinion is—and it has been for some time past gaining ground more rapidly—that the time has come when the whole management should be taken out of the present hands and placed in other hands.
182. That is, out of the hands of the City Council? Out of the hands of the City Council. Many persons are disposed to advocate that the City Council should manage the vehicles wholly within the city, and that the boroughs should manage vehicles wholly within the boroughs, each making its own by-laws. But it strikes me, and it has struck others, that that would lead to very great confusion. There would be a number of codes of by-laws, conflicting one with the other possibly, and a number of charges for license fees, also conflicting,—so that the 'busmen would not know where they were. I think that is objectionable for that reason. The present system being a total failure, I think the only remedy for the evil is to place the entire controlling power in the hands of some central body—a paid Commission, I think—who shall license vehicles, receive the fees, divide them rateably among the city and the boroughs, according to a fair scale, and make by-laws, leaving the City Council within the city, and the Borough Councils within each borough, to fix the lines of route and the stands, and to lay informations to punish infractions of the regulations—to watch—in fact, to inspect.
183. You state that the present system is a total failure—would you be kind enough to give the Committee particulars, in some respects, as to the short-comings of the present system? In the first place, improper 'buses are licensed continually—'buses that are unfit to run at all; they are also licensed to carry a larger number of passengers than they are fit to carry. A 'bus I ride in myself sometimes, licensed to carry ten, will only hold eight with anything like comfort. Then they have improper conductors—dirty little ragged boys, picked up anywhere. The drivers get drunk, smoke, loiter, race, quarrel sometimes, fight, and commit all manner of irregularities with impunity—loitering and racing especially. They keep no regular time; they start sometimes before the time, but seldom—very often after it—loiter, and make up lost time by racing afterwards. They have a practice—a very dangerous one, by which lives were nearly lost the other day—a very common practice of breaking in young horses in 'buses; they make money by it I suppose. On one occasion, when I was travelling in a 'bus, a young horse kicked the front of the 'bus in; on another occasion one got his leg over the bar. I have heard of many such cases, but these are two within my own knowledge. There are by-laws now, but they are continually broken with impunity, not only in the ways I have mentioned but in other ways. For example: 'buses licensed to carry ten will barely hold eight. I have been in one of these that has had in it fifteen young and old within the last twenty-four hours; I have been before in the same 'bus with eighteen. Another practice is, that whenever there is a public holiday of any kind, the 'buses are taken off the stands in the suburbs, and are allowed to come to King-street; and we, four or five miles off, who support them all the year round, are left to walk in and out without warning of any kind. We have no remedy for this. Touching the matter of fixing the stands and lines of route, which often are very objectionable, stands

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are often fixed in places which people in the suburbs dislike considerably ; but we may apply to the City Council again and again and again, and get no attention paid to us. Recently I had myself occasion to write, at the request of the people in my borough, to ask the City Council to change the stand. I wrote three times without getting any reply ; the thing was left unattended to entirely, and a change was made when we did not want it. Attention, in fact, is impossible to be got. Recently they appear to have become a little alarmed, and are more disposed to listen to complaints ; but until quite lately no deference was paid to any representation at all, not even the common courtesy of stating that the letter had been received. I at one time thought, and others have thought, that the management of the omnibuses might be committed to a mixed Commission, consisting of some Aldermen of the city and some Aldermen of the suburbs ; but I doubt, myself, whether that would work well. I think they would quarrel among themselves ; that the conflict of interests would occasion quarrelling and squabbling ; and that the city, with its larger share of interest, and therefore larger representation, would have so great an influence on such a Commission, coupled with the non-attendance of the others, that things would remain as they are. I think, and I believe the opinion is becoming general, that the only safe plan will be to remit the matter to a Commission, leaving, as I said before, the enforcement of the by-laws to the city and the suburban authorities, each within their own boundaries. The expenses of the Commission might be paid out of the receipts, and the remainder divided rateably among the city and the boroughs, according to the number of omnibuses, the number of miles of road, and so on.

C. St. Julian,
Esq., J.P.
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184. By the receipts you mean the revenue arising from licenses, fines, &c. ? I think the fines should go to the persons who lay the informations, as now ; that is to say, that if the offence was committed within the city the fine should go to the city, and if within a borough to the borough ; otherwise you would have no inspection. It will be seen at once that the revenue arising from licensing omnibuses, drivers, and so forth, would be quite large enough to pay all necessary expenses. The object, I apprehend, is rather the good management of the public vehicles than revenue. At present the city sicks all—the suburbs get nothing ; they will, in any case, be no worse off. In 1861, I may mention, there was an effort made to bring about some arrangement with the city, but it failed. An effort was made by myself, in conjunction with the present Minister for Works, Mr. Sutherland, who was then Mayor of Sydney ; but the City Council listened to nothing, kept the management in its own hands, and the matter was dropped. There is one objection I have heard started that at first startled me, but on reflection I do not see anything in it—that the omnibuses, besides paying licenses to the city, have in some cases to travel on trust roads, and pay heavily for tolls. On reflection I think that is beside the question. They pay, like other vehicles, for the use of those roads, just as they pay, in the way of license fees, for the use of the city and suburban roads, and for inspection, not as a tax.

185. Would not the proper regulation of the 'buses, to enable people in the suburbs to get to their business regularly as to time, be of more consequence to them than the amount of revenue ? Yes, much more consequence.

186. That is the great defect of the present system ? Yes, the utter absence of all regularity as to time.

187. Can you suggest any reason why the present by-laws should be broken with impunity daily ? Bad inspection.

188. Is there any other cause within your knowledge ? Bad superintendence by the City Council.

189. Have you looked over the Act by which the City Council are enabled to take these tolls and to regulate these 'buses ? Not lately ; I was pretty familiar with it when I did so years ago ; I have a general notion of what the law is. I think there is an error in principle in committing the management of such a matter as this to such a body as the City Council, or such bodies as the suburban Councils—that is to say, the revenue and licensing ought not to be in the same hands. I think the licensing power should be apart from the money-receiving power.

190. Have you paid any attention to the licensing of water-vehicles ? I have not thought so much about it. I think they should be in the same hands as the omnibuses—a central power managing the whole matter. The management should be in the hands of the same paid Commission. I speak with less confidence about boats ; but I apprehend that the same principle that applies to stands for omnibuses would apply to landing-places for boats—they should be fixed by the local Councils.

191. Have you any knowledge of any system for regulating the departure of 'buses ? I think there is no system in the suburbs, except that in some places there is a time-keeper paid by the 'busmen themselves ; it is a very bad system. I think the time-keeper should be an independent officer—should in fact be the inspector. I think, too, the police might be made larger use of than they are now.

192. *Mr. Allen.*] You say the City Council have paid no attention to the recommendations of the Borough Councils ? None whatever.

193. Do you know that the City Council have reduced the license fee on 'buses, to enable the Borough Councils to charge a fee ? I heard the Mayor of Sydney say so the other day ; but I know that on a former occasion they resisted it strongly. I speak of 1861, when the Council of Waverley endeavoured to impose a charge of the kind, and it was fought hard against by the City Council, and successfully.

194. You were Mayor of Marrickville last year ? Yes, and the year before.

195. Was any communication made to you as to the reduction ? None whatever. I do not think it was so understood, even by the 'busmen themselves.

196. Do you believe it is generally known by the Borough Councils that the reduction was made for that purpose ? Certainly not.

197. As regards the appointment of stands, do you know that the City Council have paid but little attention to the recommendations of the Borough Councils in that respect ? Comparatively none—no real attention.

198. Would you consider it correct if you were told that the Council always, or almost invariably, communicated with the Borough Councils before appointing the stands ? The statement would be untrue, so far as my knowledge extends.

199. Have you any knowledge of the kind of supervision which the City Council has over these public vehicles ? There are two or three inspectors I think, who go about—there used to be two ; I am told there is a third now. There is very little inspection.

200. I presume it is mainly in the hands of the Mayor and two Aldermen ? I believe it is practically in the hands of a few, as it must be in so large a body. There is a kind of committee I think.

201. Do you consider it objectionable that an elected body should have charge of the licensing of these vehicles ? Not so much so as that they should be the body that receives the fees. I think that is vicious

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- in principle. As I have said before, I think it objectionable that the same body of gentlemen who are receiving the revenue should also license the vehicles; there is an inducement to license unfit vehicles and unfit men for the sake of revenue.
202. How would you suggest that the by-laws should be better enforced than at present? I would have one code of by-laws enforced in the city by city officers, and in the suburbs by suburban officers; and I would use the police more largely.
203. The police could be of much more service than they are now? Yes.
204. *Mr. Farnell.*] How many persons would you have on the proposed Commission? I think probably three would be necessary. Perhaps one might suffice. Possibly you would want one person who understood boats, another who understood the management of passenger vehicles, and another who understood the management of carters.
205. Do you think if the matter was in the hands of one Commissioner, with proper officers under him, your idea would be carried out? It might be. A single Commissioner, with proper subordinates, might do as well as three. My chief reason for recommending three is, that I think there would be a better chance of good administration with three than with one. There would be too much power in the hands of one.
206. To whom would you give the power of appointing these Commissioners? To the Government.
207. You have spoken of allowing the suburban Municipalities and the Municipality of the City of Sydney to regulate the bus stands, and to conduct the prosecutions against busmen—would you not give the Commissioner or Commissioners power to prosecute also? Certainly.
208. Have you given any attention to the cabs? Some.
209. Do you know how they are regulated? I know less about them than I do about the buses. There is a freer trade in cabs. If you see a badly managed cab and another better managed, you take the better managed one and leave the other. I have not given that matter so much consideration as the other.
210. I believe there is no by-law to compel these buses to go on the stands and ply for hire, although they may take out a license? I cannot say.
211. You mentioned that on holidays some of these buses run to places of amusement instead of on their regular route? Yes, the whole lot of buses leave the place to which they belong, and where they get their living all the year round, and come into Sydney leaving their regular passengers to walk.
212. Is there any way of punishing them for leaving their usual route? Not that I am aware of.
213. Are you aware that buses sometimes leave their ordinary routes and go round to the theatres at night to pick up passengers? Often.
214. Do you think the present system of inspection, that is, by the Mayor and two Aldermen, is a good one? No, I do not.
215. *Chairman.*] Will you look at by-law 31? That does not apply to one day. They may all go off for one day, notwithstanding the inconvenience to their regular passengers.
216. *Mr. Farnell.*] Do you think these buses should be occasionally inspected by a mechanic—a coach-builder? There should be an inspection of the kind.
217. Do not these buses often break down? They do not often break down actually, but various minor accidents frequently occur, and they sometimes capsize.
218. A great many of them are in a dilapidated state? A very bad state; utterly unfit to run. Some of them are defective in every possible way.
219. Do you know whether any of the drivers are inexperienced persons? They are very often very inexperienced.
220. *Mr. M. C. Stephen.*] Mere boys, sometimes? Very commonly the lad drives when he is out of town; the driver stops and takes his drink, and the boy conductor drives on to his destination.
221. I was speaking of mere boys being appointed as drivers—I do not mean conductors taking the reins occasionally? It is so. The drivers of the Marrickville buses, with which I am best acquainted, are pretty good.
222. With reference to buses keeping to particular routes, and limiting the number—one passed quite recently? I have heard of such a thing. The City Council makes by-laws, but no one knows anything of them.
223. *Chairman.*] With reference to the statement made here the other day, that the City Council had reduced the charges, in order to enable suburban Councils to make a charge—do you not think that was unnecessary, because the suburban Councils are enabled to make such a charge, independently of the City Council? They have the power.
224. Under the 129th section of the Municipalities Act? Yes. My own opinion was that they also had the power under the old Act.
225. You have spoken of dirty boys being employed as conductors—would it not be impossible to keep these boys very clean, in consequence of the nature of their pursuit, being always on the dusty road, from morning till night? Perhaps so, but they might be a little better than they are.
226. Have you heard or seen that some of the buses are very filthy indeed? Yes, I have heard so.
227. Have you heard that some of them are infested with insects, classed by naturalists under the order *aptera*? I have heard of such things, the insects being designated by less scientific names.
228. Do you know how this particular business is managed in other places—centres of large population—in the neighbouring colonies, or the mother country? I do not. I believe in Melbourne much good has been effected by a public company.
229. To the company or the public? To both, I believe. I do not know anything about it of my own knowledge.
230. Have you any notion what the population of the suburbs now is? No, I cannot say at this moment; but it can be easily estimated. It is very large.
231. The efficiency and proper control of these vehicles is absolutely necessary for the public good? Quite necessary.
232. Have you anything further to suggest? A good reason for having three Commissioners is this: With three Commissioners—good practical men—there might be constant general superintendence. With a single Commissioner this would be impossible. His time would be wholly taken up by the internal work of his department. It is indispensable to efficiency that there should be such inspections by practical mechanics, as are alluded to by Mr. Farnell, not only as to vehicles but as to harness; and also, doubtless as to boats. And this inspection ought not only to be made at given times and places, but whenever occasion

occasion required it, and, so far as possible, when it was not expected. It is equally indispensable that there should be a general and constant supervision of the whole service, such as only persons in the position of Commissioners could exercise. The judicial power—that is to say, the power of inflicting punishment for breaches of the regulations—ought, I conceive, to be distinct from the executive power of the Commissioners; therefore I would leave all such matters to be dealt with, as at present, by the magistracy. A share of the fine should go to the informer, except in cases where such informer was a corporate officer, or an officer of the Commission. In such cases the whole fine should go to the corporation represented by such officer, or to the Commission, as the case might be. When informations were laid by the police the informer's share would of course go to the Police Reward Fund. The code of regulations should be based upon those now existing, with such modification as experience may have shown to be necessary, and these should be embodied in the statute appointing the Commission. The power to make further and subsidiary regulations, although a necessary one, would be one which the Commissioners would seldom have to exercise. It is of more importance that the Commissioners should be persons of good general ability and experience than that they have any mechanical skill as to vehicles or vessels. One Commissioner should be a good accountant. I do not see that the civic authorities could have any fair cause of complaint against the transference to a Commission of so much of their present powers. They would lose the patronage and prestige of licensing, but they would lose nothing else which they ought to retain. They would have the same power as at present of inspection, and of fixing stands and routes within the limits of the city, and they would have their full and fair share of the income derivable from public conveyances. For many years past they have had a large revenue to which they had no equitable claim. In my own borough, for instance, the lines of road maintained from corporate funds, which are traversed by 'buses licensed in the city, is greater than the lines within the city boundary which are traversed by the same vehicles; and there is a great deal more need for inspection within the borough than within the city.

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Simeon Henry Pearce, Esq., J.P., called in and examined:—

233. *Chairman.*] You reside at Randwick? I do.

234. You have been Mayor of the Randwick Municipality for several years? Yes, I have been Mayor five times, I believe, out of ten.

235. You are aware of the nature of the present inquiry? Yes.

236. From your knowledge of Randwick and its vicinity, are you of opinion that the public vehicles plying from Sydney to Randwick are mismanaged, or inefficient, or badly conducted, or, on the contrary, well conducted? I think they are altogether mismanaged, and very badly conducted. It is, in fact, the ruin of the neighbourhood, and detrimental to all the property in it. We are in the hands of two persons, brothers-in-law, who have quarrelled with each other, and they have put the people of the neighbourhood to very great inconvenience through their irregularities. We cannot get in or out at proper times; neither can the public generally, as they should. If we had the local control of the vehicles placed in our hands we should be able to manage the matter to our satisfaction, and the public generally.

237. Can you suggest any course that would be likely to be beneficial to both city and suburbs by a different mode of management? If we had the management ourselves we could work the matter very properly and efficiently for our people; but for the suburbs and city generally I think one comprehensive system ought to be adopted with reference to the management and regulation of all vehicles plying for hire.

238. Do not some of the 'buses pass through several Municipalities on their lines of route? In several instances I believe they do. Those going to Randwick do not, the boundaries of the City of Sydney and Randwick being the same.

239. Have you given any attention to the question of conveying passengers by water? I have often been on board steam-boats which have been very much over-crowded, and evidently required some regulation; and the boats in the harbour require better management than at present.

240. In your opinion would one central authority manage these matters better than at present? I certainly think they ought to be under one central authority. I believe the Water Police Magistrate regulates the boats now, but I do not know whether the steamers are under any regulations or not. I certainly think they should be, not only with reference to times of starting, &c., but also as to the number of passengers they ought to carry, for on various occasions I have seen them very dangerously over-crowded. I think a central management for all these matters would be better for omnibuses, drays, carts, and vehicles of every description, steamers and boats. I think it would be advantageous to the city, the suburbs, and the public generally, if they were all placed under one central control.

241. *Mr. Allen.*] Are there any other instances of complaint against omnibuses besides want of keeping time? Yes, there are many complaints. Many of the suburban 'buses are improper vehicles for passengers, unsafe to ride in, and beastly dirty; in fact, I am afraid some of them contain vermin. I have been informed that many of the drivers and 'bus boys sleep in some of these suburban 'buses at night, and according to information I have no doubt that many of them are the nightly abodes of something which is worse. The horses, too, are generally such inferior animals and in such bad condition that they cannot properly draw a loaded 'bus. Only yesterday I saw two miserable horses attempting to pull a load up Brickfield Hill, and the more the driver whipped them the more they backed, until they nearly backed into some man's window.

242. Have you seen incompetent persons acting as drivers? I have seen incompetent persons driving on the Randwick and other roads, very dirty, and not fit for any one to sit by them.

243. What is the state of the conductors generally? On our road there are scarcely any conductors at all; it is the exception, if such is the case, and then it is only a very little, sometimes dirty and ragged boy. There are two proprietors who have the management of our 'buses, and they do as they like; there appears to be no control over them; they keep the 'buses, and serve the people as they think proper.

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- S. H. Pearce, Esq., J.P. 244. You think sufficient supervision is not exercised by the City Council? No, not at all. It is impossible for them to exercise the necessary control. Local control must be given, or the matter placed under one central board.
- 22 Feb., 1870. 245. Have you found the City Council willing to pay attention to the recommendations of the Borough Council? No, we never could get them to pay the slightest attention to any recommendation made by us, until about two months ago; they treated us with the greatest contempt by refusing to answer our letters, or granting our requests.
246. Have you any charge on public vehicles in your Municipality? No; we have not enforced our by-laws, considering that the charge made by the two Councils would be unfair to the proprietors.
247. Are you aware that the City Council have reduced their former charge of £10, to enable the Municipalities to impose a charge? I am aware they have reduced it from £10 to £7 10s.; but I do not believe for a moment that it was reduced for the purpose of giving the local Municipalities a chance. We all know that the prices and charges of everything have fallen, and 'bus fares have fallen from 1s. to 6d., and from 6d. to 3d. in most cases.
248. Was intimation of this reduction given to your Municipality? None whatever that I know of. I cannot for a moment believe it was intended to assist the suburban Councils at all,—for in such case they would have been notified accordingly.
249. Have you noticed the way in which the omnibuses travel through the streets, particularly the loitering and stopping at the cross streets? Yes, that is one cause of complaint. Our Randwick omnibuses, belonging to one proprietor, will wait on the city stand until driven off by the 'bus of the other proprietor. Sometimes our passengers have to wait one or two hours, because these two men, being antagonistic to one another, will not run regularly, nor start from the stands until another 'bus comes in to start them.
250. Is it not a common practice to stop at the cross streets where there is great traffic, such as King-street and Market-street? Yes, sometimes they will stop for five minutes at a time, and then go slowly until they have collected all the passengers they can.
251. The city inspectors take little heed of these things? It would require a hundred inspectors to watch at all the places they go to, and along the routes connecting the city and suburbs.
252. I am alluding particularly to Sydney streets? I do not think they take much notice of them as long as they pay their license fee to the City Council. There does not appear to me to be any proper control or any supervision whatever in the management of vehicles. I know that property has fallen in our neighbourhood at least 25 per cent., on account of the irregular and uncertain traffic of the omnibuses. People are leaving the place; they will not stop there because they cannot get in and out. I was about suggesting to our Council the propriety of giving a bonus to some one to come in opposition to these two men, but I fear that would have no beneficial effect, because they the present proprietors would then probably put their heads together, and hunt the opposition 'buses off the road.
253. *Mr. Farnell.*] You say that the people of Randwick are at the mercy of these two men—how would it be if they took the 'buses off altogether? That would be better than the present system, because then people would provide vehicles for themselves; several have bought buggies and some horses, to ride in themselves, because they could place no dependence upon the 'bus traffic. A gentleman who has taken a house of mine for three years says that if he could get out of the lease he would leave the place.
254. You have spoken of vermin infesting these omnibuses; they might be carried into them by persons going in, independently of these people sleeping in them? No doubt such may be the case.
255. *Chairman.*] Any person, however dirty he may be, seems to find a passage in the 'buses? Yes; there is no regulation at all that I am aware of as to that. I have often seen dirty men sitting beside ladies in 'buses.
256. What is the language generally used by these 'busmen? It is sometimes most filthy and foul. Not more than one in ten of them ought to be licensed at all. There are, of course, exceptions; I know 'busmen who are very respectable, but the majority are apparently of a very low order.
257. Do you think many of these drivers have been brought up to the driving business? I do not think they have; they may have been able to drive a baker's or butcher's cart, and when they can get nothing else to do, it appears that they go as 'bus drivers.
258. Have you ever noticed that they break in young horses in these 'buses? I believe that it is a very common practice. They put what they call the kicking gear upon them, put them into a 'bus, and break them in in that way.
259. They put a young horse alongside a steady old one? Yes.
260. That is very dangerous? Yes; but profitable to the proprietor.
261. You have said some regulations are required with reference to steamers carrying passengers—Are you aware that there is a law in force that regulates the number of passengers? I know there is a law, but who is there to look after its enforcement, unless any policeman happens to see them? "What is everybody's business is nobody's." If the attention of the police is not drawn to them they scarcely ever trouble themselves to convict the offending parties.
262. It is their duty to do so? No doubt; but none of these matters that are placed as general duties under the surveillance of the police are carried out as strictly as they should be, being too numerous and difficult.
263. Have you any policeman stationed at your Municipality? Yes, one.
264. Is he in the employment of the Corporation in any way? No.
265. Could not an application be made to the Inspector General of Police, to allow this constable to do the duty of inspector of public vehicles? They will not, I believe, allow him to do anything under the Council, unless he is paid some small sum per annum; they have offered us to do that; but I never could see the justice of a policeman being appointed and paid by the Government to carry out the law, and then the Municipal authorities having to pay him to do the same work.
266. *Mr. Farnell.*] Do you know whether this salary would be in addition to the salary the policeman receives from the Government? I believe it would. It is not the amount I object to, but the principle of paying twice for the performance of one duty.
267. *Mr. M. C. Stephen.*] When you talk of a body of central control I gather from what you say that there should be some other body than the City Council? Just so; a special Commission of three, I would suggest, to manage the whole matter—three practical men, who could understand the duties they were entrusted to carry out.

268. Why do you consider the City Council inefficient? Because they have so many prejudices connected with their management, and also their own interests to attend to. I think the license fees could be so arranged as to pay all the expenses of management, and do justice to the City of Sydney and all the suburban Municipalities.

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269. How would you have the license money disposed of? I think if they were to charge £7 10s., as they do now, for a four-wheeled vehicle, a certain sum should be set apart for general expenses of the Commissioners, and the remaining portion should be divided between the City of Sydney and the suburban Municipalities; for instance, between Sydney and Randwick it should be divided equally, one moiety to each, and so with all Municipalities directly connected with the city; but where the omnibuses run through three or four Municipalities the city ought to have perhaps one-third, and the Municipality to which they run—the further one—one-third, leaving the other third to be divided, if there were two others, say—such as Newtown and Marrickville—according to mileage. That could be easily arranged on some equitable principle. Where they run on trust roads only the intervening Municipalities should have nothing.

270. Do you not think it would be well to regulate the amount of the license fee so as nearly as possible to pay expenses only, without leaving anything for division amongst the Municipalities? I think it would be right that these omnibuses which cut up the streets so dreadfully should pay something towards mending them. They are more destructive to the roads than all other vehicles put together—more destructive even than heavy carts drawing stone. They go at a rapid pace, and their wheels are so narrow that they cut deep into the roads, whereas cart-wheels are broader, and do not make so much impression. I think they ought to contribute something towards the damage they do. I think if the maximum fee were fixed at £7 10s. per annum for four-wheeled omnibuses, and £5 for two-wheeled ones, and divided, as I have suggested, it would give general satisfaction to the omnibus drivers, and to the various localities interested.

271. How would you have the fares regulated—by competition among the omnibus men, or by the Commissioners? If the Commission is appointed I would suggest that they should have the power to make by-laws to regulate the fares, &c., and the number of 'buses on each line of road. I think we ought to encourage legitimate traffic in all cases. For instance, if there were twenty 'bus-drivers going to Randwick they would starve one another; therefore I think the fares ought to be regulated by the Commissioners as well as the number of 'buses for each stand in each locality.

272. How would you have the inspection of omnibuses carried out, as to their continuing suited for the purpose after being licensed—Would you have them inspected half-yearly or quarterly, or let the inspectors take them unawares? They should be examined and approved by the Commissioners quarterly. I would let the inspectors go round occasionally, and if they saw anything going on wrong, let them bring the offenders before a Court at once, and if the fine was heavy the proprietors and drivers would very soon keep their vehicles in order, and perform their duties in a proper and regular manner.

273. You would have them subjected to a sort of perpetual inspection? Just so—that would be necessary. I would allow any person to become a common informer of any impropriety, and that would soon rectify all the evils attending the present system.

274. *Chairman.*] Would you let the inspectors travel free by the 'bus when on duty? No; because then they would be known to all the drivers. I would let them go about like detectives, and pay their way the same as other passengers.

275. Are you aware how many inspectors the City Council employ? I believe there is one chief inspector and one or two under him. How many time-keepers they have I do not know.

276. Do you know how the time-keepers are paid? I think they are paid by the 'bus-men themselves.

277. Then the 'bus-men, being their employers, they are not likely to be very troublesome to them? No, I think it a bad principle for servants to pay those placed over them.

278. *Mr. M. C. Stephen.*] Is there any punishment if they do not start at the proper time? I think when that occurs they have to go at the lower end of the rank. Perhaps they do not care about starting at the proper time, and that is no punishment. I have heard of passengers having to sit in a 'bus at Wynyard-square for nearly a whole hour, because the driver was dodging the time and would not go till the other 'bus came to force him off.

279. *Chairman.*] Have you any idea of the number of 'bus-men, cabmen, carters, and others, employed in connection with licensed vehicles? I have not, but it must be a great number.

280. Their influence would be material in an election? No doubt of it.

281. Would not that account for a lax system on the part of those who have to go to election every second year? Yes, I should say it is a very great lever to be used on those occasions.

282. So that if an inspector makes himself troublesome to certain persons he is likely to be visited? Yes, no doubt there is something done at all these elections by which political services are rewarded.

283. Have you come across any such conduct as that in your experience? No, I cannot say I have; it is only a common observation, formed on general opinion.

284. Have you paid any attention to the crowded state of the streets in certain parts of the city lately? Yes, they are sometimes so much crowded as to be highly dangerous.

285. Would it, in your opinion, be expedient and practicable to divert the traffic from some portions of the main thoroughfares at certain hours of the day? Yes. The City Council have lately done something in that way. Some of the 'buses are made to go up Pitt-street instead of George-street, as they all used to do.

286. Do you think it would be desirable to compel boats plying for hire to carry grappling-irons and other life-preserving implements? I think it highly necessary, because in our harbour we often hear of accidents occurring through sudden squalls, and from the want of ballast and other appliances. I think they should carry small cork life-buoys, or some of those articles generally used in life-boats for such purposes.

287. Does anything else occur to you to suggest to the Committee? No, I think I have stated nearly all I have to say.

288. Considering the number of persons engaged in this kind of traffic altogether, is it, in your opinion, desirable that any system of licensing should be resorted to at all in the matter, or that it should be left to free trade? I do not think you could get proper control over them unless they were licensed and placed under proper supervision.

289. Competition would not do? I think not.

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290. If there were no license fee to pay, would not the public have the advantage in low fares? No. The 'bus proprietors could scarcely charge less than they do at present—3d. for travelling in the city, and 6d. for such a distance as that to Randwick. All who ride ought to pay for it. It would not be fair to make the ratepayers of the Municipalities keep the roads in order for those who ride in vehicles, and charge them nothing for doing so.

Mr. Edward Oram examined:—

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291. *Chairman.*] What are you? Inspector of Licensed Vehicles.

292. You were appointed to that office by the City Council? Yes.

293. Can you state to the Committee by what authority the City Council exercises control over omnibuses and other vehicles plying for hire? By the Act 20 Victoria, No. 36.

294. That is the Corporation Restoration Act, by which certain powers are restored to the City Council, one of them being to regulate carts and other vehicles employed for hire? Yes.

295. Will you explain to the Committee the nature of your duties under your appointment? In the first place, to see that the by-laws are carried out—that the vehicles are kept in a proper condition—to maintain a general supervision over the licensed vehicles in the city and its suburbs, within a distance of eight miles—and to prosecute all offences against the regulations.

296. Have you any assistant? One.

297. What is his designation? He is senior-constable of police, and is detached from the police to serve summonses and warrants.

298. Then the whole supervision of this omnibus business is in your hands individually? Yes.

299. Can you state to the Committee how many licensed vehicles of all sorts are under your control? The numbers for the present quarter are—180 omnibuses; 23 omnibus cars, or four-wheeled vehicles, drawn by one horse; 40 hackney carriages; 184 cabs; 120 drays.

300. Then there are the drivers of those vehicles? Yes.

301. And there must be a number of persons in the shape of owners connected with them? Yes; they are classed as proprietors and drivers. In some cases the proprietor is his own driver.

302. You are aware of the nature of the inquiry of the Committee? Yes.

303. Is it within your knowledge that this kind of business is in many respects conducted very unsatisfactorily to the public? I read the reports in the newspapers.

304. What does your own personal experience teach you? There is one thing in which it materially fails,—that is, in the carrying out of that particular regulation which relates to the performing of a journey in the time specified by the by-laws. There is no provision made by the Council to enforce it. The only mode we have of doing it is one which very casually occurs, and that is by sending the man I have as an assistant to one end of the line while I remain at the other.

305. The net income arising from licenses and fines amounts to a very considerable annual sum—does it not? Yes.

306. What are the charges against it, beyond your own salary? £60 a year for this assistant, and the same amount for a lad who is employed writing in the office.

307. Your salary is how much? £275.

308. The £60 paid to the policeman is in addition to the policeman's pay? Yes.

309. Is that as far as you know the cost of the management of this business to the City Council? No; you will find by the by-laws that the Town Clerk has duties to perform—the licenses are issued by him; the City Solicitor also attends at the Police Office, and conducts all cases connected with the breach of the by-laws.

310. Then a portion of each of these officer's salaries should be in proportion to the amount of work performed by them charged against this fund? Yes.

311. Then you know of no other charges against it, beyond the proportion of these officer's salaries, and the £395 a year you have mentioned? No.

312. Did I understand you to say that it is within your knowledge that much dissatisfaction prevails among the public as to the efficiency and general control of these vehicles? Yes.

313. Are you able to suggest any alteration with a view to improvement? I should certainly suggest that the men now acting as time-keepers should be the Corporation's servants, or the servants of the authorities who have the management of the matter.

314. Are they not in the service of the Corporation now? —

315. How are they provided? The proprietors pay them.

316. That is wherever they are voluntarily appointed? Yes, they are appointed by themselves, for the benefit of good order.

317. Are time-keepers provided in all the suburbs, or will you state to the Committee where time-keepers are kept in the way you speak of? At Newtown, Waverley, Woollahra, and the Glebe. These are the only places where there are time-keepers.

318. The time-keepers only know the time at which they arrive at their journey's end; they have no knowledge of their intermediate conduct? They do not even know the time of their arrival. They only keep the time of starting. The way they manage this business is very different from what it would be if it were in other hands. There is no check upon the time the 'buses are on the road.

319. What is the character of the persons engaged in this service generally? I should say the majority of them are respectable men.

320. That is rather more than half? More than half.

321. What are the others? There are men who have no capacity for business in any way, and who are very untidy.

322. What kind of vehicles are in use generally? I should say the cabs and carriages are as good as are in use in any part of the world.

323. The omnibuses? The majority of them are in good condition.

324. Are many of them unfit for the purpose? The construction clause in the by-laws passed by the Council has not been sufficiently enforced, as it was intended. The old vehicles have been altered so as to come within the provisions of the by-laws, and there are many of them not good; but the vehicles which have been built since the construction clause was passed, are good vehicles.

325. Has not much dissatisfaction prevailed in the suburban Municipalities as to the control of these 'buses? There have been complaints as to their not having the right to appoint stands where they choose, without reference to the City Council. Mr. Edward Oram.
326. *Mr. Farnell.*] You said something just now about the "construction clause"—what do I understand you to mean by that; is that a clause that construes these by-laws? No, the construction clause prescribes the size which the 'buses shall be built. 22 Feb., 1870.
327. Were these by-laws made by the Aldermen? Yes, and assented to by the Executive Council.
328. I suppose the Aldermen are not all coachbuilders? No, only one of them is.
329. Did you, the Corporation, or those persons who inspect the 'buses, ever order the proprietors to make alterations in their 'buses? Yes.
330. Is there a certain space allowed between the seats? Yes, 2 feet.
331. Is that provided for in that clause? Yes.
332. That insists upon there being 2 feet between the seats, irrespective of the width of the seat itself? Yes, that is what I allude to when I speak of the fact of the vehicles built before the passing of these by-laws not being so comfortable.
333. For instance, a 'bus may be 2 feet 6 inches wide; there would be no objection to license that if there were 2 feet between the seats? That would be an extreme case.
334. Would not that come within the by-law? They would not license it.
335. Do they not grant licenses according to their own by-laws? Yes; under the 24th and 25th by-laws.
336. Then these persons who inspect the 'buses have no discretionary power? I am not aware what discretion they have.
337. You say they would not grant a license to a 'bus that was 2 feet 6 inches wide altogether inside, if there were 2 feet clear between the seats? The same by-law that provides for a 'bus being 2 feet between the seat, also provides for the length of the axle, and naturally infers the width of the 'bus to be proportionate.
338. Your duty I believe is to see that these persons do not loiter along the street, and so on? Yes.
339. Can you perform this duty efficiently without assistance? No.
340. Have you sufficient assistance? No.
341. What is the character of the persons who are generally employed in driving 'buses? The majority of them are decent men.
342. Have they all been trained to driving, or the majority of them? I should say so.
343. Do you inspect the 'buses as to their capability? Yes.
344. And see if they are clean and so on? Yes.
345. Are you a coachbuilder? No.
346. You could not tell whether a 'bus was properly constructed or not? Yes, I could.
347. Not being a coachbuilder? Yes.
348. Could you tell whether it was properly made? Yes.
349. And properly put together? Yes; I have been brought up to work in wood all my life.
350. Sawyers' work in wood? Yes; but I can construct as well as most men—I earned my living for six years as a joiner, and two as a millwright.
351. You think that gives you a sufficient qualification to enable you to examine these 'buses? Yes, I think so; as far as the construction is concerned.
352. There are 'buses that ply about at night to the theatres and other places of amusement? Yes.
353. Are they under any regulation? They are simply allowed by consent of the Mayor.
354. Specially? Yes.
355. How do they get permission from the Mayor; do they go and ask him? Yes.
356. Personally? Yes.
357. These cabs or hansoms that ply about the town—are they under your supervision? Yes.
358. Do they not ply for hire at night—at all hours of the night? Yes.
359. Are they under your eye of a night? I am generally out about three nights of a week late, occasionally till 1 or 2 o'clock in the morning, and when I am out late at night I stop in in the afternoon.
360. What kind of passengers do these people pick up in these short hours of a morning generally speaking—I mean those who are about the theatres and who keep moving about? Such persons as visit ——— eating-house in Pitt-street—a house that keeps open late, nearly all night; they seem to be chiefly prostitutes.
361. *Mr. M. C. Stephen.*] Have these men separate night-licenses as distinguished from day-licenses, or do they ply day and night? There is no distinction; very often a cab that is used during the day by one driver has another horse and driver at night.
362. Do I understand you to attribute the principal grievance of the public, with reference to licensed vehicles, to the insufficiency of the inspection? Yes.
363. You in fact cannot be in two places at once? That is the difficulty.
364. There is only one man to attend to this duty? Yes; the other man is out of doors serving summonses, and if he sees anything irregular he takes note of it; but it is only occasionally that he can render me any material assistance in the performance of my duties.
365. *Mr. Clarke.*] Do I understand you to say that omnibuses coming in to the theatres at night must have licenses from the Mayor? Permission to leave their lines of road.
366. After 7 at night is it not understood by them that they may have this permission? One from each stand; and it is done on this understanding, that the omnibus which obtains such permission shall be the last to leave the stand on the following morning.
367. Where there is no time-keeper in the suburbs, what means are there of compelling the omnibuses to start at the regular time in rotation? Each man looks after the others, to see that he gets his own.
368. Do you not think it would be advisable to keep time-keepers at both ends? Most decidedly; and during the time that Mr. Moore was Mayor, the matter was brought before the Council. The Mayor was very anxious about it, and he arranged that I should test the matter by having time-keepers, and an engagement was made with the proprietors to pay to me a certain sum, leaving me to pay the time-keepers; and during the six months that it was tested upon the road to Surry Hills, that was found to be the best conducted road in Sydney.

- Mr. Edward Oram. 369. You think if time-keepers were appointed at all the suburbs, more regular time would be kept? I do not think it would be necessary on all, but I think a few tables might be constructed, and a person might be stationed at a certain point upon a line of road.
- 22 Feb., 1870. 370. *Mr. M. C. Stephen.*] For instance, a person put upon the Paddington Road might supervise the omnibuses to Waverley and Woollahra? Yes.
371. At present, if a man chooses to start before his time, there is no means of punishing him? No, unless by a person who rides with him—he may prosecute him.
372. There is no by-law compelling an omnibus to start at a certain time? No, but he can be punished for starting out of his turn, or for loitering along the road. Each omnibus is required to start so many minutes after the previous one.
373. *Mr. Clarke.*] That cannot be carried out without a time-keeper? No; but the law might easily be altered, so as to compel the omnibus to complete the journey within a certain time from starting, and this would render unnecessary more than one time-keeper to each stand, as the time would be kept at the starting place.
374. *Chairman.*] It is your duty to report quarterly to the Council, under the by-laws, the state of efficiency of the omnibuses? Yes.
375. Is that regularly done? Yes, the report is made up and sent to the Mayor; those that are out of condition are sent up to the Town Clerk, and are inspected at once.
376. They are inspected by the Mayor and two Aldermen? Yes.
377. Have you no power to inspect them? I bring them before the Mayor to see whether he will condemn them.
378. Is it possible for one person to have efficient control over all these 'buses, cars, and vehicles you have spoken about? I think not.
379. Is there any rule for providing certain suburbs with the necessary accommodation for getting in and out on holidays, when a large number of persons go to particular places of resort? There is no distinct rule.
380. Is there anything to prevent the inhabitants of any suburb from being left entirely without the means of getting into and out of Sydney—as in the case of the fête at Botany? Yes, by prosecuting the proprietors when they leave their particular line of road.
381. Then all are liable? Yes.
382. How is it that some of them go off? Because the Mayor gives them permission.
383. Is that provided in the by-laws—is this power delegated to the Mayor? No.
384. Then it appears to be an assumption on his part? The object is to accommodate the public.
385. Do you regard the North Shore as within eight miles of Sydney? Yes, it decidedly is.
386. For the purposes of the by-law? I made inquiry when I took office whether I was to go to the North Shore, and I was told I was not.
387. You are completely under the control of the Mayor? I am.
388. You have no independent position for carrying out the law? No.
389. You are daily under the direction of somebody in the Corporation? Yes.
390. *Mr. M. C. Stephen.*] Supposing you were about to prosecute a man and the Mayor told you you were not to do so, what would you do then? I would obey my orders and would not do it.
391. *Chairman.*] Can you suggest to the Committee any means by which the condition of this public service could be improved—I mean having also regard to your being a public officer in the employ of the Corporation? I think not. If the by-laws were strictly enforced, and the present provisions were carried out, a great deal more might be done.
392. *Mr. Farnell.*] Do you not think it would be better to have an officer, independent of the Mayor and Aldermen, to manage this business? I think if there were an independent officer, and he got rid of a bad man, he would not be ready to admit him again so readily as is the case at present.
393. After several complaints a 'bus driver or proprietor is deprived of his license? Yes.
394. Is there any set time within which he cannot again receive a license? The provision of the by-law is that the Mayor can suspend or cancel a license; but it sometimes happens that if a man has had his license cancelled, he can have it renewed within a shorter time than if he were merely suspended. In the case of suspension the time is say three months, or more or less; but when a license has been cancelled it has sometimes been renewed within that period.
395. We may assume, I suppose, that the influence of an aldermanic friend is brought to bear in such a case? I do not know whether it is owing to the influence of an Alderman or not—I think the present system would be improved by a greater amount of inspection. When the Mayor gave me a man to assist me the benefit derived from the additional man was perceptible. In less than ten days 300 drays have to be licensed, and while these are being attended to I am of course obliged to neglect other duties.
396. *Mr. Clarke.*] Have not the police the power to interfere with 'buses? If they see them loitering in George-street, but they do not prosecute under the by-laws. The difficulty seems to be this: That under the police a certain moiety of the fines under the Police Act goes to the Police Reward Fund; but if they prosecute under the by-laws the fines are paid into the City Treasury, and no portion goes to the Police Reward Fund.
397. *Chairman.*] Is it true that a large number of boys are kept for a long time idling upon the stands waiting for their turns? On the Glebe stand they are idle about eight hours, and work about four hours a day.
398. These boys only loiter about and do mischief? Yes, they learn mischief.
399. *Mr. M. C. Stephen.*] They are perfectly idle at all events? Yes; they have no means of employing themselves. The provision made by the Council to abolish that state of things is to limit the number of omnibuses on a line, by dividing the time occupied on the journey by the interval between each omnibus on the road, and leaving one omnibus at each end.
400. On the Glebe stand there are thirty or forty 'buses? The reason they have not been interfered with is that these men consider that they have a kind of vested right in the line, and the question to be solved has been, who should be moved off. The plan now adopted is to refuse to renew the licenses as they fall in.
401. *Chairman.*] It has been given in evidence that a number of horses are broken in in 'buses, while plying with passengers? I think it is done in some cases; but generally I think they are partially broken in before; and they are made to work with other horses to break them in to double harness.
402. It has been given in evidence that some of the 'buses are very filthy indeed, and are infested by noxious insects? I never saw any.

WEDNESDAY, 23 FEBRUARY, 1870.

Present:—

MR. CLARKE, | MR. FARNELL,
MR. M. C. STEPHEN.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Mr. Matthew Clark examined:—

403. *Chairman.*] You are aware of the nature of the present inquiry? Yes. Mr. M. Clark.
404. You are the owner of several vehicles plying for hire? Yes, seven omnibuses, three licensed carriages, a licensed safety; and four private carriages, for which I do not pay licenses, and which do not come under the Act. 23 Feb., 1870.
405. To what places do your omnibuses ply? To Double Bay.
406. Are you aware that there is much discontent on the part of the public as to the general management and control of vehicles of this description? As far as I am concerned, to speak individually, I think there is a very great want of management.
407. That they are neither efficient nor well conducted? Nor well conducted.
408. Can you assign any reason for the present unsatisfactory state of things? Yes.
409. Will you be kind enough to state your views to the Committee? My present license extends to the end of December, and no doubt what I state will come before the Mayor and Aldermen, and if it is in their power during that time perhaps they may try to crush me, but if I comply with the rules, and I have as good horses and as good 'buses as any of the 'bus proprietors, and I pay 5s. a week more to my drivers and conductors, as I wish to have respectable men —
410. You have just made that statement as preparatory to some other to show why the public were dissatisfied with the present management of public vehicles? Yes. If I comply with the rules I need not care for the Mayor or any one else, and what I say I can prove.
411. Will you favour the Committee with your views? Our license extends—and I believe Mr. Stephen will bear me out in that—to the 31st December of each year; and during the time the license has to run, vehicles may be inspected to see that they are in a fit state. At the commencement of the year they are required to be inspected before a license is granted. Last year an advertisement was put into the paper, saying that all 'buses were to be examined and passed before the end of the year, but as I was very busy I did not see the advertisement, and as it is a thing that has never been done before, I did not send up my 'buses. New Year's Day fell upon a Saturday (that was a holiday), Sunday was a holiday, and Monday also; and it was not 'till Tuesday that I sent my vehicles to be licensed. When I went up to Wynyard-square, Mr. Alderman Bradford and the Mayor told me that they would not license my vehicles, that I had broken the law, that the vehicles should be examined before the end of the year. I said I was sorry for I had not seen the advertisement. Mr. Alderman Bradford, who is a publican, said there was a party in his house who said, "Clark said he would pass his 'buses when he liked." Mr. Alderman Oatley was with me at the time, and I said I had never said anything of the kind; he then turned round to me and said he would not believe anything I said upon my oath; I replied that my oath was as good as his, for I did not know at that time that he was an Alderman. The upshot was that he went to the Mayor and told him not to license any of my 'buses.
412. Do you know that of your own knowledge? Yes; he told me he would not pass my carriages at that time, and that I had forfeited my road. I then went to Mr. Stephen, and he wrote a letter the same day, showing that my last year's license had nothing to do with this year's license, or their inspection either, that it would only have to do with the year after. Mr. Oatley took the letter that Mr. Stephen had written to the Mayor, and he said he thought they were bound to pass my vehicles. After consultation, Mr. Oatley said he would not sit if they did not pass them; that I had expended £2,000 or £3,000 upon the road to the satisfaction of the inhabitants, and had kept good horses and 'buses and respectable drivers, and if that was the way they treated people they could not expect to get proper convenience for the public. After that the Mayor sent word to me that he would grant the license.
413. You cite that as an instance of the partial administration of the law? Yes; and to show the Committee how absurdly these things are managed. I may mention that by a recent by-law it is provided that there shall be 2 feet clear between the seats; so that in the case of old 'buses, in order to comply with this by-law, 4 inches have been cut off from each seat, and the passengers have had to sit upon a mere rail instead of a comfortable seat. The width of the seat is not provided for. In forty 'buses the width of the seat was thus diminished at the commencement of the present year. Thus blunders arise from the want of competent men to inspect the vehicles. Mr. Alderman Bradford and Alderman Chapman passed all the 'buses this year.
414. *Mr. M. C. Stephen.*] You have said something about forfeiting your road—what do you mean by that? The Mayor said to the 'bus proprietors, "You can go on Clark's road." I was told that he said to the 'bus proprietors who had passed —
415. *Chairman.*] Confine yourself to what you know of your own knowledge? Mr. Bradford and the Mayor told me to my face that I had forfeited my road, and that they would not pass my 'buses; and four or five men came to me and said that they had told Pugsley and others that they could run upon my road.
416. Will you, as shortly as you can, state to the Committee anything that is within your own knowledge, to prove the mismanagement of the 'buses by the authority of the Municipal Council of the City of Sydney? I have not seen the new rules, but they have limited the number of 'buses to run on each road in the new rules. Eight 'buses are now allowed to run upon my road; so that if eight proprietors, with one 'bus each, or one proprietor with eight 'buses, which had been passed at the end of 1869, had applied for licenses to run upon that road before I had obtained mine, I should not have been able to run at all on that road, after building stabling at the cost of £600 or £800, and buying the right to run from three different companies.
417. Is it your opinion that the Mayor and two Aldermen are an improper board or tribunal to manage these matters? Yes.
418. What would you suggest in lieu thereof? I would suggest that there ought to be either three or five men—one of them a practical man—a coachbuilder.

- Mr. M. Clark. 419. Is it within your knowledge that a large number of omnibuses and vehicles, plying in the city, are inefficient and badly conducted? I am sure of it; there are plenty who do not comply with the rules, but which are passed through the influence of one of the Aldermen. Buses and horses belonging to one man are passed by one Alderman, however bad, and another man is hunted from the door with a better turn-out.
- 23 Feb., 1870. 420. Mr. M. C. Stephen.] You think there is a little favouritism? I am sure of it; many of the Aldermen are publicans, and if a man visits a certain house pretty regularly his buses and horses will be passed. I see it every day.
421. Chairman.] What means are taken to secure the proper arrival and departure at the stands? So many busmen pay 6d. a day, or so much a week, to a man to keep time. In the city there are time-keepers, but in the suburbs there is no time-keeper.
422. You mean in your suburb? I do not know any suburb where there is a time-keeper. There is none in my suburb.
423. If there were, you would be the payee of the time-keeper? I have seven of my own buses there, and there is one other.
424. Then you would be the payee of the time-keeper, if you had a time-keeper there, or at least of seven-eighths of his pay? Yes.
425. Then he would be pretty much under your control? Yes; but they are not so much wanted in the suburbs as in the town.
426. Will you explain that? Because the men themselves keep the time, and they must be in Sydney by a certain time to take their turn on the stand.
427. Mr. M. C. Stephen.] That would not apply to a place like the Glebe, where there are thirty or forty buses on the stand? There are two time-keepers there—one at each end. In other places there are not more than two or three buses running, and then they will take care to be in Sydney in time to take their turn.
428. Chairman.] You were proceeding to state the causes of the general inefficiency of the omnibuses, and you mentioned partial management as one thing? Yes, it is partial and inefficient, because, although the inspector is a very respectable man, he must do what the Aldermen direct. If an Alderman sends up word to him to summon a bus, or not to pass a bus, he is bound to comply with his instructions; but I can point out a dozen or two dozen buses that are not fit to run in Sydney, and which are not complying with the rules; the buses are bad, the horses are bad, the boys are dirty, and often have not a bit of shoe to their foot.
429. The official permission being given to the running of such buses would have the effect of demoralising the whole affair? I should think so.
430. No person would take care to have his bus in good order while a number of such persons as you have referred to were allowed to enter into competition with him? If a man has good buses he will keep them so, and will take a pride in them, but it is not fair to them that others should be allowed to obtain a license who know nothing about the business, who have wretched horses, bad buses, and boys of sixteen or seventeen who are not fit to drive. There are lots of drivers who are not above sixteen or seventeen, and the conductors, who should be fifteen, are often not above ten or eleven, and have not a shoe to their foot.
431. Is it within your knowledge that some of the buses are very filthy in themselves? So far as I can judge from seeing them in the street I should say they are; of course I do not like to go to them to examine them.
432. It would be a difficult thing to keep boys and men, who are from morning till night driving along a dusty road, perfectly clean? Yes, very difficult; but still it is very easy to see whether a person washes every morning, or whether he does not wash once a week. At Double Bay we always make a point of taking out our cushions and dusting them.
433. Has it come within your knowledge that some of these drivers, who have been punished for breaches of the by-laws, and who have lost their licenses, have been restored without any apparently sufficient reason? No, I think they have not been restored until after a certain time. After a certain number of fines have been imposed the license is cancelled, and I think the party must remain for three months without a license.
434. Mr. M. C. Stephen.] Who pays the fines? The party who is fined.
435. Supposing a boy to be brought up, does the fine fall upon the boy, or upon the master of the bus? It comes upon the master. Last week I was fined by Mr. Birrell, because one of my boys did not wear his livery, although I proved that he had it on when he left the yard. They are required to wear a blue coat, with red binding, and to have the word "conductor" on their cap.
436. Mr. Farnell.] Do you know whether these busmen generally break in young horses themselves? They do frequently.
437. Do you know whether any of these boys or drivers make a kind of bed-room of their buses at night? I believe they do—plenty of them.
438. Do they not sometimes go off their regular line of road for a day? Yes, they have had that liberty. If engaged by a private party they can go anywhere with it—I have some engaged at the election to-day.
439. On holidays are they not sometimes taken off the line altogether? At holidays they have the privilege to go where there is likely to be the most traffic, for instance, to the races, or to the sports at Botany, or any other place.
440. Is there any regulation with reference to buses going to the theatres, or places of amusement at night, or standing in the street? There is no regulation.
441. Are you aware that the buses do so? Yes, but none of mine do; but there are plenty that go and stop till 2 or 3 in the morning.
442. Do you keep hackney carriages? Yes.
443. And hansom cabs? I have only one of these on the stand.
444. Do not some of these hansom cabs ply during the night? All night; some of them do not come on till 8 or 9 at night, and they ply all night; I believe there are some plying now without a license; they cannot get a license, and they do not come out now until it is dark.
445. Do they go to any particular stand at night? I do not think they do, but they go to the theatres, and move about where they like to pick up a job.
446. What class of persons are they likely to pick up about the streets at 2 or 3 o'clock in the morning? I should say not very respectable—sometimes they might pick up a respectable gentleman, who had been out

out to a party, but I should say there are a dozen men in Sydney who live entirely by carrying about prostitutes all night, and people the worse for drink; these do not come out till after dark; these cabs go down to the steam wharves at night and wait for their arrival, and many of them would never be hired by a gentleman in the day-time. Mr. M. Clark.
23 Feb., 1870.

447. The 'bus fares are not regulated by the Corporation? No; but you are bound to have the fare painted on the 'bus—so much before 10 o'clock and double fare after 10.

448. The proprietor fixes the fare? Yes; for instance, the fare to Double Bay used to be 1s., but now it is 6d., and the Woollahra 'buses—some of them run for three-pence; but that is a matter regulated by the proprietors themselves, and the fares are brought down by opposition. To prevent an undue opposition, and the racing and annoyance which arises from it, Mr. Alderman Mackintosh brought in a by-law to limit the number of 'buses running on any line of road. Sometime ago there were thirteen running on the Double Bay road, and there was not sufficient traffic for them, and there was constant racing and danger to passengers. Now the number is limited to eight. If there is not a sufficient number for the accommodation of the public they can petition the Corporation for an increase in the number.

449. Do you think this matter ought to be taken out of the hands of the Corporation? I think so. We have to pay a heavy license—£7 10s. for each 'bus; and besides this I pay £200 a year to the Rushcutter's Bay toll for the 'buses alone.

450. *Mr. M. C. Stephen.*] What is the usual length of time per day that the 'buses run? From 8 in the morning till 8 at night. Those are the usual hours; of course some run later, but when they do they do not go on so early in the morning, and those that run until 11 at night take the last turn in the morning.

451. On holidays, when omnibuses have an opportunity of going to places of amusement, are the inhabitants of the line of road where they usually run deprived of their ordinary accommodation? No; the proprietors of 'buses running along a particular line of road generally leave a certain number to run as usual, excepting that instead of every quarter they run every half hour.

452. Might they not be left entirely without this convenience? The proprietors might leave them if they chose, but there are generally only a certain number of tickets issued at the Town Hall giving 'bus proprietors permission to run their vehicles to certain places for the holiday, and therefore a number are left to carry on the ordinary traffic.

453. What sort of inspection is carried out from day to day as to boys wearing coats and shoes? None, excepting when the inspector comes across them, and he then takes down the number of the 'bus and summons the proprietor.

454. Is the proprietor bound to find the boy in decent clothing? No; but the proprietor is bound to see that he is decently clothed.

455. *Mr. Clarke.*] Do I understand you to say that the 'bus proprietors have the power of making their own charges? Yes, they can charge what they like.

456. But they are obliged to have a printed list of fares on their 'buses? Yes.

457. Can you charge more than the fare so printed? Not more than is stated on the ticket. The charge to Double Bay is 6d., and we could not charge more than that unless we gave notice to the public that on or after a certain day the fare would be raised.

458. *Chairman.*] Is it, in your opinion, desirable that the 'buses of this city and suburbs should be placed under regulation? I think it must be under some control. There would be no end of opposition if there were no proper management or control. If there were none, things would be in a worse state than they are.

459. There would be more opposition? Yes, and the whole thing would be in a more degraded state if there were no control.

460. If there were more opposition would not the public have the benefit of it? No, they would not, for fares could not be cheaper than they are to any part, and it would not pay any one. The vehicles would not be better than they are now; there would be more galloping, racing, and danger to life.

461. Would it not be probable that the public would patronise those which were the best, and the best conducted? I think not; if a person were in a hurry to go to a certain place and a bad 'bus were to come up, he would get into it at once rather than wait for a good one.

462. It is decidedly your opinion that some regulations are necessary? Yes, I do not think the business could be properly carried on without some supervision.

463. What control would you substitute for the present? That would be for you gentlemen to suggest. I think it should be under some Government control.

464. *Mr. M. C. Stephen.*] You mean that it should be under the supervision and control of men who are perfectly independent? Yes.

465. *Chairman.*] Would it not be practicable to give the police larger powers of supervision? No, I think there should be a distinct Board.

466. I am asking you now as to the carrying out of the regulations? The police have now the power to take a man into custody for improperly flogging his horse, or for loitering, and any other person may do the same to a driver loitering or using bad language.

467. Is it not generally the case that what is everybody's business is nobody's? Yes, but the police have orders, I believe, from the Mayor at the present.

468. Has not what is technically termed "trotting traffic" become very thick on some portions of the principal thoroughfares of late? It has been divided from the commencement of the present year between George-street, Pitt-street, Clarence and Kent streets.

469. Is it practicable do you think to divert the heavy traffic of carts and waggons from certain streets into others, at certain hours of the day? No, I do not think it is, for this kind of traffic would be sure to go by the best and shortest roads to the wharves and other places of business.

470. Many of the boys on the stand are a long time without any occupation, are they not? I think they are, and some of them are very badly clothed; if they have an old blue coat with red binding, and a cap, with the word "conductor" on it, they have perhaps scarcely a shirt or a pair of trousers.

471. Does the inspector ever ride on a bus to perform his duties, without paying his fare? I cannot tell you whether he has the privilege of riding without paying.

472. Does he ride about as inspector? Yes, I have seen him.

473. Does he pay? I do not consider that any proprietor would take his fare; I know one of the inspectors goes up and down in the 'bus, but he never pays a fare.

- Mr. M. Clark. 474. How long is it since the license was reduced from £10 to £7 10s. ? About four years ago.
 475. Do you know what led to that reduction—was it upon a petition of the omnibus proprietors? Yes, they petitioned and it was reduced, and the carriage license was reduced from £4 to £3.
 23 Feb., 1870. 476. It was in consideration of the petition that the reduction was made? Yes, I think Mr. Moore made the reduction.
 477. Does the Mayor himself exercise all the powers you attribute to him? Yes, the Mayor and two Aldermen; and the Mayor must give his sanction to all these things. If the two Aldermen ask the Mayor to do anything, and he puts his name to it, of course it is passed.
 478. It has been stated before this Committee that racing, fighting, and gross irregularities are practised almost daily, not on your line but on other lines—is that so? Yes, on other lines; it is so now on the Waterloo line; formerly there were only six 'buses on this line; now there are ten, and this causes a great deal of opposition, racing, and fighting.
 479. Have you anything further to suggest to the Committee? No.

TUESDAY, 1 MARCH, 1870.

Present:—

MR. FARNELL, | MR. HOSKINS,
 MR. M. C. STEPHEN.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Mr. Jasper Holder called in and examined:—

- Mr. J. Holder. 480. *Chairman.*] You are an omnibus proprietor? Yes.
 481. Where do you live? At Redfern.
 1 Mar., 1870. 482. Is it fair for me to ask how many 'buses you run? Three.
 483. On what line or lines of road? From Redfern to Miller's Point.
 484. These 'buses are licensed by the City Council? Yes.
 485. Is it within your knowledge that very considerable dissatisfaction prevails among the public as to the general efficiency and management of this kind of vehicles? It is.
 486. Has it existed for sometime, or merely arisen lately? There has always been some dissatisfaction, but not so much till this year.
 487. There has been more dissatisfaction lately than previously? Yes, this year especially.
 488. You have been running 'buses for sometime? Yes; seven or eight years.
 489. Then you have had experience in the management of them? Yes.
 490. Will you be kind enough to state to the Committee, if you can, the cause of the dissatisfaction just alluded to? The first thing is, that we have now to turn up King-street to go to Miller's Point; and consequently the inhabitants of Redfern, if they want to go to the Circular Quay or Queen's Wharf, have to get down at King-street and walk, or else get into another 'bus, and pay another fare.
 491. That is one of the reasons why the people of Redfern have cause to grumble? Yes.
 492. Is that a new arrangement? Yes, this year.
 493. Some of the Aldermen are owners of 'buses, are they not? Mr. Woods owns the Railway 'buses.
 494. Do they run right through? Yes, they go to Bridge-street.
 495. *Mr. Hoskins.*] Are no other 'buses permitted to run down George-street, by Bridge-street, except Mr. Woods'? Only those that run between the Queen's Wharf and Glebe.
 496. *Chairman.*] Do you think that arrangement was made from some undue influence in the City Council? I do.
 497. Is Redfern incorporated? Yes.
 498. Have the Municipal Council of Redfern made any regulations respecting, or charges upon, 'buses? No, but they have it under consideration now.
 499. Can you suggest anything else? With respect to the thirteenth clause of the by-laws I do suggest that the proprietors should not be responsible for the conduct of the drivers and conductors. I think that is very hard on the proprietors.
 500. What is the amount of the license fee? £7 10s.
 501. Do you go through any road trust and pay toll? No, not to Redfern.
 502. It has been stated by previous witnesses that the 'buses themselves are not very clean, or comfortable, or secure? No doubt there are plenty that way.
 503. It is anything but comfortable to go into some of them? No doubt of it.
 504. In that view of the matter the by-laws could not have been enforced with the necessary rigour? In certain ways they are enforced too much—in others not enough.
 505. Could you suggest anything instead of the present mode of management? No, I could not. I think the management is better now than it has been.
 506. *Mr. Farnell.*] Who inspects the 'buses previous to their being licensed? The Aldermen and Mayor.
 507. Do you think they are competent persons to inspect 'buses? No, I do not.
 508. You have time-keepers, have you not? On some roads.
 509. In Sydney? Only for some roads.
 510. By whom are these time-keepers appointed? By the proprietors.
 511. And paid by them? Yes.
 512. Have you ever heard of any complaint of 'buses loitering on the journey? Yes.
 513. Whose duty is it to look after the loitering? The inspector's.
 514. Is he an officer of the Corporation? Yes.
 515. Does he take any part in inspecting the 'buses, horses, and harness? He is there when the inspection is made, and anyone he sees is not right, he can haul them up to the Town Hall by giving a few days notice.

516. Does it not require a person to inspect 'buses to be a coach-builder or tradesman? Yes, I think so. Mr. J. Holder.
517. Have the Aldermen and Mayor ever refused licenses to 'buses that were properly entitled to licenses? I think so. 1 Mar., 1870.
518. Have they licensed others on the same road that were not better or more entitled to licenses? Yes.
519. I think you stated that Alderman Woods is a 'bus proprietor? Yes, he runs 'buses from the Railway down Pitt-street to the Circular Quay, and down George-street to Bridge-street.
520. Are you aware whether any of the 'busmen ever break-in horses in the 'buses that are carrying passengers? Yes, after they have been in once or twice they work them.
521. Is there any law to regulate the fares? Yes.
522. Cannot the 'busmen charge pretty much what they like? No.
523. How is it then that some 'buses run for 6d. when others run for 3d.? The three-penny fare is not in the by-law.
524. Are you not aware that some of Mr. Woods' 'buses run for a penny? Yes, on certain runs in the day.
525. *Mr. Hoskins.*] When did this arrangement of running the Redfern 'buses up King-street to Miller's Point commence? In January.
526. How long had you been in the habit of running down George-street? We only went as far as Margaret-street before, and up that street to Wynyard-square.
527. Did you find, that in the number of passengers you brought from Redfern to the city, there were a good number of persons who used to be conveyed by your 'buses from King-street North to Margaret-street? Yes, one-half.
528. And therefore half the passengers have now to alight at King-street? Yes, and walk down.
529. Or otherwise take another 'bus? Yes.
530. Then in point of fact such an arrangement occasions considerable inconvenience to passengers? Yes.
531. *Chairman.*] And no gain to the 'buses? It is a deal out of our pockets.
532. *Mr. Hoskins.*] What 'buses now run down George-street to Margaret-street, or further? Those that run between the Glebe and the Queen's Wharf, and the Railway 'buses to Bridge-street.
533. Did you ever hear any reason assigned for the diversion of the route by King-street instead of Margaret-street? Only that it was to keep the streets from being blockaded.
534. *Chairman.*] On holidays do all the 'buses leave the stands to go with holiday folk, or do they leave a certain number to do the regular work? There are always coaches enough left on the stand to do the regular work; so many are allowed to go to the races for instance, so many to Botany, and so on.
535. Still leaving a certain number on the stand? Yes.
536. *Mr. Hoskins.*] In your opinion are there not a great many omnibuses licensed, of an improper description? Not now—not a great many; there are some.

Mr. Thomas Hales called in and examined:—

537. *Chairman.*] You reside where? At the Glebe.
538. You are an omnibus proprietor? Yes.
539. Is it fair to ask how many you own? I own ten; nine I have licensed.
540. You have been a 'bus owner for some time? Yes.
541. And have therefore experience in the management of 'buses? Yes.
542. Is it within your knowledge that very considerable dissatisfaction prevails among the public as to the management of the 'buses and other public vehicles generally, that is, as to their efficiency and regulation? As far as the regulations and by-laws go I think they are all very fair, except that they make the proprietors responsible for the good conduct of the drivers and conductors. We have no authority at all over the boys; they do as they like with us. When they go up to the Town Hall to get licensed they have a coat on, but they never wear it afterwards. They go away from us when they like; perhaps a boy may jump off the coach when you have a load of passengers, and if you go down without a boy you are summoned.
543. Where do your 'buses ply? From Glebe Point to Wynyard-square.
544. Have you any tolls to pay on that road? No.
545. Is it not notorious that many of the 'buses licensed now are unfit for the traffic? A great many bad vehicles are running.
546. Some 'buses are filthy and unfit for passengers to go into? There are some on the line that are not the very best.
547. Could you suggest anything to place them on a better footing? All that I would suggest is that more care should be taken in licensing the men and boys. The proprietors are finable if they have not a licensed man; but some of the men licensed do not know how to take the reins. I should propose that the inspector, or somebody well-known in the town, should recommend a man. It does not do to let every man drive a pair of horses. I have suffered myself pretty heavily from bad drivers and conductors.
548. Is there any regulation to compel 'buses to come on the stand of a morning and take their regular turn? There is no mentioned time to come on. It is according to where you start from—8 o'clock or half-past 7; 8 o'clock is my first run in the morning.
549. *Mr. Farnell.*] Do the Corporation license drivers? They license drivers and conductors.
550. And you are compelled to hire only such drivers as are licensed by the Corporation? Yes.
551. And your experience is that many of the drivers that are licensed are persons totally incompetent to drive? Yes, not at all fit for it; some of them perhaps never saw a pair of horses go together in a vehicle before. I myself advertised for a couple of drivers, and when I set them to put on the harness they did not know which end to put it on; of course I soon turned them out of the yard.
552. If you hired a competent driver would not the Corporation license him? Yes, you can take him before the inspector, and get the form, and fill it up, and when you get it signed by two householders he gets a license. I should propose to have no men licensed, except those who are recommended by persons who understand driving, and can tell whether a man is competent or not. A great many accidents happen through bad drivers.

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- Mr. T. Hales. 553. What is the fare from Glebe Point to Wynyard-square? 3d.
 554. It is used to be more? 6d.
 1 Mar., 1870. 555. Can you charge what you like? No, you must have it printed up in large figures in the 'bus. You cannot raise the fare, but you may lower it. It was I put it down to 3d. until 10 o'clock, and after 10, 6d.
 556. Do any of your omnibuses run to the theatre? There is one from the Prince of Wales nearly every night.
 557. Have you to get permission to do that? Yes, from the Mayor.
 558. Then a good deal with respect to these 'buses is left to the caprice of the Mayor for the time-being? Yes, but I cannot say there is any unfairness. Every man on the line takes his turn to the theatre.
 559. How many omnibuses are allowed to run on your line of road? Eight.
 560. How many have you running there? Nine.
 561. Where there are only eight allowed? It stands this way:—All the 'buses that were on the road when the regulation was made may continue to run, but if I take one off I cannot put it back, but as long as I leave it on it can stay.
 562. Has anybody else got 'buses running on the same line of road? No.
 563. Then you have the line all to yourself? Yes, to Glebe Point.
 564. There is a 'bus that plies from Bridge-street to the Redfern Railway Station for a penny? Yes, about three times a day; one of Mr. Woods'.
 565. Could he not raise the fare from a penny? Yes, 3d. is his fare. I do not know what is his move for that; whether it is to injure the poor 'busmen I cannot say.
 566. *Chairman.*] Are regulations of some kind necessary for the trade, in your opinion? As far as the regulations go I think they are very good; they suit the public.
 567. If the 'busmen were left to do as they liked, and let the public judge of the service by those who performed it best, do you think the business would be as well conducted as now? No, I do not think it would. Unless you have some regulations to make the 'busmen run to time you could not get along the streets at all; they would run every way they liked, and would be turning round in the streets wherever they chose.
 568. Then leaving them free, to let competition regulate it, would not answer? No, it would never do. If they were all under one company it might do, but not as they are now. This is a very bad law about the boys and men—that we should be responsible for all of them. If a man does not act fair, and knows he is going to get the sack, he may put you into £500 damages in a day.

Mr. James Kingston called in and examined:—

- Mr. J. Kingston.
 1 Mar., 1870. 569. *Chairman.*] You reside at Woollahra, and are the owner of considerable property there? Yes.
 570. Is it within your knowledge that very considerable dissatisfaction prevails among the public as to the efficiency and general conduct of the 'buses and vehicles plying for hire? It is a general complaint in our neighbourhood, and has been for some considerable time past.
 571. You have paid some attention to this matter? Yes, more particularly within the last eighteen months.
 572. Will you be kind enough to state to the Committee the cause of complaint you and others similarly situated have? One great objection was the loitering about the streets in the way they were in the habit of doing. They were supposed to take a certain time for the journey from stand to stand; about thirty minutes was the time allowed to Woollahra, but as a general rule they were nearer the hour. The loitering principally took place in starting from the streets of Sydney, where, had there been any kind of supervision, there would have been plenty of opportunities for the inspector to have seen them, and started them on their journey. Another great complaint was the thoroughly bad condition in which almost all the 'buses were—broken down, shaky things, that it was really not safe for a person to ride in, and thoroughly dirty. I have known, personally, three or four different parties that have got out of the 'buses with vermin upon them. I have known persons that have refused to ride in our 'buses—the Woollahra 'buses—especially on account of the dirty state they were in. The cattle, harness, and everything, were in the same state. I know of one instance where a man paid half-a-crown for the loan of a set of harness to go and be inspected, and after the inspection he took his old harness in use again.
 573. Does anything else occur to you? I think, perhaps, these are the principal grievances. It appears to me they are very important ones.
 574. The loitering and disregard of proper time renders it inconvenient for persons to live in the suburbs? Decidedly so, because at any time one could walk in quicker than one could ride. I would undertake to say, that nineteen times out of twenty I could walk home quicker than the 'bus would get there; that was formerly; it is not so bad within the last few weeks, because they have made some alteration; on my recommendation they have decided to run right through without loitering so much, and they find it answers their purpose very much better.
 575. Are you aware whether any time-keeper is kept to see that these men start at regulated times? There is a time-keeper at our end, but it appears to me they might as well be without one at all, because the men pay him themselves, and it is hardly likely he would fall out with his own bread and cheese. I do not think, in the middle of the day especially, they are at all particular as to their time of starting. I have occasionally been that way and there has not been a 'bus on the stand.
 576. Do they leave their line of route on holidays, to the inconvenience of the people in the neighbourhood? I have heard at times considerable complaints that way on race-days and so on. Most of the 'buses go to the races, or various sports that may be taking place, and of course the inhabitants, as a general rule, have to walk.
 577. Have the local municipal authorities done anything in the way of regulation in your neighbourhood? I do not think they have any power in any way to do it.
 578. It is incorporated, is it not? Yes, the Borough of Woollahra; but I do not think they can interfere with the 'buses in any way. In fact what is called the Woollahra stand is really not in Woollahra, but it is on the Paddington side of the Point Piper Road.

579. These stands are appointed by the City Council? Yes.

580. Is it within your knowledge or experience that they consult the convenience of the inhabitants of these districts? They profess to do so, but in point of fact I do not think they do. There was some considerable agitation our way in reference to a stand at Paddington. The Paddington Council wanted a stand appointed, and they applied to the City Council for it, and for several months they got no reply; then, I believe, the Mayor and one or two of the Aldermen of Paddington, waited on the Mayor of Sydney, and he sent out the inspector to see whether the stand they proposed was required; the inspector reported unfavourably, and the stand was not appointed, and has not been up to the present time.

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581. Would it in your opinion be desirable that the suburban municipal authorities should have some kind of control over the 'buses in the various Municipalities? It appears to me that there would be some difficulty attending that, because there would be two bodies clashing.

582. What would you suggest in lieu of the present arrangement? It has struck me that there might be an independent body to have the sole control; perhaps one part of it consisting of representatives from the city and one part from the suburbs—at all events it should be one independent body to have the sole control. At the present time the city gets the whole of the license fees, and the suburbs get none of them.

583. Have the 'busmen to pay toll on any trust road in the neighbourhood you have been speaking of? On the Upper South Head Road they have; that is something like £20 a year to each 'bus; but the distance they run on that road is not much, only from the Ice-house to St. Matthias' Church; they then turn off to the borough road.

584. Have you ever paid any attention to the water conveyances that ply about the harbour? No, I have not had much experience about that.

585. At all events, if any central management were instituted, such as that you speak of, it should comprise the whole of that kind of business in the city and suburbs? Yes, I think so.

586. *Mr. Farnell.*] Are the 'buses generally in good order? At the present time they are better, but for several years past they have been very bad indeed—disgracefully so. This year, I think, as a general rule, there is not so much reason to complain, although some of them now are very bad. The cushions generally are stuffed with straw, and very uneven to sit upon.

587. Are the 'buses watertight in wet weather? Most of them are, I think.

588. Are they well horsed? No, as a general rule the horses are very bad; of course there are exceptions.

589. Are the drivers qualified to drive? Some of them are very indifferent. It appears to me that the City Council are very lax in their method of granting licenses; I know of two men, one on the Waverley Road and one on ours, who are thoroughly disreputable drunken men; one of them I am surprised at their granting a license to, for it is a well-known fact that he is constantly drunk.

590. Do you know on what principle they grant licenses to these drivers? I do not think on any principle at all; it seems as though they granted them to almost anyone that applies. Their by-laws are very strict in that way, but they are not carried out. If the regulations were carried out the management would be right, but they are not. They provide for conductors and so on being properly dressed; but I suppose not one 'bus in twenty has a conductor, and if it has, it is some dirty little urchin, without shoe or stocking, and his clothes almost falling off his back.

591. Are the drivers generally civil and well-behaved? There is not much reason to complain of that; some of them are rather indifferent, but taking them altogether there is not much to complain of on that score.

592. Have you ever heard drivers curse and swear at their horses while driving them? I have at times, but not as a general rule.

593. Do you know whether they are in the habit of breaking-in horses in these 'buses? Yes, that is a constant practice.

594. Do you think the practice is dangerous? Most decidedly so. They go to the sale yards at Camperdown, and buy horses at from 10s. to 30s., take them out on the sand hills and run them round a few times, and then put them into a 'bus. I suppose hardly a week passes but they have fresh horses in their 'buses.

595. Have you ever noticed many break-downs of these 'buses on the road? I have seen them occasionally, but it does not often occur.

596. *Mr. Hoskins.*] Do you not think the horses generally put in the 'buses running to the suburbs are of a very inferior description, badly fed, and not capable of doing their work properly, travelling at a sufficient speed, or drawing a sufficient load? That is generally the case; there are some exceptions, but the horses they buy are, as a general rule, of inferior quality.

597. Are the horses used in these 'buses ever inspected by any authority, or any person representing the Corporation? I do not think so. The 'buses are inspected once a year, or something of that sort.

598. Only the horses harnessed to the 'bus at the time are inspected? That is all. There is only one inspection in the year; there is no sort of supervision beyond that from what I can see.

599. Do you not think the omnibuses generally are ill adapted to their purpose, narrow, and ill ventilated? There is scarcely any ventilation as a general rule. The City Council passed a resolution to have them a certain width, 2 feet clear, between the seats, and I think they gave notice that those that were not that width would not be passed. I know that some 'buses that were not the necessary width were taken back to the coachmaker's, and a piece was taken off the seats, so that the seats were made narrower and the space between them greater, but the 'bus was no wider—there was no more room in the 'bus, but the seats were inconveniently narrow, and the cushions not being altered it was a case of sliding scale, as it were.

600. Have not these 'buses tin plates fixed inside, specifying the number of passengers they are licensed to carry? Yes, but as a general rule that is carefully smudged out.

601. Do you not think they are licensed to carry more passengers than such vehicles ought to carry? Some of them are licensed to carry, say six inside, but the 'busmen, as a general rule, put in eight. They are supposed to allow 18 inches for each passenger, but they smear out the number they are licensed to carry and put in more.

602. Are not all these practices you have related, in your opinion, a proof that there is a very inefficient supervision exercised over public vehicles? There is none at all, comparatively speaking. There is one inspector, and he is supposed to have an assistant; but the inspector has no assistance at all in the shape of time-keepers. From the fees they obtain, which are very large, they might pay some time-keepers at different

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different points, for instance, a time-keeper at the Glebe Road might keep a check on all the omnibuses running to the Glebe, Newtown, Petersham, and other places in that direction; he would know when the 'buses ought to start from Sydney, and that they should pass his post of observation at a certain time. Another at the South Head Road might check those running in that direction, and another at Woolloomooloo might do the same for all the 'buses passing that point. That would be a valuable check, and the expense would not be very great.

603. In your opinion the inefficiency of the supervision over public vehicles is noticeable in the absence of proper time-keepers, the inferior description of horses, the excessive crowding of vehicles, and the inadequacy and general ill-condition of the vehicles? Yes.

604. *Mr. M. C. Stephen.*] And in their racing? That occurs to a certain extent on account of the want of proper time-keepers. For instance, the Waverley 'buses will stop at the top of Piper-street till they see a Woollahra 'bus coming, and when it is close to them they will start off, and one will chase the other all down the road.

605. *Mr. Hoskins.*] Have you seen the omnibuses in use in London or Paris? No; it is a good many years since I left London; but when I left they were all very much larger and better appointed than ours. That arose perhaps from their being principally owned by companies on particular routes.

606. *Mr. M. C. Stephen.*] When racing takes place does the omnibus that gets to the stand first obtain any advantage by being there first—or do they take their turns according to the turn in which they started from the other terminus? It is not so much the 'buses on the same stand that race; they start at certain intervals—on our line seven minutes—but on most of them ten minutes; it is the 'buses that come from different points on to a road common to more than one terminus that usually race.

607. Are you aware of any sort of supervision by the Sydney Corporation, beyond the annual inspection and the fact that there is an inspector who watches the 'buses occasionally as they pass by in the streets? That is the only supervision.

608. Is there any way of finding out such things as that you mentioned at the beginning of your evidence—changing the harness after it has passed inspection? If a man properly did his duty he could not avoid seeing it. A man comes up to the Town Hall to-day with a good set of harness, to-morrow you see him with an old worn-out set, tied up with string in all directions; if there were anything like proper inspection that must be observed.

609. Are there sufficient inspectors to afford the opportunity of seeing them? There is only one with an assistant; and as he says it is impossible for him to see everything, especially as he has many office duties to perform, drawing informations, attending the Police Office to prosecute, and all that sort of thing.

610. You think a great deal could be accomplished by additional supervision; I think all could be accomplished by more strict supervision, and time-keepers.

611. *Chairman.*] You think the by-laws are sufficient if they were carried out? Yes.

612. Have you any idea of the number of licensed vehicles of different kinds? I have been told, but I do not remember.

613. The revenue at any rate is considerable? Yes, it amounts to some thousands.

614. Have you any idea of the number of persons engaged about the city in this kind of business, directly or indirectly—in 'buses, cabs, carts, and other vehicles? Licensed, do you mean?

615. Either licensed, or in direct connection with the trade? I should think five or six thousand at the very least.

616. How often do the Mayor and Aldermen come before the citizens for re-election? Every two years.

617. Under our popular forms of election would it be likely these people would exercise a large influence? No doubt about that.

618. To place these gentlemen beyond suspicion of being influenced by such a consideration, would it appear necessary to relieve them of this particular duty, and delegate it to some independent officer? I think it would be a very desirable thing to take it out of the hands of the Corporation altogether.

619. Have you ever considered whether the police could be made useful for keeping time? I have thought it would be a very good arrangement if the police should order them on, if they saw 'buses loitering, just the same as they do when there is a crowd in a street. I was told by the inspector that the Corporation had applied to the police authorities to assist them in that way, but they have never done so.

620. Are you of opinion that free and unrestricted trade in this matter would in time correct all the evils you have spoken of? Anyone can go into it now.

621. Can they place as many 'buses as they like on any particular line of road? That has been so, but I believe they are making some alteration so as to have only a certain number on particular lines.

622. Do you think the by-laws might be restricted to the suitability of the vehicles, and let competition regulate the traffic? It would do so to a certain extent; but people do not care to let a bad 'bus pass them, and wait till a good one comes, especially if they are in a hurry. I know the present state of matters makes a vast difference to the value of suburban properties; the inconvenience which attends getting into town depreciates them a good deal. If a person has to be in town at 9 o'clock in the morning, and starts from home at a certain time with the hope of getting there, it makes a good deal of difference to him if, through the loitering of the 'bus, he is ten minutes behind his time.

623. Has it ever come to your knowledge that 'buses are used as sleeping-places for dirty people? I have been told so frequently. On our road it has frequently been the case that the boys have been sleeping in the 'buses all night; in fact the policeman has told me he has on several occasions seen them.

FRIDAY, 11 MARCH, 1870.

Present:—

MR. ALLEN,

MR. FARNELL.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Mr. James Richardson called in and examined:—

624. *Chairman.*] What is your present occupation? A time-keeper.

625. For what? For omnibuses.

626. Where? At the Enmore 'bus-stand.

627. Are you aware that there is considerable dissatisfaction prevailing in the public mind, both with regard to the efficiency and to the general management of the public vehicles of the City? Yes, I am aware of it.

628. Can you attribute any cause for this dissatisfaction? I cannot exactly say what the cause is; but I think the restrictions are not sufficient;—that is the cause of a good deal of it. The management is not what it ought to be. There are not sufficient officers to look after the vehicles in a proper manner.

629. You have made yourself acquainted with the City by-laws? I have.

630. Supposing they were carried out, do they meet all the cases well enough? Yes, if there were officers enough to see them carried out.

631. Then your objection is that the by-laws are not carried out as strictly as they ought to be? I certainly think the vehicles are not looked after strictly enough.

632. Will you state to the Committee the nature of your occupation, and the duties in which you are occupied? My duty is to start the 'buses from the Enmore-stand in accordance with the City by-laws, to put down each 'bus as it arrives at the stand, and to take a note of the time when they start and when they arrive. I am paid by the proprietors, and that I consider is the great difficulty. There is no time-keeper paid by the Corporation and independent of the proprietors. If there were, things would be very different.

633. How many 'buses are there starting from your stand? Twenty-seven.

634. And how many persons own these 'buses? Twenty-six. There are only two 'buses owned by the one proprietor.

635. These twenty-six proprietors contribute so much each to pay your salary? Yes.

636. Are you considered to be an officer of the Corporation? No; not at all.

637. Then your appointment is entirely a private one, and is made merely as a matter of convenience to the proprietors? Yes, exactly.

638. I suppose we may presume then, that if in your occupation you made yourself troublesome to the proprietors they would be likely to dispense with your services? Yes, if they like they can. Though I am not an officer of the Corporation, any advice I want I can always get at the Town Hall. If I want any information as to what I am to do about any of the by-laws, I have only to go to the Town Hall and they give it me at once.

639. Is it any part of your business to report these men to the inspector for breaches of the by-laws? Yes, I have to interfere in that way sometimes, when misunderstandings arise, just for the sake of the weaker party. If I was not to do so the strong would soon over-ride the weak and have it all their own way, and that would not be a proper thing.

640. Have you anything to do with the condition of the horses and vehicles, to see that they are in a proper state to start? No, I have nothing to do with them but to start them in their regular order.

641. Then you have only to start them in regular succession, and to take the time of each arrival? That is all.

642. Is there any rule upon that stand as to the regular attendance there of persons plying on it? No, there is no rule, except the city by-laws. There is a rule made amongst the men themselves that they shall run in regular order and take their regular turns; these turns change every day—the man who is first to-day is last to-morrow. Then the other 'buses go in regular turns. It used to be every ten minutes at one time, but now they have come to the agreement amongst themselves to start every seven minutes. This they do from 8 o'clock in the morning, when they first begin running, up to 8 o'clock in the evening, when I leave.

643. Is that the hour at which the last 'bus starts for town? Yes.

644. Is there anything to prevent the 'bus proprietors from deserting the stand altogether, or from taking their 'buses off on holidays? No. It is a privilege allowed them by the Mayor upon holidays or on race-days. They are not supposed to run upon any other line of road than that which they are licensed for at the Town Hall. But on holidays or races they get the privilege from the Mayor of running their 'buses to where there are sports, or races, or such like. They get permission to go to Randwick, or Botany, or Homebush.

645. When they get permission in this way, are the requirements of the public attended to on the line of road from which they are taken off? Yes, generally. They all take their regular turns in the morning, when people are most anxious to get into town, and then they are mostly all back in the afternoon to take the people home again. But they are never all off the line of road together. There is always a good many of them left; and on the line of road I am on, only very few are taken off, because the 'buses are all small vehicles and not fit to carry large numbers of persons.

646. If in answer to questions put to you by this Committee, you were to give opinions unfavourable to the 'bus proprietors, would that be likely to risk your employment? No, I think not.

647. Let me ask you then what is the condition of these 'buses which you have the looking after? Very good condition. They are all first-class.

648. And the horses—are they first-class? Yes.

649. And the vehicles are kept clean, and run regularly? Yes.

650. Then it is not with the 'buses running from your stand at Enmore that the public are dissatisfied? I should say not. I do not see that they have anything to be dissatisfied with.

651. As I understand it from you, the cause of the dissatisfaction of the general public is not so much to the vehicles and horses as to the want of some more perfect system of managing and controlling the drivers? That is the only thing. It is all owing to the want of appointed time-keepers—men who should be paid by the City Council, and have power in every respect the same as the inspectors.

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- Mr. J. Richardson. 652. But where the vehicles and horses are bad, as we are told they are in some places, would their appointment be able to make good 'buses out of bad ones, or make horses capable of pulling, which were not so before? No; but they would have the power of interfering when they saw a 'bus in a dirty or an improper condition, or when they saw horses galled or injured. They cannot do this at present.
- 11 Mar., 1870. 653. Then I gather from your evidence that you are of opinion that the time-keepers should be officers of the Corporation? Yes. That is my meaning. We should be independent of the 'bus proprietors, so as to be able to deter them and the drivers from acting improperly.
654. With regard to the boys—have you as many boys on your line of road as are required to meet the exigencies of the public? Yes, there are quite sufficient.
655. Now if these 'buses were left to themselves, and the whole 'bus traffic was allowed to conduct itself on the simple principle of free trade, and of allowing the public to judge who served them best, do you think the vehicles and horses would be of better quality, and the men better conducted than they are now? No, I certainly do not think so.
656. You think there is a probability that the whole thing might be worse than it is at present? I do.
657. In your opinion some control is necessary? Yes. If left to themselves you would never see them start regularly. You would have one waiting for another, or two or three going together, and then none going again for an hour. That would not suit the public, and would be a great deal worse than the present system. I have been a time-keeper now seven years the last 17th of January, and I have had a good deal of experience amongst 'buses, and I do not think there is any particular grievance—nothing worth complaining about, except on those stands where there is no time-keeper—out-of-the-way places, where there are not sufficient coaches to pay a time-keeper. It is only in these places that there are any complaints.
658. How would the appointment of these time-keepers stop the loitering and racing, seeing that the time-keeper has to remain on the stand? The time when the driver leaves is taken, and the time when he arrives.
659. Yes, but he may loiter the first half of the way, and then may overtake his time by racing the remainder of the distance? After the 'buses leave the stand I would leave them in the hands of the police. The constables should be authorized to order the 'buses on if they see them loitering, or to take their number if they are found racing, or committing any misdemeanour.
660. You think that the ordinary police of the city might receive instructions to see that the 'buses did not loiter? Yes, the same as they do now; but they have not got the full power now that they ought to have.
661. Have you heard any dissatisfaction expressed by any of the suburban Municipalities as to the present state of things with regard to these 'buses? Yes. There is the Marrickville Municipality has been grumbling a good deal lately. They are complaining because one of the two coaches which run through Marrickville has been taken off, without some previous notice having been first given. The reason it was taken off was that it did not pay to run it, and they could not expect the man to run a coach if it did not pay him.
662. Mr. Allen.] You are appointed solely by the omnibus proprietors? Yes.
663. And are subject to dismissal by them at any moment? Yes.
664. Without any reference being first made to the City Council? Yes.
665. You think the time-keeper should have the same power and authority as an inspector of public vehicles? Yes, that is my opinion. There are only two of them now, the inspector and his assistant; and two men are not sufficient to do all the work they have to do, in overhauling drays, cabs, and omnibuses. Even the 'buses are too much for two men, and the inspector and his assistant have to look after the drays and cabs as well.
666. Mr. Farnell.] Do these 'bus proprietors ever break in horses in their 'buses? Yes, occasionally.
667. Have you ever known any accidents to occur from this cause? No, I could not mention any that I recollect just now. Sometimes trifling accidents have occurred by the horses shying off before they get used to the work, but they have never been of any consequence.
668. Do the passengers ever complain at these unbroken horses being put into the 'buses? No, I do not think so. I have never heard it.
669. Who regulates the fares which are charged on this line of road? The proprietors; they fix the fare amongst themselves.
670. Have you ever heard of their demanding a fare beyond what is painted on the 'bus? No.
671. Or beyond what is fixed by the by-laws? There is no stated fare in the by-laws. The proprietors fix the fare, and the by-laws only say that the fare shall be painted up in the 'bus.
672. Then it is fixed altogether by the proprietors, and not by the by-laws? The by-laws only require that the fare shall be painted in legible figures inside the 'bus.
673. Do the 'bus proprietors frequently alter the rate of fare? No. Only the line of road where I am; there has been no alteration for the last seven years, only this, that they made a reduction by charging half fare to Parramatta-street, and half fare from there to Wynyard-square, making it half the fare for half the distance; but that is not painted up inside the 'buses.
674. Are the drivers of these 'buses all men, competent to have the charge of horses? Yes; most of them are.
675. Are they men who have been brought up to driving? Yes.
676. Are they men who are employed to drive by the proprietors, or are they the proprietors driving their own 'buses? There are only three employed men on that line of road where I am. Twenty-four drivers are the proprietors of the 'buses, and three are employed drivers.
677. Do they all start from Enmore in the morning and come into town? Yes, every one.
678. None start from town in the first instance? No.
679. I suppose there is a good number of boys employed as conductors? Yes, a good many.
680. Are they well behaved boys? Yes, some of them are. Sometimes there is a mistake among some of them, just as there will be with boys, but generally they are pretty fair.
681. Do you know of any of these boys sleeping in the 'buses? No. They are not allowed to stop on the stand at night. All the 'buses have to be taken off.
682. Where do these boys sleep? At their employers.
683. Do you know anything of the conduct of drivers on other lines of road but the one you are on? No. I have not had the time to make inquiries about them. I have been a time-keeper seven years the 17th of last January, and the only time I have ever been away has been when I have had to go to the Police Office to summon some of them for misdemeanour, and once or twice to go to Randwick.

684. Have you heard any dissatisfaction at the mode of conducting the examination and inspection of vehicles on the part of the City authorities? Yes, I have heard a good many complaints about it. I have heard the proprietors complain that the Council lets them run sometimes for months, and then comes down upon them all of a sudden, and pulls them up all at once about some frivolous thing or other that they have had no notice of.

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685. Who inspects them? Mr. Oram in the first instance, and then the Mayor and two Aldermen. Mr. Oram reports on them to the City Council every three months.

686. They are inspected before they are licensed? Yes. You have first to get a requisition signed by two respectable housekeepers, setting forth that you are a respectable and trustworthy man, that your vehicle is in proper condition, and that you have a competent man to drive and a boy to conduct it. Then the vehicle is inspected.

687. The Mayor and two Aldermen inspect it? Yes.

688. Previous to granting the license? Yes.

689. Do you think that the Mayor and two Aldermen are the most proper persons to charge with the duty of inspecting vehicles? Yes; I believe they are.

690. Could they form any opinion as to whether the vehicle was properly constructed or not? That I cannot say.

691. Are they coachmakers? No; I think not.

692. And do you not think that it requires a competent tradesman to inspect the vehicles, so as to say whether they are properly and safely built or not? I have always said so. I have always said that only a tradesman could say whether a 'bus was in proper order or not.

693. Then if the Mayor and Aldermen are not tradesmen, they are not in a position to say whether a vehicle is in a fit state to be licensed or not? No. They are not competent to form an opinion on the subject. Only a good tradesman can say whether the 'bus is fit to be licensed. I believe that any old coachman, who has been used to 'buses, would know more about them than the Mayor and Aldermen.

694. Are the horses generally in good order on your line of road? Yes; every one of them. There were some losses last year by some of the horses getting worn out and catching the distemper; but now they are all very good horses on the line I am on—as good horses and as good 'buses as on any line of road in Sydney or out of Sydney.

695. You think, however, that there is considerable dissatisfaction amongst the public generally upon the subject of our licensed vehicles, more especially the 'buses? Yes, I do; but it is mostly owing to the want of time-keepers; the grumbling all comes from those places where there are no time-keepers. There is the Cook's River line as an example. There are only seven 'buses running there, and they cannot afford to pay a time-keeper. They have got to that state that they are like a lot of cannibals for want of one. They start as they like and they carry on in their own way with nobody to check them, and there is a nice state of things altogether. I was over there the other day, and I went to the stand just for the purpose of listening to the kind of conduct that was going on. They were just like a parcel of savages.

696. And to remedy this you think the Corporation should appoint the time-keepers, and give them full powers of inspection? Yes, that is my opinion.

697. *Chairman.*] You said that you went to Cook's River recently, and that you then had some experience of the conduct of the drivers on that line? Yes.

698. What kind of conduct was it that you witnessed? Why one would not go till another was just ready to start, and then the two would go off together, and sometimes there would be three starting all at once. There was no regulation at all, only just one regulating the other.

699. What kind of conversation was there amongst the drivers? Not the very best you may depend, especially when they warmed up a bit.

700. Have you paid any attention to the management of cabs? No. I do not see many cabs pass my stand—not above one every four hours.

701. Where do the 'buses go to which start from your stand? To Wynyard-square, and round to Erskine-street.

702. What is the distance? About three miles and a half.

703. And to Parramatta-street the fare is three-pence? Yes.

704. Although the fare painted on the 'bus is sixpence? Yes, that is the fare; but it is a rule made by the proprietors themselves to charge only three-pence for the half distance.

705. What is the amount of license fee which they have to pay? £7 10s. for a four-wheeled vehicle drawn by a pair of horses. No two-wheeled vehicles are allowed to run now; they have been done away with lately.

706. A portion of the road on which these 'buses travel is a trust road? Yes, the whole of it is a trust road after you leave Sydney, except a little bit of the road up to Enmore, from the railway bridge.

707. And what do they have to pay for the toll? For a four-wheeled vehicle 1s. a day.

708. For four horses or two? For two horses. Drawn by four horses, the toll is 1s. 6d. a day, and for three horses 1s. 3d. a day. They used formerly to have to pay 6d. a journey, until they petitioned, and then the trustees changed it to 1s. a day for four wheels, drawn by two horses.

709. Have you ever considered the question as to whether or not some greater attention should be paid to the wants and wishes of the suburban Municipalities in this matter? Yes, I have; but I cannot see that upon our line the Municipalities can have much claim to being considered—nearly the whole road, after leaving Sydney, is a trust road, and the proprietors have to pay the toll upon it, and that is quite enough tax upon them. And then besides that the men are all rate-payers to a man, and so give their share to the revenue of the Municipality.

710. That is only in so far as regards their claim to a share in the revenue derived from 'buses? Yes.

711. But as regards the control and supervision of the vehicles, and the control and appointment of the stands? They have had a good deal to do with the control and appointment of stands, one way and another, these last two or three years. They shifted us about from one place to another, moving us away and taking us back again, until we were fairly tired of it. Once they put us in a place which was not fit for a dray to stand in. And where they have put us now is not at all a fit place for 'buses to stand. The road is in such a state with mud that a driver cannot get a gentleman or lady into his 'bus without pulling over the road to let them get in.

712. Where is that? On the top of the road at Enmore, near the corner of Mr. Josephson's fence. He

gave

- Mr. J. Richardson. gave a piece of ground to the Newtown Municipality to widen the road there ; and all that the Council has done has been to put back the fence and to leave the road just as it is, without a bit of metal on it.
- 11 Mar., 1870. 713. And you say your stand was shifted about unnecessarily, through the meddling interference of the suburban Municipality there ? Yes ; and besides that they would not have a sufficient distance for them to claim anything worth while, if you go upon mileage. It is only about a quarter of a mile that the 'buses run over the road of the Municipality, from the top of the Enmore Road to the Cook's River Road, and then all the rest of the road is a trust road till you come to the City, so that they would only have this quarter of a mile that they would have any control over.
714. But would you not consider that the obtaining some control over these vehicles, so as to ensure that they should be maintained in good condition, be drawn by good horses, and be started at regular intervals, would be of more importance to the Municipality than any share of the money derived from the fees paid by them ? Yes, I think it would.
715. I suppose you have not paid any attention to boats as a means of public conveyance ? No ; I have not had anything to do with boats for many years past.
716. Mr. Farnell.] Do they ever overcrowd these vehicles which run from your stand ? No, the time is too short. They start so close upon each other that there is no opportunity for overcrowding. Formerly a 'bus used to start every ten minutes. Now they start every seven minutes. There is no chance of overcrowding in that time.
717. Mr. Allen.] You allude to the time of their leaving the stand only ? No, to the journey. They follow each other too close to allow of passengers enough being taken up to overcrowd the 'bus.
718. But you cannot say what takes place after the 'bus leaves the stand ? No, certainly not. There may be particular occasions when more than the number is taken up ; but that is not often, for the public themselves will not allow it.
719. Mr. Farnell.] If such a thing occurred after leaving the stand, you of course would not know anything about it ? No.
720. Do they take the 'buses off your line at holiday-times ? No, there have always been sufficient 'buses on that line to take the traffic on it ; at least for the last three years there have been. And then on these particular times, when the 'buses go to sports or races, the people generally go themselves, and do not require conveyance on the road ; the people do not return till the evening, and then the 'buses have returned too, and take the people home ; there are always sufficient left on the line for the traffic of the day.
721. Chairman.] Do your 'buses run to the theatre at night ? Yes, one goes every night ; I have the regulation of that ; there is only one allowed every night, and I have to give him his order ; the man who goes to-night does not go again for a month.
722. Can they demand that as a right—to run to the theatre ? No ; it is only a privilege granted to them by the Mayor, and under the regulation I have said.
723. You attended here upon a former occasion, when there was no meeting of the Committee ? I did.
724. Has your attendance in answer to the summons of this Committee put you to any expense ? Yes, I have had to pay a man to take my place.
725. What have you paid him ? I gave him five shillings the other day, and he will be looking for something more to-day.
726. Have you anything to suggest to the Committee, or anything to say upon any points that the Committee has failed to notice ? No, I think not.

Joseph Graham, Esq., called in and examined :—

- J. Graham, Esq. 727. Chairman.] You are Mayor of the Borough of Marrickville ? I am.
728. You are aware of the nature of the inquiry entrusted to this Committee ? Yes.
- 11 Mar., 1870. 729. You have been an Alderman of the Borough some time ? Yes, two years.
730. Have you paid any attention to the state of the law as it regards the efficiency and the general management of 'buses in your Municipality ? As regards our own Municipality we have only one 'bus running through it, and as we have not had that long there has been hardly time to form any opinion as to the way it is conducted ; but I have seen a great deal of other 'buses, especially of those running between Newtown and Sydney, from the way in which they are managed it does not look as if there was any law at all to regulate them ; they are all past management or regulation. The reckless manner in which they are conducted and driven, and the slovenly state in which they are kept, show me that the City Council has no power whatever over them, nor will it ever have any control over them, until a proper system of time-keepers is adopted, by which the time-keepers shall be the officers of the Corporation. At present the mode in which the management of these vehicles is conducted seems to be pretty much after this style :—The 'bus comes on to the stand, the inspector finds fault with something or other. The driver says it is no harm, that it does not affect the 'bus, and that he will get it done when he goes home, and there the matter rests. The inspector does not see him again for three or four months, and of course what has been pointed out is not done. To remedy this the time-keepers should be officers of the Corporation, and should be held responsible for a proper and careful supervision and inspection when they come on to the stand. He should see that the 'buses are clean, that the horses have been looked after, and are in a fit state to do the work, and that the men are in a decent and proper state ; such a system as that would meet the evil in a very great measure ; then when a 'bus comes to the stand, if he is not up to time, the reason for the delay should be asked, and if no reasonable excuse could be furnished the man should be punished. The thing is very simple and could be easily managed if we could only get the City Council to move in the matter. But instead of that they go peddling on in the old system, take no notice of anything, and never interfere, and yet a good deal of the mischief would be met by having the time-keepers appointed inspectors, and giving them full authority to regulate the traffic, and to look after the men, the vehicles, and the horses. Then a man should be stationed at the Haymarket to take the time and to see that there is no racing, for that is the place where it always occurs. The men loiter so long on the first part of the road, trying to get passengers, that to make up their lost time they begin racing when they get to Brickfield Hill. Now a man stationed at the Haymarket to time them as they came up, would put a stop to that. That is what I should recommend to meet the difficulty. The present inspection is next to useless, for the inspector and one assistant cannot do all the work, and thus the 'bus drivers have got beyond all control. The inspector is well known, and when he is seen coming along the street a boy is sent to watch him to see which way he is going, and if he is out of the way the men know they can do as they like.

731. You are speaking now of the drivers and conductors? Yes.

732. But with regard to the 'buses themselves? With regard to them, as I said before, the time-keeper should be appointed an inspector, whose duty should be to see that the driver, the horses, and the 'bus were in a clean and decent state; that the harness was all right, and that the horses had been properly cleaned and looked to before beginning the work of the day. Any offence committed by the men in the first instance, such as coming on the stand in a dirty state, or bringing their horses, 'bus, or harness on to the stand, in an improper state, should be recorded against the men, to be subsequently dealt with. Then with regard to the management, I think that should be entrusted to a board of independent gentlemen; there are many such to be found, who would willingly undertake the duty on public grounds, by whom you would get the management done for a mere nominal sum. By this Board all complaints against the men should be heard and dealt with.

733. You believe then that a proper system of inspection would have the effect of removing the greater number of the causes of complaint? The greater part of them, but not all. Of course inspection of any kind must be an improvement on the present system, where there is no inspection at all, at least nothing of the sort which I recommend. You would be astonished if you knew how things were carried on now. Many of the drivers do not so much as wash themselves from one week's end to another; and as to the boys, all they possess in the world is generally a shirt and a pair of trousers; then they have a coat, which is the common property of some three or four of them, and they hand it over to each other to be worn as one comes in and the other goes out. The time-keeper sees all this, but of course he does not interfere, for he is the servant of the owners of the 'buses instead of an officer of the Corporation, and so he takes the side of the men rather than being a protector of the public interest. I believe that there will be considerably less trouble with the men, and very much less fining than there is now, if you keep the men under strict rules, and carry out those rules as rigidly as possible. The great mischief now is that the City by-laws are carried out so laxly that the men chance it and break through them. They have escaped so often that they chance doing so every day. This not only demoralises the men but puts them to serious loss and inconvenience. They are sure to be caught and fined some day, and then what with the loss of time and the loss of money, it costs them far more than it would have done had they complied with the provisions of the by-law. That is how I say it would be better for the men themselves, for with strict rules, and strict supervision to see them carried out, they would know that they would be sure to be caught if they offended, and would not be inclined to chance it as they do now.

734. Have you attempted to regulate the 'buses in your Municipality? No; we have no control over them, even if we desired to interfere. But we have only one 'bus running through our Municipality, the great traffic being to Newtown, the stand not coming into our district, although it is on the edge of it. Although that stand requires regulating, the Newtown Municipal Council has no power to interfere. As the law now stands, anything that the Newtown Council requires to be done has to be done through the City Council.

735. Would you recommend any alteration of the law? There can be no question about an alteration of the law being necessary, for I do not see upon what grounds the Mayor and Aldermen of Sydney should have the control of vehicles beyond their own boundaries, especially within other municipal districts. Nor do I see how the City Council can ever have the men under proper control when they are beyond the city boundary. They could only do this by having one of their officers stationed in these other Municipalities through which the 'buses run, and that would hardly seem to be a proper state of things. Under these circumstances, the only way I see of getting over the matter would be to have a Board of Management, under whom the 'buses should be placed absolutely; this Board could give authority to the police along the line of streets and roads to take notice of any cases of misconduct, and to report them to the Board—such as loitering, racing, using improper language, or abusing their horses. The scenes of this description are sometimes painful to witness, so much do the men maltreat the poor beasts they drive. Only the other day I saw a man flogging a horse most brutally; there was a young horse in the 'bus, and because he would not pull, there were three men belabouring him most unmercifully—not lashing him with the thong of the whip, but beating him with the thick handle. The young horse would not pull, and the other horse, which was too starved and poor to take the whole weight himself, had to give up, though he tried his best. And there they were, the three men beating and driving at the two beasts, one of which could not pull, and the other would not. As an opposite picture to this, I may say that I came upon a Bourke-street 'bus a few days back, and I found everything in the best order. There was a fine, clean, well-ventilated 'bus, nicely fitted up with well-made cushions, and drawn by beautiful horses with their coats shining from the way they had been cared for. The Newtown 'buses are generally as dirty as they can be, splashed with mud, or smothered with dust, and as to the cushions, there is usually a handful of straw in one end and nothing in the other. Then as to the horses, they are ragged looking, half-starved animals, that never have a hand put to them to clean them. The drivers do not seem to care a bit about anything but themselves, neither for the 'buses, nor the horses, nor the convenience of the passengers. They are a lot of Irishmen, who are as careless as they well can be about everything; when they come home after their journey, instead of cleaning their horses, washing their legs, and rubbing them down, they just turn them out of the 'bus into the stable, give them a miserable feed, and there leave them until they are wanted again. Then they put them back into the 'bus without cleaning them, and without touching them in any way. Of course the consequence is that the poor beasts are galled all over with the harness, and are never properly fit for their work. When I got to town I spoke to some of the Aldermen of Sydney about the scene of ill-usage I had witnessed on the road, and all they said was why did I not summon the man. That is just where it is—there is no use for anyone to interfere unless he is prepared to lose his time by going to the Police Court to summon the man, and this very few are inclined to do. All this might be remedied by the appointment of a Board, and making Captain M'Lerie Chairman of it. If he had that office he would be able to place his police officers on the lines of road where they were most required, in order to have a supervision of these men. I would rather that they should be called Commissioners, only that I know there is an objection to the name, because people always imagine that there's expense connected with them. Then the 'bus stands are most inconveniently fixed, and the Municipalities have no power to alter them. It is all in the hands of the City Council, and it is not to be expected that the Aldermen should know anything about the matter. They are led by one or two interested individuals to fix a stand in a particular place to suit these individuals, but most inconvenient for the general public, who are not regarded in any manner. However that is a mere minor matter compared with the management and supervision of the 'buses themselves, and I certainly should like to see something done in that respect. Even in the hands of the City Council a very great improvement could be made on the present want of system, if we could only get the City Council to move in the matter. But they seem dead to all complaints and remonstrances.

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736. They want a Bishop to be killed by a 'bus accident before they will wake up to the importance of interfering? Yes, something of that kind; and I only wonder that we have not had more accidents than we have had. At present, 'bus proprietors get men to drive because they are cheap, and without any reference to their ability to manage horses. They know that they are responsible for any damage done by the men they employ to drive, and yet they take no trouble to inquire whether the man they are engaging is capable of driving or not; all they think of is what wages he requires. The drivers, not knowing or caring about horses, or the way to treat them, loiter away the time for half the road, and then race the other half. They loiter so much for the first part of the road that if anybody wants to go anywhere in a hurry it is much better for them to walk than to ride in a 'bus, for he will get there quicker. Now this is a thing that ought not to be, and one that is very easily prevented if there was only a time-keeper on Brickfield Hill authorized to pull the men up, and to ask them to explain how it was they had been so long coming from the Square; the men would soon understand that a different system was at work, and knowing that they had to account for their time would take good care to keep it. Where there was no good reason for delay given, then of course they would be reported to the inspector, who would proceed against them.

737. Then you would still require an inspector the same as there is at present? Yes, certainly. There are many things which he would be wanted for, and therefore I would not do away with him. The greater part of the complaints, however, would be met by having the time-keepers made officers of the Commission or Board, or whatever else you might choose to call it. The general impression is, I know, in favour of a Board, and there have been a good many suggestions as to how it might be constituted. It has been proposed that it should consist of delegates from the various suburban Municipalities, but these are now so numerous that a delegate from each would make a larger Board than would be necessary.

738. Have you paid any attention to the North Shore, and to the means of providing for its traffic? No. I do not know much about the North Shore, except that one day I was over there with my horse, and had no means of getting back in the evening. But that was some time ago, and all that is now altered. I have been given to understand that the means of communication are very good at present.

739. *Mr. Farnell.*] Do you think it would be desirable to compel 'busmen to pull up and walk at all the crossings of the streets? In some places it would, but then there are many exceptions where this is not necessary. Where the streets are wide and there is plenty of room it is hardly requisite to make such a regulation. I scarcely think that is the thing complained of, for as it is now these 'buses have a bad habit of stopping just at the crossing of the streets, and of pulling in to the kerb-stones, and right in the way of foot passengers. It would entirely depend upon the state of the street whether this regulation was necessary or not. Sometimes the traffic in streets is very thin, at other times it is very crowded, and it would all depend upon that. I look on this however as altogether a matter of detail, which could be regulated by order from the Board, or whatever body is fixed upon for the management. From Wynyard-square up to Bathurst-street there would be no very great difficulty about their crossing at a walk, for up to there there is too much stopping already. That is one of the things which is now complained of. If they went past the cross streets at a walk, people would not grumble; it is because they stop altogether and cannot be got even to walk that there are so many complaints.

740. What I mean is this: Supposing a 'bus to be coming along George-street, across King-street, and another coming along King-street, across George-street, if they are being driven at a quick pace is there not likely to be a collision? No; not so long as they are coming at such a pace as to have their horses under control. Then the men are pretty high up on their boxes, and can see ahead of them better than if they were seated in a lower vehicle.

741. Do you know that in Melbourne they have a regulation compelling 'buses to pull up and walk across the intersection of two streets? We want something of that kind as a protection against private vehicles; they are far more dangerous than the public ones. For instance, a boy sitting down in a cart comes at a sharp pace round the corner of George-street from King-street; the driver of another such cart, being seated equally low, does not see him till he comes round the corner, and when it is too late to pull off and avoid a collision. The driver of a 'bus, from his high seat, can see the cart before it turns the corner, and can so avoid it. Market-street is about the worst place I know of for collisions of this kind, and I think it is about the only place where such a regulation would be required for 'buses. If there were such a regulation it should be applied to all vehicles, private as well as public.

742. You say that the greater part of the 'buses which start from Enmore are in the hands of Irishmen? Yes, chiefly they are.

743. Do you think that Irishmen do not understand the management of horses so well as the natives of other countries? If they do they do not show it then. It is just sheer carelessness and laziness. It seems almost improbable, for one would think that for their own interest sake they would not ill-use the poor animals from which they get their living; but so far from that they take no care whatever of them. Then the one 'bus that goes through Marrickville is no very great credit to the Municipality. The horses are very often unable to take the 'bus along, except at a walk, and the excuse the driver makes is that his horses are not used to the work.

744. Do you know if the drivers of these 'buses are trained men—men who have been brought up to driving? No, not one of them is a trained man; you may see that in a very short time by a comparison between these drivers and the drivers of the railway 'buses. Those who drive the railway 'buses have good horses, and they are compelled to drive fast in order to keep time and catch the trains; so that if they were not good hands at the work they would soon get their vehicles into trouble. The horses that the Newtown men drive are of a very different kind, and there is hardly any trouble about driving them. After they have been a short time in the 'bus there is not much fear of their running away, and with a little attention and caution they do not require much management.

745. Do the men have good steady quiet horses to drive? There is no fear about their being quiet; a week or two in the 'bus soon makes them quiet. That is one of the things that I complain of, that the men do not treat the horses properly—the horses are taken out of the 'bus and left just as they come out of it, and are put into it again without so much as a rub down. They are never cleaned or attended to, and are only very poorly fed. The consequence is that they are miserable, neglected-looking, broken-down things, before they are fairly broken-in.

746. Do you think that the Mayor and two Aldermen are the proper parties to judge of the fitness of these vehicles before they are licensed? I should think not. Very often a man may be an Alderman who knows nothing about vehicles, and perhaps has never seen a 'bus before in his life.

747. Not seen one? I mean not to examine it; not to know how it is constructed.

748. Do you know whether these 'bus proprietors exercise any large influence at elections? There is no doubt about it, and I will mention an anecdote to show how the thing is done: Some time back a safety proprietor wanted a license for his vehicle but was refused it by the Mayor, who did not think the safety a fit one to be licensed. Shortly after there was an election in the City, and this safety proprietor went about in his safety working as hard as he could for the Mayor's return, and with his safety stuck all over with that gentleman's election bills. When the election was over and the Mayor was returned, this same safety proprietor applied for a license for the same vehicle which had been previously condemned, and this time he got it. The Mayor could not do anything else for a man who had worked so hard for him in the election, as this safety proprietor had done. That is the sort of thing which we see every day, and that is why I recommend that these vehicles should be dealt with only by an independent Board, not likely to be influenced by party feeling, or to give rewards for election services. I have told you how the thing acted in one case, and there is no doubt whatever but that a 'bus proprietor exercising any amount of influence in a ward of the City would be able to do the same. But it is not in the 'buses alone that this system is worked, for all the offices under the Corporation are filled in exactly the same way; they are all filled by persons who are friends of electioneering agents, or who have an interest in elections in some way or the other.

749. Would you wish to see an elected Board entrusted with the management of these vehicles? I would not; I would rather see independent men selected by the Government, men free from party feelings, who would have no other thought than to protect the public. 'Buses are now an absolute necessity to the public; they must have them, and they will become a nuisance or a benefit just as they are well or ill regulated. Now they are a nuisance—there are no two opinions about that; but there is no reason why they should be so; they are now largely patronised, and they would be much more so if they were well conducted; thus the men themselves would make more money if there were proper regulations for them, properly carried out. It is only by strictly carrying out good regulations that they can be made a benefit, and that is why I should like to see a Board appointed to manage them. There is no knowing how much the omnibus traffic may extend during the next ten years; we know that the traffic has increased and the number of 'buses has been multiplied during the past ten years to a wonderful extent; and we may expect the increase to be something very much greater during the next ten years; on that account it is necessary that something should be done before it is too late.

750. People who travel in them often complain of the amount of fare? It is not so much the complaints of the fare as the complaints which are made of mismanagement; there is hardly one of the persons who are accustomed to travel in these 'buses who has not a complaint to make. But they sometimes lower the fares and then take advantage of persons travelling with them—ladies or strangers—and charge the old fare. Then another is, that whenever there are races, or if sports are got up anywhere, such as the sports at Botany some time back, all the 'buses are taken off from the suburban road to run to these races or sports. Waverley, Paddington, and Newtown, are left without 'buses. You may walk into town and walk home again whilst the 'buses go off elsewhere where they can make more money. This allowing them to leave the line of road for which they are licensed is an evil that requires the application of a remedy. Then during holiday-time, though the fare is only 3d., they insist on having 6d. from females or any others whom they think they can impose upon; and then they resort to all manner of manoeuvres to save themselves from the punishment of their extortion. On one occasion there was a boy, quite a youngster in years, who had taken more than the fare from a gentleman who had ridden with him. To prevent this gentleman from taking his number he kept the door of the 'bus open, so that, as the number was painted on the outside of the door, the gentleman should not see it; the door was kept open until the 'bus had got so far that it was impossible for the gentleman to make out the number, and then the boy triumphantly closed it. All these are things which a private individual will notice, and which he would report to a Board or a Commission, but which he would not take to a Police Court to waste any amount of his time. Then another thing is, that if a Commission were appointed something might be done for these boys; they are now growing up only as fit subjects for Cockatoo, or for the gaol; whereas if there were a Commission, some scheme might be hit upon for taking them by the hand and giving them a little learning, instead of allowing them to go to ruin as they now are. The way they are left and neglected now, the boys are never of any use for anything after they have been a few months at this work; what they learn on the stand and behind the 'bus they never forget; and they never learn anything likely to improve them. It is a great pity, for they are mostly very sharp boys, and some of them really very intelligent-looking little fellows. The incident I have mentioned will show how ready they are in expedients.

751. *Chairman.*] Has it come to your knowledge that any stand has been absolutely deserted by 'buses on these race-days and holidays? Yes, frequently; I have heard persons say that it was no use to go to Waverley, for instance, because all the 'buses were off.

752. That is what you have been told—but of your own knowledge? I cannot say that I know it of my own knowledge, because I drive my own vehicle and do not ride in 'buses.

753. Then your remarks as to the entire desertion of a stand at holiday-time are based upon what you have heard from others? Yes; upon any holiday, or upon occasions like the Randwick races, the stands are deserted. The stands at all the suburban Municipalities are all very much alike in this respect. Then the Sunday traffic is becoming a nuisance and requires regulating. I should recommend that one-half the 'buses on a stand should be allowed to ply one Sunday, and the other half be told off to ply on the other Sunday. There certainly cannot be so many 'buses required on Sunday as there are in the week days, and therefore one-half the number would do. I should be inclined to put a stop to it, but I know the public would not stand it. They would insist upon having some convenience, and therefore I say give them half the number—one-half one Sunday and the other half the other. Then I believe that the drivers are not fairly dealt with by the proprietors. They never by any chance get a day to themselves, but are continually on the box of the 'bus, from Monday morning until Sunday night, with no day of rest intervening. And let me tell you that it is no child's-play sitting there on the box of the 'bus, exposed to all weathers, from 8 o'clock in the morning till 8 at night. And then they go to the theatres, returning home between 1 and 2 o'clock in the morning, and having to be up and out again by 8 o'clock. It is anything but a life of idleness for the drivers, and one can hardly blame them under the circumstances, if they do get off to sleep as quick as they can without cleaning their horses. If there were a Commission it would be able to regulate all that. There could be some arrangements by which so many men should go out one night and so many another. It would be a real benefit to the men themselves, and it would

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would at the same time benefit the public, because the men from being well rested after their day's work would be better able to give their attention to the horses.

754. You spoke just now about an Alderman never having seen a 'bus—does that remark apply to the Sydney or to the suburban Municipalities? Rather to the City. It is hardly likely that a merchant, for instance, would have any much notion about 'buses and horses.

755. Do you know the number of vehicles licensed by the Sydney Corporation? I do not.

756. It is a large number? Yes. It must be a large number for the Mayor said the other day that the Corporation received £2,500 a-year for licenses alone.

757. Then being such a large body of men, they are numerous enough to influence an election? There is no doubt about that; just as I have mentioned to the Committee previously.

758. Did you ever consider whether entire free trade in the matter of 'buses would be of service to the public? I do not understand you. Do you mean that the 'buses should go on or off, just as they think fit?

759. Yes? I do not think it would answer at all. It would never do for every Tom, Dick, or Harry to be up at one stand to-day and away to-morrow. Such a mode of carrying on would lead to very serious inconvenience. I should not like to see a monopoly, but I certainly should not like to see any such system adopted as that you allude to. Every man who can get a certificate of good character, and who has the means of purchasing a good 'bus and suitable horses, should have the right of going upon any stand he pleases to select. He might be allowed to go to the Town Hall for information as to which was the most suitable, and every information ought to be given to him. But when once he selected his stand he should be made to continue on it, until he got permission in the regular way to alter it. Then there should be weekly reports sent in by the time-keeper of the stand, showing the state of the traffic, the hours at which the 'buses started, and those which were not running, the state of the 'buses, the condition of the horses, and the cleanly or untidy appearance of the drivers. All these would be so many checks upon the men and keep them up to the mark; but as to the free trade style, anything of the kind would be very dangerous.

760. Then your opinion is that the 'bus service is at present very badly conducted, and that some alteration should be made in it as soon as possible? That is my idea, but I would more particularly recommend that the management of these vehicles should be entrusted to some distinct body entirely independent of the Aldermen either of the City or of the Boroughs. At the same time if such a body were appointed, the Mayor for the time-being in each Municipality might be the authority through whom complaints might be made to the Commission. It would not do to leave it in the power of anyone and everyone to pull the men, or there would be no end of persecution and annoyance. But still there ought to be some one to keep them in check, and so the complaint might be lodged with the Mayor, who might inquire in the first instance to see that it was neither frivolous nor spiteful, and could then forward it on to the Commission, who would deal with it. I believe that the whole affair rests with the time-keepers. If we had thoroughly honest, intelligent, and responsible time-keepers, very much of the difficulty would be got over even now as things are. This is what the Corporation ought to have done long ago. They ought to have adopted this system of time-keepers, and there would not have been this outcry which has now been raised, and which demands a complete change. But instead of this, the City Council has kept on upon the old system, until the mismanagement has become so great that the public, which will bear a great deal, will bear it no longer. Speaking of the Newtown 'buses, I know that they are in a most filthy state, dirty and muddy outside, dusty within; in fact they are in such a state that they are unfit for any well-dressed female to enter; then on the stands there are gambling, and all sorts of language, and if there were a responsible time-keeper on the ground he would at all events make them civil with their tongues and decent in their persons, which they certainly are not at present.

761. On several of these lines there is a great number of boys employed? Yes.

762. Can you suggest any mode by which their spare time might be profitably filled up? No; the time is too brief for anything effectual to be done in the way of schooling, unless, perhaps, an evening school; but then that would be useless, for the boys are all dispersed as soon as the day's work is over.

763. Even if there were evening schools, do you think that these boys would be able to give their attention to scholastic instruction, after having been engaged in their occupation of conductor from 8 o'clock in the morning till 8 at night, in the open air? No, certainly not; it would be too much for them. I have often said that the hours these boys are engaged are too long; there ought to be relays of these boys, so that half should be on one-half the day, and the other half should be on the other half; there would be some chance for them to get a little schooling then. Now they are kept to work behind the 'bus from 8 in the morning till 8 at night, and very often until after midnight; when they go to the theatre it is even later than that, and you see the little fellows often tumbling off to sleep as they stand behind the 'bus; they go into any corner they can find and drop off to sleep, to be up again and ready for work at 8 o'clock; I have myself frequently seen the boys coming out of the 'buses where they have been sleeping all night; they go where they can to sleep, for nobody seems to look after them, or to care for them. Something might be done for them if we had a Commission, for though they could not go to school, some little premium might be offered to those who chose to learn; they are sharp intelligent lads, and if some inducement were held out to them I believe that they would do it—that they would get up lessons; they could not go to school, but they know very well what is for their own good, and if they only saw that some interest was taken in them they would readily learn short tasks, more especially if some small prizes were offered them for doing it.

764. *Mr. Farnell.*] You do not mean that they would learn their tasks or lessons whilst travelling on the 'bus? No; but when they were stopping on the stand—from the time of arriving there until they started again; it would be a great thing gained if the boys could be led to do this, instead of amusing themselves as they now do by playing pitch-and-toss; and they would do it too, particularly if there was a good time-keeper on the stand, to act as inspector and to look after them a bit.

765. *Chairman.*] Would it be possible, do you think, by any system of co-operation, to carry on the work with a less number of boys than they now have—by one boy for instance doing the work on two 'buses? I do not see how it is to be done.

766. Do not the Newtown 'bus-men depend for conductors on the boys they get from the Glebe? No; I think not—very few of them have regular conductors; they mostly chance it, the same as they do many other things; they start off without a boy and take the chance of picking one up upon the road. Still something

something of what you suggest might be done where one proprietor had three or four 'buses running from the same stand; then the boy from the 'bus which came in might be transferred to the one which was going out.

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767. Then if there were a Company established, owning several 'buses, such a thing could be done? Yes; they could do with less conductors in that case; but it would not suit a man to do this unless he had three or four 'buses; but these are all details that might be left for the Commission to settle; let us get the Commission and all the rest will soon follow. Under any circumstances these boys ought to be looked after, for they are being ruined now; their sole ambition in life is to become drivers of 'buses, and that is what they do come to, if they contrive to keep out of the hands of the police.

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768. Have you any further suggestions to offer? No; nothing beyond what I have already stated. I may however add, that we have talked this matter over several times in our Municipal Council, and we are all pretty well agreed upon what I have already said about having some separate and independent body to manage the public vehicles. I consider it a disgrace to the City Council that these vehicles should have been left so long without some check upon them, and without some proper system of management to protect the public against the nuisance they have become.

TUESDAY, 15 MARCH, 1870.

Present:—

MR. ALLEN,

MR. BUCHANAN,

MR. FARNELL.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Joseph Kingsbury, Esq., was called in and examined:—

769. *Chairman.*] You are the Mayor of Newtown? Yes.

770. You have been an Alderman for some years in one of the suburban Municipalities? Yes, for five or six years, I think.

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771. You are, I suppose, aware of the nature of the present inquiry? I am.

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772. Have the public vehicles plying from Sydney through your Municipality come under your notice in your official capacity or in any other way? Yes, for a long time past.

773. Are you enabled to state whether or not a large amount of dissatisfaction exists in the public mind as to the efficiency and general conduct of public vehicles plying for hire? Yes; a very large amount of dissatisfaction pretty generally exists.

774. Would you state to the Committee what, in your opinion, are the causes of the dissatisfaction which prevails? Well, it appears to me to arise from insufficient or incompetent supervision.

775. Do you mean on the part of the City Council? On the part of those whose duty it is to see that the law is carried into effect; on the part of the Council, I presume, and its officers.

776. I suppose that it is within your knowledge that the Municipal Council of Sydney have the control of licensed vehicles in the City of Sydney, and within eight miles of the boundaries thereof? Yes.

777. And that the Council has power to make by-laws? Yes.

778. And that their by-laws prevent the suburban Municipalities from making any by-laws to be operative? Yes, I understand that.

779. Have you read the City by-laws? I think I am thoroughly conversant with them.

780. You think that inefficient control over the licensed vehicles is the primary cause of the dissatisfaction which prevails? Yes; I think the by-laws are quite sufficient; but that clause in the Act, which gives the Municipal Council of Sydney control over all licensed vehicles within eight miles of the City, prevents all the suburban Municipalities from regulating anything which may be wrong at their ends.

781. Have any particular results, arising from inefficient control, come under your notice? It appears to me that they do not see that the drivers are competent men, morally competent men mostly, that they are sober men. Many of them are men who are unfit to have charge of horses at all, still less are they fit to have the lives of the public in their charge. One apparent cause of the complaints of the people is a want of sobriety in many of the drivers, and a consequent want of civility in many cases. I do not think that a want of sobriety is to be charged against the drivers as a rule; but in cases where there is a want of sobriety there is generally a want of civility.

782. A large number of omnibuses run to the Borough of Newtown and beyond it? Yes, a very large number now.

783. Are you aware whether the drivers of these omnibuses are compelled to keep regular time in starting from the stands and in running on each of the lines of road? They are compelled by the time-keepers to start from the stand at a proper time; but excepting by the supervision of the police through the Council, they are not compelled to go on their journey without stopping, and they do stop very much when there are no passengers to take up.

784. They loiter on the way? They loiter until the next omnibus comes into sight, and they then drive on. The next omnibus waits in the same way, as a rule, until the following omnibus comes in sight to push it on.

785. Could you suggest to the Committee any course which could be pursued, which would be likely to remedy the evils complained of—either in enforcing the by-laws, or in substituting some other governing body? I should suggest the repeal of so much of the Act as gives the power to the City Municipal Council to regulate omnibuses within eight miles of the City, and the appointment of a time-keeper, who should also be an inspector, and be paid partly by the suburban Municipalities and partly by the drivers, as at present, or the inspector and time-keeper might be wholly paid by the suburban Municipalities. I think that that would be the case. I am of opinion that it is unadvisable and almost inadmissible to appoint another power to supervise and oversee. In the first place there would be a great deal of expense incident to such a course as that, and it would involve a great deal of detail in the way of clerical labour, offices, books, and accounts, which would have to be kept.

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786. Would not a large amount of confusion arise sooner or later by various suburban Municipalities having conflicting by-laws? I do not think that it is necessary that the by-laws of any suburban Council should conflict with any by-law of the City Council; of course there might be some difficulty, but I think that the lesser difficulty would exist in the case where the Municipal bodies had the control. I think that is rather their work than to create an independent or distinct body to have the control. I know it has been suggested that Commissioners be appointed; but the very name of a Government Commission is synonymous with a highly paid functionary and all the concomitant expenses of an office. I am very certain that the whole income would not meet the expenses which would have to be incurred; and any probable increase of the income would only meet the increased expenditure, leaving nothing for the repair of the roads.
787. Have you any idea how many omnibuses there are running out of Sydney to the various suburbs? No, not numerically, I could not say.
788. Do you know the amount of the license-fee which they pay to the City Council? I think that it has been reduced to £7 10s., but I am not exactly sure.
789. In the event of omnibuses having to pass through two or three suburban Municipalities on their way to the City, would not the plan which you suggest, necessarily lead to a want of control as to the time, at one end or other? I think not, if the time-keeper were an inspector as well.
790. But if the inspector were the inspector for the City of Sydney, as soon as the omnibus passed out of the City, it would be beyond his control? But the time-keeper in each Municipality would be an inspector likewise; and all the by-laws of the Municipalities could be an exact counterpart of one another, and perhaps should be so to be effective.
791. But would that be likely to be the case with independent Municipalities? There can hardly be any doubt about it. I think it would argue want of wisdom in any Council making different by-laws.
792. Have you looked over other by-laws than your own for the management of vehicles? No; not that I could speak definitely upon them.
793. You would be unable therefore to say whether they would present that degree of uniformity that would be desirable in the management of omnibuses? I could not say now.
794. Have you taken notice whether the omnibuses are kept clean, and whether the harness and trappings are kept in decent order? I have for a long time past. Some of them are kept so by very attentive conductors and proprietors, but some are not. In bad weather they are of course not kept so clean as in fine weather, though very many of them are washed every day. But a great many omnibuses, and more especially the harness of the horses and the clothing of the conductors and drivers, are such as certainly ought not to be allowed in those vehicles licensed for the use of the public.
795. Have you observed that there is a very large number of omnibuses plying for hire on some of the stands, as compared with the number running in connection with others? I have frequently noticed the large number of omnibuses when they have been on the stand.
796. Each of these omnibuses is provided with a boy, called a conductor? It should be.
797. If it be several hours before the turn of one of these 'buses comes to start, the boys are unemployed during the interval. Can you suggest any means of keeping these youths out of mischief whilst waiting so many hours on these stands? No, perhaps not; unless they could be influenced by the inspector or time-keeper. They generally have a portion of work to do in taking care of their horses. Sometimes they feed their horses on the stand, though they have not done so so much lately, and water them. Sometimes they take the horses home and feed them, and at others they do not bring their omnibuses on to the stand but to some other convenient place, bringing them on to the stand at the time appointed for starting. Sometimes three or four hours elapse before the turn of an omnibus comes round for starting, and during that interval the conductors are sometimes occupied in attending to the horses either at home or on the stand.
798. In your opinion then the boys have occupation? They should have occupation if they are industrious lads. There is no necessity for them to idle away their time, although many of them do idle away their time when they meet together on the stands, in playing marbles or other games.
799. Have you paid any attention to boats and other vehicles plying for hire on the harbour? No, I have not; I live too far away from the harbour to enable me to speak of them, and I am very seldom a passenger by any of them.
800. Would it in your opinion be desirable that for the sake of persons living in the suburbs, compelled to use that kind of vehicle, the boats and ferry-steamers should be under control also? Not I think by the Corporations. I think that the control of them might be left to the Municipal Council of Sydney, or to such persons as they might appoint, which would be in effect the same thing. They would, of course, be under the supervision of the Water Police, rather than of the Land Police.
801. *Mr. Farnell.*] Who licenses the omnibuses now, and other public vehicles plying for hire? The City Council.
802. Do you know who inspects these vehicles before they are licensed? I presume that Mr. Oram, or some other person, is appointed by the Municipal Council to do so, but I do not know the inspector personally or by name.
803. Do you know that the Mayor and two Aldermen inspect these vehicles prior to the licensing of them? I know that there are days appointed on which some persons connected with the Municipal Council inspect them. I have heard that the Mayor and others do so, but it does not strike me at the time that they are specially appointed by law to do it.
804. If you look at the by-laws you will find that the Mayor and two Aldermen are selected to pass these vehicles—is not that so? Very likely it is so.
805. Do you think that they would be proper persons, competent persons, to inspect omnibuses and other vehicles, before licensing them to ply for hire? I do not think that the Mayor and Aldermen, as such, are competent to inspect omnibuses and horses. Possibly they may be so, but not officially; it is not because they are Mayor and Aldermen that they are in a position to become qualified to inspect them.
806. In a competent inspector of vehicles, a person qualified to ascertain that they are safe for travelling in, is it not implied that that inspector should be a mechanic, a coach-builder, or something of that kind? No doubt he should have those qualifications to enable him to inspect the omnibuses properly, and to pronounce them safe and convenient for the use of the public; there is no doubt about it.
807. I believe that Mr. Oram inspects the omnibuses, and looks after them, after they have been licensed? I believe that that is his work—that it is his duty to inspect them daily, to see that they carry out the by-laws in their time of starting, in their not loitering on the journey, and in a hundred other ways. 808.

808. You are of opinion that the duties of time-keeper and inspector should be combined in one officer? J. Kingsbury, Esq.
I am, in the suburban Municipalities; and if there be a time-keeper in the City of Sydney he should be an inspector likewise; he should be thoroughly acquainted with the by-laws, and see that they are carried out.

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809. That would require a person of some intelligence, would it not? Of course it would. The time-keeper and inspector should be a man of intelligence and capacity, and he should be sufficiently well paid to ensure the efficient performance of the duties of his office.

810. That would require a time-keeper for each Municipality? Certainly, or for each of the principal Municipalities.

811. For each Municipality to which a line of omnibuses runs? Certainly, where there is a line of omnibuses. At every end where there is a time-keeper there ought, in my opinion, to be an inspector.

812. How would you prevent loitering between a stand in the City of Sydney and the stands in the suburban Municipalities? Well you could not provide for that in the office of the time-keeper, because he would be stationed at the end; nor could you make any such provision perfect unless some one were to follow every omnibus. The provision that is now made is by the Police Act, and the power which every one has to set it in motion.

813. Do the police interfere now with the 'busmen? The police inspector at Newtown is an inspector of nuisances under the Corporation, and he, when instructed, brings it under the notice of the authorities when a person loiters on the way. There has been a good deal of loitering, but now there is not, because a good many of the drivers have been fined within a very short time.

814. But is it not the fact that while drivers keep their time at the point of departure and the point of arrival, they loiter between those points? There are some days they do not, and there are many days on which they do. If the drivers agree among themselves in the morning there is no loitering for the day, unless one of them chooses to fall out from the arrangement and say, "I will wait as long as I like." In the case where one driver waits, the next omnibus that comes up drives him on. Sometimes it happens that for days and weeks an omnibus does not stop at all, excepting to take up or set down passengers on the journey between Sydney and Newtown. I am of opinion that it is because the by-laws are not enforced that the loitering takes place at all.

815. How much a year would you consider a sufficient salary for the time-keepers? I could not say.

816. About what would be a fair salary? I think that £150 a year would be sufficient for such men.

817. And how many Municipalities would there be requiring the services of such an officer? Well, I could not exactly say. I should think about five or six; but perhaps not so many. A time-keeper would be required at Newtown, Waverley, Paddington, and at every important line of traffic from the City to the suburbs.

818. Did I understand you to say that you would repeal the law which gives power to the Corporation of the City of Sydney to license vehicles within eight miles of the City? Yes; so much of the law as relates to that; I think that they should only have power to license to their own boundaries.

819. That is, to license for the City of Sydney? To license for the City of Sydney.

820. Then you would allow other Municipalities to issue licenses for omnibuses or other vehicles plying for hire through those Municipalities to the boundary of the City of Sydney? Yes.

821. How would you do in the case where one of these lines of road passes through two or more Municipalities before it arrives at the boundary of the City of Sydney? That would be subject to arrangement between them. There would be no necessity for issuing separate licenses in a case of that kind, for the question could be settled by an honest and equitable partition of the license fees among the different Municipalities. This matter might be settled as other matters are settled, by arrangement. No doubt there would be some difficulty, but not an insurmountable difficulty, I think.

822. Do you think that the licenses are issued for the purpose of obtaining a revenue with which to repair the streets and roads? Perhaps that was not their object; but there is no doubt that the revenue derived from this source is used by the Municipalities for general purposes. The object was perhaps the same object which the Government had in view in licensing public-houses which was not to fee the Government but to take care of the public interests. The licenses, however, do fee the Government, and they make good use of them.

823. Do any of the suburban Municipalities now receive any fees from the licensing of vehicles? Not as a rule. I think there is one. I have heard that the Paddington Municipal Council receives some small amount. It was intended by the lowering of the Sydney license fee that the suburban Municipalities should put in so much as the City Council took off.

824. It has been given in evidence that a large number of the omnibus proprietors are ratepayers in the suburban Municipalities—is that so? I presume they are, and I suppose that the persons who generally travel in the omnibuses are also ratepayers. I think there can be no doubt of it.

825. In that case they would contribute by their rates to the keeping of the streets and roads in repair? No doubt of that; and so do the ratepayers who pay toll. They pay both rates and tolls.

826. Do you think that it would not be better to license these vehicles, more for the convenience of persons residing in the suburbs than for the purpose of deriving revenue from the license fees? No doubt about that. That was and should be the primary object of the license.

827. Are you aware whether there is sufficient revenue derivable from the licensing of these vehicles in the gross to establish and support a Commission which might be established for their management? I think not. I do not think that the whole gross revenue would pay the expenses of a Commission, or support the staff of Commissioners, clerks, and all the other paraphernalia attendant upon a Commission.

828. Are you aware what the gross revenue amounts to? I could not give it to you in numbers. The matter was very largely discussed at the Town Hall the other day. It did appear to us that there would not be sufficient to support a Commission; that there would be nothing left to divide between any of the Municipalities if the persons connected with the Commission were moderately well paid.

829. *Chairman.*] You are speaking now as to omnibuses? Of omnibuses alone. I did hear and took down the gross amount of revenue derivable from the omnibuses, boats, and everything.

830. Of the fines? Yes.

831. Of the carriages? Yes; of everything. It is simply a question of the expense of a separate Commission, which in my opinion must be very large. I know it is assumed that these men need be paid very little, and that the office would be almost a sinecure. But it does not so strike me, and I know something about Commissions which have been appointed before.

- J. Kingsbury, Esq.
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832. Suppose that the power of licensing were exercised in the different Municipalities, how could you ensure any uniformity in the amount of the license? Well if it did not secure uniformity it would regulate itself in acting as a preventive to busmen driving omnibuses; and if there were any deficiency in that way the public would soon complain. It would be self-adjusting; but I do not think that uniformity is so necessary as efficiency. There may be some difficulty to be overcome, but I think that the difficulty is one which would easily be overcome, and that the mind of the suburban Municipalities is in such a state on this question that all these difficulties would be met and smoothed down in a single week.
833. *Mr. Farnell.*] Are you aware that on occasions of public holidays that many of the omnibuses licensed to a particular line of road, leave that line of road and ply elsewhere? I am aware that, as a rule, they do that. So much is that the case that on a holiday you cannot get an omnibus to do your regular journey; in fact, no omnibuses are supposed to do regular journeys on occasions of that kind.
834. On what authority do they leave the routes to which they are licensed? I suppose that they do it against the law—that they have no authority, excepting usage and self-interest; but at the same time they cater for the public benefit and convenience. On occasions of holidays so much is this the case that you cannot hire an omnibus for love or money, unless you hire it some two or three days before.
835. It has been given in evidence that the Mayor of Sydney gives that permission—Do you know whether that is the case? It may be so, but I never heard of it.
836. Do you think that that is a proper power to be vested in the Mayor of Sydney? Well, I think that he should have a large amount of discretionary power for the good of the public; but still it is a power which might be used injuriously as well as otherwise. I do not hardly know whether I should be prepared to limit the power of the Mayor in that matter, seeing that he exercises his judgment for the benefit of the public on those days. There would be a great outcry, I think, on the part of the public, if the omnibuses were not to be allowed to leave their ordinary routes on public holidays; but this is a matter on which I am not prepared to express a definite opinion.
837. Have you ever noticed the drivers and conductors taking their meals in the omnibuses? Yes; frequently. The omnibus is their house when on the stand, and when their meal is brought they go inside and make use of the vehicle as their dining-room.
838. Do they ever make a bed-room of it? From my own knowledge I could not say; but I have heard that in some cases the boys are supposed to sleep there.
839. Do you know anything of the hansom cabs that ply about town? I do not know enough to give evidence about them. My knowledge is based upon what I have heard only, and I therefore should not like to speak of them.
840. Who regulates the fares charged on the omnibuses plying between the City and suburbs? If anyone but the proprietors of the omnibuses themselves, I presume that it is the City Council. But I have never heard that the fares are regulated by the Council absolutely, so that a man cannot take less. It may be that a driver cannot take more than a certain amount, but I believe that it is quite competent for the whole of the drivers to lower their fares to a penny for any distance to-morrow, if disposed to do it. I do not know that they have power to charge more than the usual fare of six-pence.
841. Do you know whether they ever carry more passengers than their omnibuses are licensed to carry? I never knew an omnibus to be what I may call officially full. In twenty years I never knew a driver to acknowledge that his omnibus was full. They carry more passengers than they are entitled to carry as a rule; but the drivers never appear to consider that the omnibus is full.
842. Although there may be more than the licensed number of passengers in at the time? Yes. On the occasion of holidays, or school excursions, it is almost invariably the case that there are more passengers in the omnibuses than they are licensed to carry. So much is that the case that usually the springs are pressed right down, to the great danger of the passengers. I never in my experience knew a driver who would say, "I am full, I can't take you up." I have known the passengers to grumble about the omnibus being too full; and tell the driver to go on for there was no room.
843. *Chairman.*] In the event of the suburban Municipalities being charged with the management of the omnibus traffic—would not the placing of time-keepers in the suburbs be a considerable charge upon them? Well it would be an increase of the charge upon the present state of things.
844. Would you propose to charge the omnibus proprietors or the Corporation with the payment of these time-keepers? So far as the matter at present appears to me I think that both should be charged; but if either of them were to be charged exclusively I certainly think that it should be the Corporation, for in the present state of things the time-keeper is the servant of the men who drive the omnibuses, and cannot be expected to act so independently of them as he should be able to do. I should prefer that the time-keepers be paid by the Municipalities; but of course it would come upon the proprietors and drivers in the shape of an increase of the license fee. The fee might be raised so as to be equal to the amount which they now pay as license and for the time-keeper, and that would not be at all oppressive.
845. I think you said that you had lately noticed some improvement in the omnibuses? There has been a vast improvement lately.
846. How long would you define "lately" to mean? Within the last three months there has been a great improvement in the dress of the conductors. I may say, if it is necessary to the evidence, that I think there certainly should be some power to constrain the conductors to remain with the omnibus proprietor for a certain length of time. The present practice of not fixing the time for engagements has led to very great hardship, and I think has occasioned a great deal of slovenliness in dress and manners. An employer now has to supply the conductor with a proper uniform, but there is nothing to prevent the boy from leaving his service before the dress is paid for, and there is little inducement for the boy to keep himself clean and respectable. The conductor may leave almost without notice, and go on to another omnibus, leaving his employer to go into town without a conductor, and run the risk of being fined for doing so. I think that the conductor should be licensed for a certain definite time, and that his leaving should be subject to notice. It would then be to the interest of the employer to see that the conductor was properly clothed, according to the by-laws, and that the clothing should be the conductor's own property. The uniform now is sometimes the property of the proprietor, and the conductor just puts it on and off as so much livery in which he has no interest, and he thinks that he can wet and spoil it because it belongs to his master.
847. Having regard to the great number of omnibuses, has it ever occurred to you that it would be well to leave them to regulate matters by their own action, the public being left to judge as to who served them best? No.

848. It is necessary that control should be exercised over them on behalf of the public? Decidedly; and I think that the drivers would admit that themselves. I was speaking to a driver this morning; and with reference to a Cook's River omnibus, which was loitering all the way in front of him, he said that if he passed that omnibus it would be contrary to the regulations, and there would be sure to be a race for the next fare; he could only pass the omnibus in front of him when it stopped to take up or set down a passenger. The man however admitted that without strict regulations the omnibus traffic could not be worked for a month.

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849. Have you any suggestions to offer to the Committee with a view to further the objects of the inquiry? No. It strikes me that the alteration of the law, which empowers the Municipal Council of Sydney to have control and to license beyond its own boundaries, is the principal thing.

Josiah Mullens, Esq., was called in and examined:—

850. *Chairman.*] You are the Mayor of Balmain? Yes.

J. Mullens,
Esq.

851. Were you an Alderman for some time before you became Mayor? Yes, about fifteen months.

852. You are aware of the nature of the present inquiry? No, I am not.

853. Perhaps you will look at this paper (*Resolution of the Legislative Assembly, appointing this Committee, handed to witness*)? Yes, I see that.

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854. Have you paid any attention to the subject there referred to? No more than from having gone backwards and forwards to Balmain in the ferry-boats and omnibuses for many years past.

855. Is it within your knowledge that considerable dissatisfaction prevails with the public as to the management and general efficiency of the omnibuses and other vehicles plying for hire in the City and suburbs? I have heard complaints about the City Municipal Council having the sole control in such matters.

856. To the injury of the public? Yes; I think so.

857. There are several omnibuses running to Balmain? Yes.

858. In your opinion are these efficiently and properly conducted? Yes.

859. Then as far as Balmain is concerned you have nothing to complain of? Yes; if we want an omnibus to go anywhere away from their regular route, the proprietor has to go to the City Municipal Council to get permission. And besides that, we are not able to charge them any money for using the roads of our Municipality. We think that the City charges them quite enough; and we decline to tax them any more than they are taxed already.

860. You have the power under the Municipalities Act to do so? We have the power, but we think that it would be oppressive to exercise it.

861. Can you regulate the time for the omnibuses to start in the Municipality? I am not sure; I do not think that we can.

862. You are aware that the City Council has power to regulate omnibuses and other licensed vehicles, within eight miles of the City. That being the law, I suppose you could not pass any other law to override that? I think not.

863. Do you look upon the power of preventing the drivers from leaving the stand at Balmain, without first obtaining permission, as injurious to the public? No, I cannot say that, for we have so few omnibuses running to Balmain that we do not feel the grievance as some other Municipalities do.

864. But is it not a protection to the public that the drivers should not be allowed to leave the stand from which they regularly ply, without permission? I think so. It would ensure punctuality; but we of course know our own local wants better than the City Council can possibly know them.

865. Have you paid any attention to the conveyances by water? Yes.

866. Have you anything to complain of in that particular? I think that our accommodation might be improved, and I especially think that we might have better accommodation provided for us on the City side of the water.

867. Are there not stairs in Darling Harbour, or that neighbourhood, for your convenience? No.

868. None whatever? None, excepting such as the proprietors of ferries hire themselves. Public stairs there are none.

869. Then the ends of the streets where there were public stairs are taken up for other purposes? They are simply used for a few paltry rowing boats.

870. Could you suggest anything in reference to this matter, with a view to an alteration that would be more beneficial to the whole public? I could make a suggestion (*diagram pencilled by witness and shown to the Committee*). Supposing this to be the end of Erskine-street, where our ferries run to. The end of the street is now finished off square, and there are small steps here running down to the water. No steamer can possibly come alongside those steps. I would suggest that a cutting be made in the jetty, in the middle of the roadway, where there is plenty of room for the purpose. The steam ferry-boats could come in here, and the watermen's stairs be there. The steamers are now obliged to seek accommodation elsewhere, and the landing is exceedingly inconvenient.

871. Have you considered that the water could be deepened, and thus get rid of the apparent necessity of building a jetty—would not that answer the same purpose? I have not considered the matter; I think that that belongs rather to Captain Hixson's department. There is no doubt that the whole of the line of the harbour has shoaled up considerably within my own knowledge, and I think that great injury is thereby inflicted on the whole of the City. The question is whether it would not be better to dredge it out, and keep it dredged.

872. Upon whom would you place the expense? The City Council—leaving them to make a small charge to the ferry-boats.

873. What means have you of getting over to Balmain after the steam ferry-boats cease running? By the small boats of the watermen.

874. Is there anything to ensure regular attendance? Nothing beyond the concert of the watermen themselves. They make their own regulations among themselves, by which they arrange that the boat-house shall never be left without a waterman up till 12 o'clock.

875. What arrangement is there after that hour? You must know where one or other of the watermen live, and fetch him, if you want to cross after that hour; but up to 12 o'clock at night the wharves are always attended.

876. Have you any idea of the number of watermen plying from Sydney to Balmain? I have not. They ply from two separate points.

877.

- J. Mullens, Esq.
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877. Your difficulties are less in this respect since you have had the bridges to Balmain by way of Pyrmont? Very much less; and a great deal of the inconvenience can be obviated in that way. Arriving in Sydney late by the train, I jump into a cab and drive round. Formerly I used to have to knock at the doors of the watermen, and sometimes had to wait half an hour before I could get one.
878. But other suburbs not having that facility must feel the want of proper communication by water very much? I should think so.
879. At St. Leonards, for instance? Yes; unless the watermen at the Circular Quay do the same as our watermen do, persons must be put to great inconvenience.
880. What fares are charged by the watermen plying to Balmain? Between 10 and 12 o'clock at night the fare is one shilling for each passenger. After 12 o'clock, if there were only one passenger, I think that they would charge according to the weather; if a quiet passage, two shillings; if a rough passage, five.
881. Are there any licensed stairs at Balmain? Yes, two.
882. Does your Municipal Council regulate them? Yes.
883. The boatmen ply from these stairs to where? To two points on the Sydney side; one by the Grafton Wharf, and the other at the foot of Erskine-street—the places being the same as those to which the steamers ply.
884. Are they appointed under your by-laws? No; I think that they are appointed by the authorities of the Water Police, who also license the watermen. We have no control over them on the Sydney side at all.
885. Are you sure that they are not all licensed from Sydney? I am sure that they are all licensed from Sydney. No application has ever been made within my knowledge to the Municipal Council of Balmain to license watermen, and I do not think that we have any authority at all to license them.
886. Is it, in your opinion, desirable that some new arrangement should be made to regulate these vehicles? I think that the officers appointed by law in each locality are the best judges of the wants of that locality. We have men there utterly unfit to be trusted with their own lives in a boat, and much less are they fit to be trusted with the lives of others. One is a notorious drunkard, who spends half his time in gaol; and as to the boats some of them are as rotten as tinder, and utterly unfit to leave the wharf. The Water Police appear to know nothing of this; and I believe that the license is given to anyone who asks for it.
887. Have you ever paid any attention to the regulations for the Harbour of Port Jackson, published by authority? No, I have not.
888. If the regulations in existence provide that all licensing shall be from Sydney to the various suburbs with an arrangement that one-half fare shall be charged for the return passage, including a detention of fifteen minutes—do you think that that is a provision suitable to the requirements of the present day? Yes; but if I go from Balmain to Sydney and wait fifteen minutes, I think that I should have the right to go back for half fare also.
889. I suppose that now-a-days there would be as many passengers from Balmain to Sydney as from Sydney to Balmain? Decidedly, more.
890. You think that the arrangement should be made to take effect from the point of starting—from Balmain as well as from Sydney? I think so, decidedly.
891. Have you ever considered the question as to whether steamers plying for hire should be placed under some regulations? I think they ought. At present they can go whenever they like, come when they like, and charge what they like. I am not certain that the fares are fixed; I do not think they are; I believe that that is more a matter of convenience and competition between them.
892. Having regard to all these matters, could you suggest any mode for regulating vehicles by land or water, which would be an improvement on the present system? I think that at all the places where steamers ply there should be waiting-rooms—there are none at present; both where the traffic is by small boats as well as by steamers I think that there should be convenient waiting-rooms.
893. The traffic is very great from Balmain to Sydney? Very great indeed.
894. Have you any idea what is the number of the population of Balmain? About 5,000.
895. Who mostly get their living from Sydney? I could not say that. There is a vast interchange in that respect between Sydney and Balmain. A great many people go from Balmain to business in Sydney, and a great many workmen go from Sydney to their work at the Dry Dock and other places at Balmain.
896. Any want of punctuality then in the steamers running backwards and forwards would be a great drawback to these people? It would be a grievous wrong, because they would lose their time.
897. And I suppose lose their employment in some cases? The owners of the steamers are so much alive to this that they are very particular that the boats for the workmen shall run early, and I believe that they begin to ply as early as 5 o'clock in the morning.
898. You have more than one Company? Not at present; there is a threat of opposition.
899. I think I asked you whether you could suggest any mode of regulating vehicles plying for hire by land or water, which would place the matter on a better footing as regards the whole public? Yes, I think there ought to be control over the size of the vehicles licensed for the use of the public, over the way in which they are kept and ordered, and the amount of shelter provided from the weather or otherwise. I think that they sadly want regulating in that respect. Some of the ferry-boats are very defective in accommodation for ladies.
900. Would you consider the Municipal Council of Sydney as the most efficient ruling body for the management of the whole of the traffic, including the suburbs as well as the City? No; I think that the whole system is now outgrown, and wants reorganizing altogether. The suburbs are getting very large communities, and should not be treated any longer as children; and, as I said before, we know the wants of our own locality better than persons who never enter our omnibuses and never go near our ferry-boats.
901. *Mr. Farnell.*] I think I understood you to say that there are only two places appointed as landing-places on the Sydney side from Balmain? I think there are only two. I am not sure whether there is one from the Dock; but I fancy the ferry is too far away for any watermen to be appointed. I do not think that there are any licensed watermen plying from the Dock.
902. Do you know whether the steamers or boats ever carry more passengers than they are licensed to carry? I have a strong suspicion that they sometimes do, but I have never counted heads.
903. Are the engineers employed on these small ferry-steamers generally competent men? I think so.

904. Are they engineers, or are they merely drivers? I cannot say. They appear to be steady Scotchmen, and I imagine that they have been promoted. I have known some of our drivers on the line these fifteen years. J. Mullens, Esq.
905. *Chairman.*] Can you suggest anything further to the Committee? I think that the most important suggestion which I have made is that of having a decent wharf at which to land in Sydney. 15 Mar., 1870.
906. That is as regards Balmain? Yes.
907. Can you suggest any further as to general management, or in other respects? I think that the Municipalities in the suburbs should have the power of licensing those men who ply from the suburbs to the City of Sydney, and that the City Council should have the power of licensing the men who ply from Sydney to the suburbs.
908. Would not that necessarily embarrass them when they passed the boundaries—the City Council only having control in the City, and the men being free from control when out of the City—there would be no uniformity of action? Yes, I see that my suggestion is a raw one. The matter might be arranged by a concurrent license.
909. Would it not be more feasible to put the whole matter under one management, both for the City and suburbs? Yes, I think so; under the management of the Police, or some other competent body. In France the whole thing is done by the police.
910. Does it occur to you that vehicles coming from some of the suburbs have to pass through two Municipalities? Yes.
911. And each Municipal body having the power to make by-laws would there not almost of necessity be a large amount of conflict as to by-laws? Yes.
912. And these omnibus people would be eaten up with licenses and other charges? Yes.
913. And you think that this kind of traffic would be better met by some central authority? Yes; say by a Commission appointed from each of the Municipalities according to the number of their inhabitants.
914. And by that means you think that we might get rid of any conflicting interests, and divide any revenue which might accrue *pro rata*? Yes.

Mr. William Farrar was called in and examined:—

915. *Chairman.*] You have been a number of years employed as time-keeper on some of the omnibus stands? Yes; on the Glebe stand in Parramatta-street, connected with the Fort-street line. Mr. William Farrar.
916. For how long? Over twelve years.
917. Then, of necessity, you have had considerable experience in the management of these omnibuses? Yes; I did try to carry out the by-laws as best I could. 15 Mar., 1870.
918. By whom were you employed? By the proprietors.
919. In what way? By paying me one-and-sixpence a week. When I first went on I received sixpence a day; but afterwards, when the omnibuses became more numerous, they kept on lowering it until it got to one-and-sixpence for each coach.
920. How many were there? On one occasion for some few weeks I had as many as forty-two, and when I left there were forty-two.
921. Was there any organization among the 'busmen who employed you, or was every 'busman allowed to give instructions? They used to try that; they used to come and try to domineer.
922. Individually? Yes.
923. Then, you had forty masters? Yes; excepting that one proprietor sometimes owned three or four coaches.
924. Are you aware that any dissatisfaction prevails with the public as to the management and efficiency of the omnibuses? Yes; I have had a number of complaints at the time that I was there. I have often been without coaches on a wet morning, when the drivers would not turn out. They would say that they would suit themselves; and there was nothing to bind them to come out. There is a law which says that they shall not keep in two days in succession; but they can keep in one day if they like, and they often do it.
925. Your duties would be simply to regulate their departure? Simply to regulate their departure.
926. You had nothing to do with examining the omnibuses and reporting on their condition? Nothing at all.
927. From your experience in the capacity of time-keeper, could you suggest to the Committee any course of action that would have the effect of placing these omnibuses on a better footing? Yes; by appointing proper time-keepers. One man should see that the omnibuses were cleanly, in proper appearance, and good. He should be provided with a time-table, which he could draw out to meet the wishes of the public.
928. Do you mean one man at each stand? Yes; a man should be stationed wherever there was a number of omnibuses.
929. How would you prevent omnibuses from loitering on the road? A man should look after the vehicles, the horses, and the harness, and he should have a time-table so that he might know at what time any omnibus was due.
930. That is intermediate, between the stands? Likewise he should be at the stands some time or other during every day.
931. Could that part of the duty be performed by the policemen? They will not do it. I have spoken to policemen on different occasions, and they have said, "I am not going to lose my rest."
932. But if instructed to do it they would be in a position to do it? They would all have to have time-tables, but I do not see how they could very well work it. It would cause a power of trouble to provide every policeman with time-tables.
933. I understood that, being employed by the 'bus drivers, you were to a certain extent in their power, and that your duties were performed with forty masters? Yes; in fact I left because they said, "We don't wish to have the present laws carried out so strictly."
934. Because you endeavoured to carry out the laws you were dismissed? Yes.
935. As a rule, are the omnibuses in a proper condition? No, they are not in a proper condition. I dare say that about half the number running at the present time would be condemned as no good, if properly investigated.

- Mr. William Farrar.
15 Mar., 1870.
936. Do you know of any favouritism in the granting of licenses, any winking at defects? I think not. I believe that there should be a less number of omnibuses licensed, and then the public would be protected. On the Glebe Point line the master says to his men, "You shall do such and such a thing," and they do it; but where the owner drives his own vehicle he does very much as he likes. I think that there should be a stipulated number of coaches on each road.
937. Do they ever break in horses in these omnibuses? Yes, they break in horses as they are plying for hire.
938. Are the omnibuses kept clean? No, they are not generally clean.
939. Have you ever seen them infested with vermin? No, I have not gone that close to them; but I have seen them so dirty that I should be ashamed to get into them.
940. Do the boys sleep in the omnibuses? They have slept in them on several occasions. I have known them to go on the stand for days and days together without being washed.
941. With these forty omnibuses, what is the interval allowed between the time of starting of each? Five minutes.
942. Then two hundred minutes elapse before it comes to the turn of the last omnibus to start? Yes, I have known the last coach start at twenty minutes past 11 o'clock for its first turn.
943. When would that omnibus come on to the stand? Under a better system, which I got them to adopt, they take turn and turn about, so that they have no need to come out on to the stand until just about the time for starting.
944. You have more than forty omnibuses, and with five minutes between the starting of each, more than three hours elapse before the second turn of any omnibus comes round? Yes.
945. What do the conductors do during all that time? They are allowed to run about the streets, and do what they like.
946. How old are these boys as a rule? I have known them to be not more than eight years old.
947. From eight years to what age? I have never known them to exceed fourteen or sixteen on the line on which I was. Mr. Harrison, on the Surry Hills, has very respectable drivers and conductors, all of a certain age, according to the by-laws.
948. Speaking of the place that you served at, can you say whether the boys are able to read and write? I know a proprietor who has four vehicles. His sons are employed as conductors, and they cannot tell the time of day.
949. If the boys come on at so early an age as eight years, they must be almost entirely uneducated? No doubt of it. I did wish to try some kind of schooling in my time. I think that there should be a receptacle for the vehicle as it comes to the stand, and that the boys should go a certain number of hours a day to school.
950. Did you attempt to carry out that idea? It was laughed at.
951. Are you under the impression that it could be carried out? I am.
952. Could you carry it out if charged with that duty? With a certain force I could. There is time enough for it, but it would require a man stationed at the stand.
953. Is there any way of doing with less boys practically—by making one attend to two or more vehicles? I think that it would be very wrong to do it.
954. In what way would it be wrong? The boy would have to change from one coach to another so often that a passenger might be insulted, and he would hardly know the boy or his number. The driver and conductor should be forced to stop with the vehicle.
955. And if anything were left by a passenger in a vehicle it would be difficult to get it again? I think so.
956. Does it often happen that property is left in the omnibuses? Yes; it is supposed to be taken to the Town Hall.
957. Supposed to be? Yes; but I don't know one case in a hundred where it is done. I have known things go into the Town Hall even, and not come out according to the regulations. You will find a clause in the by-laws where they are supposed to give it in within a certain number of hours; and after a certain time, if not claimed, some of it goes to the driver, and some to some institution.
958. And you say that even at the Town Hall they do not carry out the rules strictly? No; not strictly.
959. Would it place the time-keeper in a much better position if he were to be employed by the Corporation? Yes. It was the hope of most of the time-keepers to be placed in that position. Our present inspector of vehicles has sympathized with them, and through the sympathy which he has shown has caused an amount of misery among them.
960. The inspector? The inspector of vehicles.
961. Do you mean that he has shown a want of firmness? A want of firmness and determination. He is a very good officer in doors, but out of doors I do not think that he is quite up to the mark.
962. I think you said that they break in horses whilst driving? It is of common occurrence. As far as the stands are concerned I think that they do very wrong in appointing too many stands.
963. Mr. Farnell.] Are there too many stands in the City? A few people living in a place think they ought to have a stand and they apply for one, but I think that the proprietors of the omnibuses ought to be more considered. They applied for a stand at Camperdown, which would only draw off the people from Newtown, and thus injure the bus proprietors already on that stand. If people live within ten minutes of an omnibus stand they ought not, in my opinion, to grumble much.
964. By reducing the number of stands you would thereby reduce the cost of supervision? Yes; and you would also have double the number of vehicles running. Now there is double the number running to what are needed.
965. By having one general stand at the Circular Quay the omnibuses could start from that point, some going up George-street, some up Pitt-street, others going up Castlereagh-street, but all on their return assembling at the one place? Yes, but I don't believe in having intermediate stands, and I think that there are stands which ought to be abolished. I think that the Glebe stand ought to be done away with.
966. Mr. Allen.] Do I understand you to mean that as there is a stand at the Glebe Point, a stand at Camperdown, and another at Newtown, there is no necessity for the intermediate stand at the corner of the Newtown Road and of the Parramatta Road? I believe not.
967. Is there not a stand on the Parramatta Road, near Camperdown? There was sometime ago; but that has been abolished. It used to encourage people to come from Newtown, and the omnibuses to do a kind of dodging one upon the other. The Act now specifies that omnibuses cannot go upon a different line without a certain notice having been previously given.
- 968.

968. *Chairman.*] A less number of intermediate stands would be better? Yes.

969. And would imply as a result the employment of one time-keeper instead of two or three? Yes; for if there are a number of omnibuses at any place they require a time-keeper. I think that the whole number of omnibuses required to Fort-street ought to ply from the Glebe Point stand, and so get rid of the Glebe stand altogether. I have seen collisions occur at starting; and when I have said that a man must not go he has insisted upon going.

Mr. William
Farrar.

15 Mar., 1870.

970. *Mr. Allen.*] Would not the residents at a particular place object to having a large number of omnibuses on the stand there? I consider that the inhabitants should rule.

971. Do you remember that sometime ago there was a very much larger number of omnibuses on the Glebe Point stand than now? Yes; there were more than were wanted.

972. And the residents objecting to them, there was only a fixed number left? Yes, that is what I believe in.

973. But by your proposal to do away with the other stand at the Glebe, would you not bring a much larger number of omnibuses to the stand at the Point? I would double the number, but I would only allow three coaches to be on the stand at a time—three at one end and three at the other.

974. So that there would not be a larger number actually waiting on the stand than there is now? No; I would keep the omnibuses constantly moving. Out of the forty-two or forty-three coaches on the Glebe stand I have known only ten of them to be on the road, while all the rest were waiting to go on their journey. I have known thirty omnibuses to be standing at the Glebe, the men and boys loitering about waiting for their turn.

975. By your arrangement there would not be a larger number of omnibuses on the stand, but there would be more frequent means of communication? Yes. I would start them every five minutes instead of ten, as now; and leaving at five minutes' intervals would give them just as good a chance on the street.

976. *Mr. Farnell.*] Are you now employed as a time-keeper? No, I am not. I left from trying to carry out the by-laws. The men got rather refractory, and I left after having been there twelve years.

977. How are the omnibuses generally provided as to horses? That is a matter that ought to be looked into very strictly; some are very well horsed, but the majority very badly. I consider that every man should be compelled to have a certain number of horses for every vehicle, and that the horses should only be allowed to run a certain distance before they were changed. That is a matter which should be regulated by a man walking or riding about.

978. Are the drivers of the omnibuses men who have been taught to drive before they are licensed? I have known them to come and learn driving on the public vehicles. They can get anyone to sign the requisition that they are competent to drive, though all the while they may be quite incompetent until they have learnt on the vehicle. And as to the conductors, I certainly think that they should be made to wear a band on their caps, with their number on it. As to the badge on their arm I don't think that that is of much use, for they turn it about any way.

979. *Mr. Allen.*] Are the conductors licensed? Yes; and the proprietor is made responsible for their acts.

980. *Mr. Farnell.*] Do the conductors gamble on the stands? Yes; gambling is of common occurrence, but it is largely the fault of the drivers, who are generally persons of no principle. There are some good men among the drivers, who do their utmost for the good of the public.

981. *Chairman.*] Did I understand you to say that you were not dismissed? I left. The proprietors did not seem to be satisfied for me to carry out the by-laws, and I told them they had better get somebody else. There was a little contention with the proprietors, and I went to the Town Hall, and from the information I got from the Town Clerk I did certain things. There was a resolution passed by the Council that the 'buses should start every five minutes, but it was never gazetted. One of the proprietors put a 'bus on and was determined that he would start at the ten minutes, according to the by-law. I went to the Town Hall and was then told to abide by the ten minute time. I do not believe that the time should be altered, excepting from action by the public, and I think that the Council should give fourteen days notice of any alteration of time.

982. *Mr. Farnell.*] Do you know anything about the cabs that run for hire? Very trifling; but there is a Sunday matter that I have often thought of. I think that the omnibus people should be compelled to be half in and half out on the Sunday. I introduced that and got it carried out, with the exception of one man who opposed it, and the same man had children of his own behind the omnibuses.

983. Half the number that run on a week day should run on Sunday? Yes; half the number that run on that road during the week would be quite sufficient to run on Sundays.

984. *Chairman.*] Half one Sunday and the other half the next? Yes. That would give a man a chance of going to a place of worship if he felt inclined, and I think that the public would be just as well served.

985. *Mr. Farnell.*] Would it be inconvenient to the public if the omnibuses were all taken off the road on the Sunday? I believe it would.

986. *Chairman.*] How is the business managed when omnibuses leave the stands on holidays? On race-days they have to go to the Town Hall and give notice of how many are going off the stand. Twelve coaches at five minutes time would be sufficient for the road, and I think that two over the number required should be compelled to keep to the stand. On no account should the road be left without the number required. I think that our present system of having the men brought before the Magistrates is not altogether right. A man may go and lay an information before the Magistrates, but there is nothing to force him to appear. Summonses are issued, but the matter is made up and there is no more about it. When once an information is laid I think that the man should be compelled to prosecute.

987. *Mr. Farnell.*] They arrange the matter after the summons is issued? Yes.

988. Who takes the summons out against a party? I, for instance, lay an information, and the party goes and says he is willing to pay the costs of Court, and the inspector has no option.

989. Then the inspector, on behalf of the Corporation, compromises the case? Yes, it is often done; I believe that a man should be compelled to stand his trial, particularly when the information is laid for absence, where a man is away on a wet morning. If a man is absent twice from the stand I think that his license ought to be cancelled. There is a great deal of dodging going on about it.

990. *Chairman.*] Do the Aldermen interfere in the matter? I never knew them to do so. It is left in the hands of the inspector, who may not show out oftener than once a week. I believe that the inspector is overworked, and that he is not able to leave his office.

FRIDAY, 25 MARCH, 1870.

Present:—

MR. BUCHANAN, | MR. FARNELL,
MR. TUNKS.

W. TUNKS, ESQ., IN THE CHAIR.

William Crane, Esq., Chief Clerk of the Water Police Office, examined:—

- W. Crane,
Esq.
25 Mar., 1870.
991. *Chairman.*] You are aware of the nature of the present inquiry? I am.
992. Boatmen plying for hire in the harbour of Port Jackson are licensed from the Water Police Office? They are.
993. Will you explain to the Committee, as shortly as possible, the mode of procedure with reference to the issue of licenses? In the first instance the boats are licensed at the Customs; afterwards the party whose boat is licensed makes application to the Superintendent of the Water Police, as the law is now, enclosing testimonials as to character, and as to his ability to manage a boat.
994. Watermen's boats are licensed by the Customs? The boat is licensed in the first instance by the Customs; the party who is licensed enters into a bond not to carry contraband goods, &c. Afterwards the party applies to the office, makes a written application, and when the Superintendent is satisfied as to his ability the license is granted, for which, or rather for his badge, he pays the sum of 5s.
995. I presume this takes place under some law? Under 4th William IV, No. 7, section 58, that is in the first instance made to apply to Sydney Cove; but under the 4th Victoria, No. 17, section 27, it is extended to the harbour of Port Jackson.
996. Then when a license has once been issued does the boatman ever come up to be examined again? No; it is to be regretted that there is scarcely any supervision over them.
997. Some of the persons who are now licensed have been licensed for many years? Yes; on our books we have 750 who have registered their names at the office, and only about 130 are now plying.
998. When these people once receive the badge it seems to be for ever, unless for some misconduct their license is taken from them? —
999. Have you any by-laws defining what you mean by misconduct? No; it is inserted in one of the clauses of the Act. From 58 to 63 apply to boatmen. Drunkenness, I think, or other similar conduct—dishonest conduct—would be sufficient to deprive a man of his license.
1000. "Any person guilty of dishonest or improper conduct is liable to be deprived of his license?" Yes.
1001. What is the "improper conduct" alluded to in the clause? Of course that would remain within the interpretation of the Bench. I may add that the Water Police Magistrate has considered the law so very unsatisfactory with reference to boatmen plying for hire, that he purposed, if he had not been prevented by illness, to bring the matter forward, and to have the whole thing considered.
1002. In that view of the matter it is notorious then that some alteration is necessary? I think it is absolutely necessary; there are no rules or regulations guiding them, and no supervision over them, and I am persuaded the watermen themselves are very desirous they should be under some regulation.
1003. Is there any means by which a waterman can recover his fare than by suing for it? No other way; they can be brought before Court for not plying within hours, but have no summary remedy to recover, provided the persons employing them do not pay? I have myself often wished them to move in the matter and have some regulation about that, for they find it very hard, and sooner than apply to the other Court they allowed the matter to pass.
1004. When a man comes up to be licensed does he receive a license for a particular boat? He registers his name, place of abode, and boat, at the office.
1005. Are there 700 boats licensed as well as 700 men? There are only 130 plying now; but it is competent for anyone who has obtained a license to ply.
1006. A man may go to Europe, stay away for ten years, and come back? Yes, and ply again.
1007. In the meantime he may have become a very old man, and incompetent to manage a boat, having regard to the safety of passengers? Yes.
1008. The Superintendent having once satisfied himself of his competency, there is no further inquiry during the man's lifetime? No, except for dishonesty or improper conduct.
1009. Some regulations have been made as to the rate of fares from different stairs—How long is it since these have been revised (*Handing to the witness "Regulations to be observed in the Harbour of Port Jackson, 1862"*)? I think within the last four years, I think we have some later. It is competent to every Court of Quarter Sessions to alter and arrange the rates and fares in the harbour regulations. I think some places have been struck out and others have been inserted; but there has been no material difference in them.
1010. Are you aware of any alteration in the rates of fares since 1862? I do not think any alteration has been made with reference to the rates of fares, only as to other places being inserted whence boats may ply, while some have been struck out. This part of the subject does not come particularly under my notice.
1011. Do you see that half fares are to be charged back from certain places in Sydney to the North Shore and to Balmain? Yes.
1012. Do you think, looking to the increased populations in these places, that it is necessary to retain this practice of charging half fares back—Would it not be better to have a uniform fare from and to Balmain and the North Shore, and to abolish the half fare back? I think it would be better to have a uniform fare without charging back fare.
1013. Having regard to the increased population of the suburbs, would it be desirable, in your opinion, to have the power to make regulations to secure the attendance of these people at their ferries, so as to afford the public the means of getting to and from the suburbs? I think it is very necessary there should be a controlling power to make them remain, and to make by-laws. I will mention an instance the senior-sergeant of the Water Police reported to me when one of the ships of war was here, that a boat could not be obtained to Balmain—that the stairs were deserted by the boatmen.
1014. While there are so many boatmen licensed, there are occasions when they desert their ordinary ferries—on fêtes, regatta days, and so on? That does not come under my notice, but this one case was reported to me.

me. Another reason why I think they should be compelled to remain at their different stairs is this: I have stated that we have a great number of boatmen plying; the facility for obtaining a license is very great, a sum of 5s. being all that is necessary to enable them to ply; a great number of men who usually follow other avocations occasionally take to boating, and perhaps during a whole year they may not be engaged as boatmen three months; when a ship of war comes in these people take to this occupation, as one by which they can make a profit, to the disadvantage of the regular boatmen, who keep on throughout the year.

W. Crane,
Esq.
25 Mar., 1870.

1015. Is there any regulation within your knowledge to compel the attendance of boatmen on these ferries at night—between sunset and sunrise? No, I think not, not actually to compel them; but if they do not employ their boats when required between sunset and sunrise they are liable to a penalty.

1016. You do not know whether there is a rule compelling them to be at their stairs after sunset? I think not.

1017. Do you think it would be an advantage to compel licensed boatmen to carry handy light grappling-irons, to pull up persons who might fall overboard? A buoy, or something of that kind, would be better.

1018. Do you think it would be desirable to charge an annual licensing fee upon boatmen? I think it would be very desirable, and the boatmen themselves are of that opinion. I think there should be a license fee of £2 or £3, and that by the imposition of such a fee we should have a better class of boatmen, who would be under better supervision, as they would have to attend the office yearly.

1019. Have you any further suggestions to make? Not having reference to watermen's boats plying for hire, but I think a similar fee should be required from the small steamers plying for hire. At present they pay 10s., and are under no regulations whatever. The same remarks will apply to them as to the boatmen, and I think if the fee were raised to £2 or £3 we should have a better class of men; that it would be more satisfactory to the men who are engaged in the work, and greatly conducive to the comfort of the public.

1020. What kind of controlling body would be most suitable to undertake the supervision of these boats in your opinion? I think an inspector or acting inspector ought to be appointed.

1021. And the fee you speak of would be applied in the payment of the cost of that officer? No doubt it would be, although it was not with that object I suggested it. I think we should have a better class of men employed, though fewer in number.

WEDNESDAY, 30 MARCH, 1870.

Present:—

MR. ALLEN,

MR. FARNELL,

MR. HOSKINS.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Mr. George William Barker called in and examined:—

1022. *Chairman.*] You are an Alderman of one of the suburban Municipalities? Yes, of the united Municipalities of Cook and Camperdown, now called Camperdown.

G. W.
Barker, Esq.
30 Mar., 1870.

1023. You are aware of the nature of the present inquiry? Yes.

1024. Is it within your knowledge that considerable dissatisfaction prevails as to the efficiency and general control of omnibuses plying to the suburbs? Yes.

1025. You have given the matter some consideration? Yes.

1026. Will you be kind enough to state your views upon it? I embodied my views in a letter to yourself, as Chairman of this Committee, some fortnight or three weeks ago. Probably that might answer the purpose. I do not know that I have anything material to add. (*Letter and accompanying statement handed in. *Vide Appendix A.*)

1027. Does it come within your knowledge that the City Council have taken some steps to obtain more efficient inspection of omnibuses lately? I am not aware of it, except that they have convened the suburban Municipalities to confer with them as to the better regulation and working of the 'buses. We have had two or three meetings, but nothing has resulted; and an adjournment has been moved and carried until after this Select Committee's report shall be known.

1028. Have you considered whether the police may not be used, to prevent loitering and other irregularities? I think there is no special necessity for the police to interfere, if there are time-keepers appointed by the controlling power at each end to regulate the departure and arrival of 'buses at proper intervals.

1029. Have you any idea of the number of 'buses in the City? I believe there are about 250.

1030. The revenue arising from licenses and fines must be considerable? Yes.

1031. If the Act of Parliament, vesting the power of control over public vehicles in the City Council, provides that the fines shall be handed over to the City Treasurer for the general advancement of the City—would it, in your opinion, be right that this money should be handed over to the police, apparently as payment for the supervision of these 'buses? I do not think there is any necessity for the police to have any supervision, nor should they have any revenue derivable therefrom. You will perceive from the paper I have handed in, that in my opinion the power might be vested in the City Council on certain conditions, and that the suburban Municipalities might receive a portion of the revenue.

Mr. Thomas Mulhall called in and examined:—

1032. *Chairman.*] You are a licensed waterman for Sydney? Yes.

1033. How long have you held a license? Twenty-three years.

1034. Have you been working continuously all the time? Yes.

1035. You have never had any renewal of your license during that time? None.

1036. What is the fee paid for a license at the commencement? 5s., and 5s. in addition at the Water Police Office for a badge.

Mr.
T. Mulhall.
30 Mar., 1870.

1037.

* NOTE (on revision):—Special attention requested to sixth clause of statement handed in.

Mr.
T. Mulhall.
30 Mar., 1870.

1037. You are aware of the nature of this inquiry? Yes.

1038. Is it within your knowledge that considerable dissatisfaction prevails among the public as to the efficiency and control of boats plying for hire generally in Port Jackson? Yes.

1039. What in your opinion is the cause of this dissatisfaction? First and foremost a waterman has got nowhere to apply to if anyone comes and takes him off with a fare; he can give him anything or nothing if he thinks proper. If the waterman goes to the Water Police Office he cannot get a summons, and it is more than the fare is worth to look after it.

1040. There is no summary mode of recovering fares? No. But if a waterman only opens his mouth to such people they can summon him and get him fined, and perhaps have his license taken from him, which I think is a very proper thing, for if a man insults anyone he should be punished for it. Then there are lots of men in boats who do not know how to manage them—stonemasons, bricklayers, and other people, who get licenses if there is any scarcity of work in their own line; three parts of them are not boatmen at all; in fact, we do not know who are boatmen, for they get fares wherever they can.

1041. *Mr. Hoskins.*] At holiday-times do not many persons, who have no licenses, take people as passengers up and down the harbour? I believe they do.

1042. Do you know whether they do or not? No, I cannot say; but I know I see plenty of this kind of work with men round the Point and elsewhere, that I suspect are not waterman at all, or if they are they do not ply for years. If a man leaves off being a waterman I do not think he ought to be allowed to come back without a fresh license. If something were paid annually it would do away with all this kind of thing.

1043. *Chairman.*] You mean to say that a number of persons obtain licenses who never attend to the drudgery of a waterman's life? Just so.

1044. They are not to be found at the stairs at night, or in windy or wet weather? No.

1045. *Mr. Hoskins.*] Do you think these persons generally have sufficient skill and knowledge of managing a boat, to be entrusted with the lives of persons in the harbour? No, I do not. I think many of them are not capable of handling a boat. Anyone at the present time may go and get a license if he can get a couple of bondsmen.

1046. *Chairman.*] Could you suggest anything to place the business of a licensed boatman on a better footing? I think they ought each to pay something annually, say a pound a year, and those that do not pay should be scratched off the books, and then we will know who is a licensed boatman and who is not; and let every one ply from the place he has his license for. I think too, in regard to bad weather, the watermen at all stairs ought have the privilege of hoisting a flag in bad weather for double fare. At the present time let the weather be ever so bad a man who does not know how to handle a boat may take passengers.

1047. In your opinion who would be a proper authority to regulate these matters? It has always been left to the Water Police, but they never take any notice of it at all. They have frequently come round and looked at the boats to see that the name and number was on them, and if not they would fine you.

1048. How long is it since any alteration was made in the scale of fares? Not for the last ten years; and then I think it was something about Neutral Bay.

1049. Is it within your knowledge that the fares are regulated wholly from different places in Sydney to the North Shore and other places, with half fare back again? Yes. If you take passengers there you charge them the full fare there and half fare back, but if a strange person comes in from the other side you charge him full fare.

1050. Would it not be well to license boatmen from Balmain or the North Shore to Sydney? Yes.

1051. The regulations should be altered in that particular? Yes.

1052. Do you think it necessary to compel boatmen to carry a light and handy grappling-iron, to save life? A grappling-iron would be a very awkward thing in a boat; but I should certainly force them to carry some fathoms of line.

1053. In what way would a grappling-iron be awkward in a boat? It would be in the way, unless it could be put away in the head.

1054. Would it not be practicable to make a small locker for it in the head or stern? Yes, that could be done.

1055. Supposing anybody drops overboard now, what more than a common paddle have you got to assist him with? Only a boat-hook. I always carry a boat-hook, with a nine-foot staff, and 25 fathoms of line, wherever I go.

1056. Upon the whole I gather from you that some controlling body, and some more complete by-laws should be established for the regulation of boats plying for hire in the harbour? Yes; to protect the boatmen and the public as well. It ought to be seen that every licensed waterman has a boat fit to carry passengers; there are plenty of boats that are not fit for people to go into.

1057. The watermen sometimes desert the stairs altogether on holidays? Yes.

1058. *Mr. Farnell.*] Does anybody ever examine the boats? No.

1059. Never from the time they are licensed? No; not as long as they will float.

1060. *Mr. Allen.*] Are licensed watermen compellable to ply from any particular place? Yes; they get their license for a certain place.

1061. Can they change at their own option? They have to go to the Water Police to get it changed.

1062. *Chairman.*] Boatmen have been prosecuted and had their licenses suspended for leaving the places for which they were licensed? Yes; the Water Police take that in hand, but the last case they tried for it they could not do anything with him at all.

1063. *Mr. Allen.*] Do you know if any fares are fixed from Balmain or North Shore to Sydney? Yes, a shilling from the North Shore to Sydney or from Sydney to the North Shore.

1064. Does that appear in the regulations—Is there any fare fixed from the North Shore or Balmain to Sydney? No; we charge half fare back, and if we take any person in at the North Shore or Balmain he pays the same as from Sydney.

1065. *Mr. Hoskins.*] Do you happen to know whether the persons who, you say, carry passengers about the harbour in boats on holidays, take out licenses? There may be some of them who do, but a great many do not. When the Squadron was here there were hundreds of boats round the Point working; more than could have been licensed.

1066. And you think that many of the persons who are conveying passengers about the harbour are incapable of managing a boat, and ought not to be entrusted with the lives of passengers? I do. They ought

ought to be very particular in giving licenses ; they ought to know whether a man is capable of managing a boat, and whether he is a sober man or not.

1067. Would you suggest that the Water Police or the municipal authorities should inspect watermen's boats periodically, say two or three times a year? One or the other should do it. The Water Police are the handiest, and there are a good many of them there that understand boats.

1068. Would you also suggest that every person taking passengers for profit in any boat in the harbour should be compelled to take out a license? Yes.

1069. Are any inquiries made as to the fitness of a party applying for one to hold a license—whether he is a sober man, and whether he understands managing a boat? I never heard of any, as long as he has got a couple of bondsmen.

1070. What do these bondsmen make themselves responsible for? In regard to smuggling, or anything of that kind.

1071. Not as regards the fitness of the individual to hold a license? No; I do not think the question is ever asked.

1072. *Chairman.*] You are about the harbour pretty much of a night—what is the course of conduct with the steamers going up and down, as to the rate of speed? They are supposed to go at half-speed, but I think they generally go as fast as they can.

1073. The speed they go at is not safe? No.

1074. One of the regulations says the steam-whistle is to be sounded every minute within certain points in the harbour—is that carried out? I do not think it is. It ought to be kept going all the time; a steamer may go a long way in a minute.

1075. Some boats go as fast at half-speed as others at full-speed? Yes. Even in the daytime they will run over you if you do not get out of the way.

John McLerie, Esq., Inspector General of Police, called in and examined:—

1076. *Chairman.*] Is it within your knowledge that considerable dissatisfaction prevails generally among the public as to the management of vehicles plying for hire in the City of Sydney and neighbourhood? It is.

1077. Has your attention been called to the water service, that kind of vehicles plying on the water? Ever since I have been connected with the police I have thought the licensing of boats, as it has been hitherto conducted, a farce.

1078. As regards the land vehicles, very considerable dissatisfaction prevails? Yes. They have been managed by the Municipality of Sydney, but with the officers they have had to carry it out it was impossible they could exercise efficient control over such a number of vehicles plying on such a length of roads and streets; it was quite impossible that two or three men could have done it. In all the large towns of England, licensed vehicles are under the supervision and control of the police, but here the police have no control. In order to meet that to a certain extent, I have arranged with the Mayor of Sydney to assist with the police, that is, that my police should file informations under their by-laws for offences under the Licensed Vehicles Act, and that one moiety of the fine, if a conviction should follow, should go to the benefit of the Police Superannuation Fund. At present the Corporation of Sydney get the whole fine, but I have suggested and the Mayor has agreed to this arrangement, and it will commence on the first of next month. They have supplied me with copies of the by-laws, one for every constable in the City; but the only improvement effected in this way will be as relates to the conduct of the drivers and conductors in the street, that is to say, my police cannot see to the cleanliness and proper accommodation of the vehicles; that must still be left to the municipal officers.

1079. Do you propose under this arrangement to place these people under control as to keeping time in the suburbs? No, I cannot do that; I have nothing to do with the time.

1080. That is a matter of great importance to people who live in the suburbs, who wish to get to their business regularly? Yes, certainly. As far as the by-laws of the City extend beyond the boundaries, that is within eight miles, my police will act in the matters I have mentioned, as well as within the City, but they will have nothing to do with keeping time.

1081. Have you examined the law that enables you to prosecute these people for infringement of the by-laws? I have copies of the by-laws now.

1082. Have you seen the Act that enables the City Council to make by-laws? I have not, but I presume these by-laws were made in accordance with the power given by the Act of Parliament.

1083. Supposing the Act of Parliament says that the proceeds of these fines shall be handed over for the general advancement of the City of Sydney, would that be for the advancement of the City to pay a moiety over to the Police Superannuation Fund? If by the action of the police the system of licensed vehicles is improved it would be for the advancement of the City. Anything that improves the comfort and accommodation of the citizens is, in my opinion, an advancement of the interests of the City; and an improvement in the mode of conducting licensed vehicles is one of these things.

1084. Did I understand you to say this arrangement would be effective beyond the boundaries of the City? Yes, within eight miles. It is not perhaps for me to suggest such a thing, but if the whole matter were placed under the control of some paid responsible body, or the police, I have no doubt it would be properly carried out. The great question is about the division of the revenue; but that could be easily settled by dividing it among the Municipalities according to the extent of ground passed over, or according to the population. I think it should be according to the population of each Municipality, because the traffic between the City and the Suburban Municipalities, depends upon the population. Every officer of police would then be an officer for the enforcement of the Act, and it would only be necessary to have an inspector to examine the vehicles.

1085. That would include vehicles on the water, as well as on land? I have a suggestion to make with respect to vehicles by water, which, in my opinion, would be an improvement. With respect to the 'buses I think there is great objection to having stands at all in the City. In the large towns at Home there are no such things as 'bus stands. They are a great nuisance, particularly in Sydney, where the streets are so narrow. Where there are no stands the 'bus time is so regulated that a 'bus arrives at its terminus and returns

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J. McLerie, Esq. returns in so many minutes, so that there is a continuous succession of 'buses. That arrangement could be easily carried out here.

30 Mar., 1870. 1086. You are alluding to the large number of 'buses to be seen on the stands idling their time? Yes.

1087. Have you seen on each of these 'buses a boy? Yes.

1088. What is generally the age of these boys? Some of them seem not to be more than 7 years old.

1089. Has anything come to your knowledge about the education of these boys? They have no education at all in very many cases, and they acquire habits that do not improve their morals. Some boys that have been 'bus-conductors are now on board the "Vernon." As I have said, I think there should be no omnibus-stands; they are a constant source of annoyance; and as many of the omnibuses remain for a length of time on the stands, the drivers and conductors having nothing to do, many of them are in the habit of dissipating their means, and their wives and families suffer accordingly.

1090. If I understand you, you do not propose, under your arrangement with the Mayor, to regulate the times of starting, either in the City or in the suburbs? No, I could not do that unless the whole matter was placed under my control; then I could do it. In London, I may observe, there is a policeman on duty on every cab-stand, and if there is any dispute as to fare it is referred to the policeman.

1091. The arrangement you have entered into applies only to 'buses? To all licensed vehicles. One thing I hope to put a stop to by this arrangement, that is, cabmen crawling at a snail's pace along the streets to pick up any stray passenger. Sometimes George-street is almost blocked up with them.

1092. Have you any notion of the number of persons now resident in the suburbs? I can give you returns of the population in the City and suburbs, comprising the Metropolitan Police District, which have been compiled by the police, and which I may say are very much in excess of what it is estimated to be.

ESTIMATED population of the City and District of Sydney:—

Locality.	Population.	Locality.	Population.
City of Sydney	71,286	Incorporated Suburban Boroughs— <i>continued.</i>	
Incorporated Suburban Boroughs:—		Woollahra	4,340
Newtown	4,167	Randwick	1,549
Redfern	6,094	Waverley	1,371
Waterloo	2,589	Balmain	5,564
Alexandria	1,819	St. Leonards	2,019
Darlington	1,269	East St. Leonards	865
Glebe	5,093	North Willoughby	523
Cook	1,340	Suburbs not incorporated	11,952
Camperdown	480		
Marrickville	1,283		
Paddington	3,520	Total	127,123

1093. Do you consider the North Shore within 8 miles of the boundary of the City of Sydney? Certainly it must be within 1 mile.

1094. That is your opinion? That is my opinion.

1095. Then you would control the 'buses on the North Shore, notwithstanding that they never come into Sydney? No, I do not think the City Council should do that. Of course the control of other suburban 'buses has been taken by the Corporation of Sydney, because they ply into the City; but that would not apply to the North Shore, and certainly could not have been contemplated by the Acts.

1096. That is your opinion, at any rate? Yes. I do not see what control the Corporation of Sydney should have over the 'buses at the North Shore, which never enter the City.

1097. Do you think any arrangement that does not provide for proper times of starting for the 'buses will satisfy the people in the suburbs? Certainly not. People residing in the suburbs are more interested in time being kept correctly than people residing in the town.

1098. Are you aware whether or not there are any carriages plying into Sydney licensed under the Stage Coach Act, which is now in force? I do not think there are at present. When I was Superintendent of Police for Sydney we used to license some at the Central Office, but I have not seen any there for years.

1099. Would these 'buses come under the denomination of stage coaches? No, because they come within the meaning of the Licensed Vehicles Act. At the time I did duty as a Magistrate at the Central Police Office, we only licensed carriages as far as Parramatta.

1100. Will you state the suggestion you said you had to make about licensed vehicles on the water—boats? I think the system of licensing boats on the water could be better carried out if they were placed under the Marine Board; in fact, all marine vehicles—steamboats, watermen's boats, and every description of boats used by the public.

1101. Have we any Marine Board in existence? It is about to be established: a Bill is before the House for the purpose now. I would make it imperative none should be licensed watermen unless passed by the Marine Board as capable of managing boats under sail and otherwise. I think also that each steamer plying within the harbour, and every waterman holding a license, should be compelled to have an apprentice between 17 and 21 years of age; and these apprentices, having served satisfactorily for the four years, should have a kind of prior claim on the Marine Board for appointments under that Board in lightships, light-houses, steam dredges, and so on. The Board will have many such appointments to give.

1102. That is the practice on the Thames? Yes.

1103. Can you give us any information as to what the Trinity House does in regulating boats? The boats are under what is called the Conservators of the Thames, a Board consisting of members of the Corporation of the City of London.

1104. *Mr. Allen.*] How long is it since this arrangement has been made between the City Council and the Police Department? Only within the last few days.

1105. Have you not attempted for a considerable time past to obtain such an arrangement? I suggested it some time ago, not officially, but it was not adopted. Recently, however, the Mayor and Town Clerk called and proposed it, and of course I was quite willing to enter into it.

1106. You think it will be productive of good by preventing omnibuses from loitering in the streets, standing at the street corners, and blocking up the thoroughfares? Yes, I look for more good effect in that way than

than in any other. I will not allow any altercation between a constable and a driver, but if a constable sees an omnibus loitering after taking up a fare, he is to take the number, and these reports will be left at the Central Police Office for the information of the corporation officers every morning.

1107. Have you ever thought whether the omnibuses might be more efficiently managed by a Commission, or any other body than by the City Council? It may be considered egotistical if I should say so, but I have no doubt the police would manage them much better and much more satisfactorily to the public, and with less trouble than at present.

1108. They would have better means of controlling them, having so many more employes? Exactly. In fact if the licensed vehicles were placed under the police it would necessitate the employment of only one man beyond my present establishment, an inspector of licensed vehicles. There is another matter I should wish to mention in connection with the public conveyances of Sydney. It may not be pertinent to the inquiry of this Committee, but I have long observed that there is a great want of a system of licensed porters, as in large towns in England, in a City subject to a constant influx of travellers with luggage, parcels, and bundles.

1109. *Chairman.*] There is power under the Corporation Act to license them? They have not done it. In all large towns at Home, and particularly in sea-ports where steamers are arriving nearly every hour of the day, there are a class of licensed porters who pay a small annual fee of half-a-crown for a license, and each porter is numbered and carries his number on a metal badge on his breast. At present here, if a person lands from a steamboat there is a rush of all kinds of people on board, and in many instances within my own knowledge an unfortunate traveller has been deprived of everything belonging to him. People hoist trunks upon their shoulders, and the owners never see them again. If licensed porters were employed, any other persons could be prevented going on board for the purpose of carrying passengers' luggage ashore. In Edinburgh, at the corner of every street, in the centres of business, you will see two or three of these porters waiting to be employed. They will carry a letter or anything else; or if a tradesman wants to employ one of them temporarily in his shop or cellar for an hour or so, he calls him in. Thus a means is afforded of employing a number of idle men, on whom there is no check at present.

1110. Are the suburban parcels delivery vans licensed? Yes.

1111. Would it not be an improvement if depôts were established in certain of the business parts of the City, where parcels could be left for these conveyances? That might be done.

1112. *Mr. Hoskins.*] Would you have these depôts established by the Municipal Council? No.

1113. Leave it to private enterprise? Yes, there are several such places already established.

1114. If your proposal to do away with omnibus stands were carried out, do you not think it would eventuate in dispensing with half the omnibuses we have now? Yes; I think we have half too many now.

1115. Do you not think a number of the omnibuses plying through the streets are ill adapted for the purpose, very small, badly-ventilated, and very dirty? Yes, in very many cases.

1116. Will the arrangement you have come to with the City Council have the effect of preventing the licensing of omnibuses of such a description as I have named? No; the police will have nothing to do with the licensing of omnibuses.

1117. Do you not think the omnibuses are a disgrace to the City? Yes, a large proportion are.

1118. Do you not think the Municipal Council should be more particular in the description of both vehicles and horses that they license? Yes, I am really very much surprised often to see such vehicles plying. The vehicles are very often bad, the horses are bad, the drivers filthy in their persons and dress, and the conductors the same.

1119. *Chairman.*] Would it not be necessary to provide for that in the by-laws, that these people should wear the kind of dresses they come to be licensed in? I was talking to the Mayor about that. The boys that come for licenses require to be well dressed, and he found that four boys had come into his office for licenses with the same coat on, having changed on the stairs.

1120. *Mr. Hoskins.*] As a matter of fact the omnibuses plying here are, as a rule, very much inferior, and the horses are very much inferior, to similar description of vehicles plying in London, Glasgow, and other towns at Home? The majority are of that class; but there are some good and well-horsed omnibuses.

1121. Could you suggest any means to remedy such a state of things? The only means I could suggest would be placing them under a body more responsible to the public.

1122. As regards cab-stands, are you aware that cabs are in the habit of standing at many other places besides the stands licensed? There are so many places licensed that it is almost impossible for the police to know which are the public stands. They loiter about hotels, too, and if a policeman goes and says, "What are you doing here?" the cabman says, "Oh, I have a fare inside," and of course the policeman cannot go inside to inquire.

1123. *Chairman.*] Will you state what you mean by a body more responsible to the public? A body not appointed by election, but paid by the public to protect the public interest.

1124. Either the police or a Commission? Yes; in London the police have the sole control.

1125. May I ask whether in this view of the matter you have in your mind the annual election of the Mayor and Aldermen, and the influence of these hundreds of 'bus men and their connections in the election? No doubt.

1126. The biennial election necessarily brings accommodating people into this matter? Yes, that is exactly coming to what I say—that if it were placed in the hands of a paid body instead of an elective body, such influence could not be brought to bear.

1127. Can you suggest anything further with regard to the question before the Committee? The system of check upon other licensed vehicles is bad. There is no check at present, as regards overcharge of fares to strangers. An unfortunate stranger arrives by steamer, calls a cab, and is driven to a spot where the proper fare would be probably a couple of shillings, but he is frequently charged as much as seven shillings.

1128. Are not the by-laws to be exhibited in the cab, or do you think they are to be found under the cushions? Exactly. I would suggest that every cab-driver should be provided with a number of small cards issued by the Corporation corresponding with the number of the vehicle. They might be supplied with a hundred for a shilling or sixpence; then, if a person thinks he has been charged more than he ought to be, he might ask for a card, which he could send to the Police Office, or show to a constable, and upon which the man could be prosecuted for demanding an illegal fare.

1129. *Mr. Hoskins.*] Are you aware that in London the drivers of 'buses and cabs, though not the owners

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owners, have to get licenses from the Commissioner of Police? Yes, but the conductor there is the responsible man; he is an adult, and is responsible for the conduct of the driver, and everything else connected with the vehicle. An information is never filed against the driver, but against the conductor. There is another thing with respect to watermen's boats in the harbour. I would make each licensed boat have fixed in the bow a painted tin ticket, with the number of the boat—a thing about eight inches high—so that a person standing on the wharf could see it. At present one does not know whether a boat is licensed or not.

1130. Would it not be desirable also to specify the number of passengers she might carry? Yes, that might be in the stern.

Mr. George Webber called in and examined:—

Mr. G. Webber.
30 Mar., 1870.

1131. *Chairman.*] You are aware of the nature of the present inquiry? You.

1132. What is your profession or trade? I am a coachmaker.

1133. In that capacity you have become acquainted with the construction and general state of repair of many of the licensed vehicles in Sydney? Yes. Our business is to a very great extent with the omnibuses.

1134. Has it come within your knowledge that much dissatisfaction prevails among the public as to the control and management of omnibuses? Yes, and with their construction as well.

1135. Are you able to state generally the reason of this dissatisfaction? The whole piece is rotten, to my mind, from beginning to end—the whole system of construction and management. I think it requires a radical transformation.

1136. Would you favour the Committee with the particulars of your views? I think the object of the inspection should be to provide a first-class vehicle, both as to construction and as to horses and harness, as well as driving and conducting. It is impossible for a man who has never done anything in the trade of a coachmaker to know when a vehicle is properly constructed; and I think it is a piece of nonsense to appoint a gentleman who has spent his life as a publican to inspect a vehicle. You might as well put a teetotaller to inspect his drink.

1137. Who is the inspector now? I am not speaking of the inspector, but of the Aldermen appointed to license the vehicles. The two Aldermen appointed are neither of them in the trade, and it is impossible for them to know when a vehicle is properly constructed. Mr. Oram, the inspector, is absolutely powerless in the hands of the Aldermen.

1138. There are some by-laws to regulate the size of these vehicles—Do you know how they apply? By-law No. 34 requires that no omnibus—the roof of which shall be more than 8 ft. 9 in. from the ground, or the bearings of which on the ground shall be less than 4 ft. 6 in. from wheel to wheel—shall be allowed to carry more than a certain number of passengers specified. That is manifestly absurd, because, in the first place, we are required to build our omnibuses not less than 2 ft. between the seats, and no omnibus should be constructed with less than 13 inches of seat. The framing and panel will take 5 inches, and the nave of each wheel 3½ in.; then the width of the tire will make up the whole to 5 ft. 3¼ in.—So that 4 ft. 6 in. is altogether too narrow.

1139. Any width beyond that you mentioned would be an additional convenience to the public? Yes, and additional security also; but the present omnibuses are made considerably narrower. At the commencement of the year the Mayor and Aldermen made up their minds that they would pass no 'bus not of the prescribed width between the seats. The result was that the proprietors went and had a portion of the coach removed and the seats placed further back, really giving no more accommodation to the public, because the difficulty was not the space between the seats, but in the whole width of the coach. It made the seats not more than 10 in. wide when they should have been 13 in. I think a coach should be constructed wide enough to let people pass up the centre of the 'bus without inconvenience to the passengers; but that can hardly be the case even with the width I have named, 5 feet 3¼ inches. The by-laws too are evaded by the omnibus proprietors in many different ways. For instance, after getting a 'bus licensed to carry eight persons they will get the number on the ticket altered to ten, and the result is the coach appears to be licensed for ten, when in fact it was only licensed for 8.

1140. Have you taken any notice of the appointments of these 'buses—horses, harness, boys, and drivers? I have known proprietors of 'buses to borrow cushions in order to go up for inspection, and afterwards return the cushions to the owners. They do the same with harness—borrow a good set of harness and after the inspection replace their own defective harness.

1141. *Mr. Farnell.*] Do you repair 'buses for the proprietors? Yes, continually.

1142. Do they give you any particular instructions, or are the 'buses left to you to put them in order? The larger proprietors leave us to our own discretion, but the small proprietors specify what they want done.

1143. Are the vehicles safe when that work is completed? As far as the work itself goes they are, but we frequently find portions of the coach we have no instructions about unsafe, but the proprietor refuses to have them repaired; he says he cannot afford it. The horses, too, are often in wretched condition; they are worse now than they have been for some time. On the Newtown road, where there are a great many 'buses, and they find it difficult to live, the horses are very ill-fed and badly driven.

1144. Are any of these 'buses got up to look well to the eye when they are in fact ill-constructed and in improper condition to be licensed? Yes; generally they study the look rather than the real utility and safety of the omnibuses.

1145. How long would a 'bus run, under ordinary circumstances, without requiring repair? A properly constructed omnibus would last twelve months perhaps before anything would give way; but of course a good deal would depend upon the length of journey, the speed at which it travelled, and the weight of passengers carried.

1146. *Chairman.*] Would it be fair for me to ask you the value of a faithfully built omnibus, say to carry twenty-five passengers? A coach properly constructed, to carry twenty-five passengers, is worth £110, but an omnibus car could be built, properly constructed and padded inside, as I conceive they all ought to be, for about £90 or £95.

1147. Do you think it would be better to place the management of these vehicles in the hands of the police or the City Council? I think they should not be in the hands of the City Council, because the Aldermen

Aldermen are open to be influenced by their personal friends, and where two Aldermen can set aside the action of the inspector it is impossible to get the thing carried out as it should be. I certainly would not trust the Municipality of Newtown to carry out the regulation of omnibuses, although many of them are my personal friends. I think it is something quite outside of ordinary municipal work. I should approve of entrusting it to a Commission rather than trust it to any men who are elected.

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1148. *Chairman.*] Have you any other suggestion to make? There is a new by-law in force, or if it is not a by-law it is carried out as if it were, restricting the number of 'buses on each road. Now I think that if, instead of doing that, they were to restrict the size and quality of omnibuses, it would be a less glaring interference with free trade. There might be a pattern omnibus and let every proprietor have his vehicle made after that pattern; he might have it any size he liked, provided he allowed each passenger 18 inches sitting-room.

1149. Have you ever heard a 'bus conductor admit that his 'bus was full? It is a standing jest that an omnibus is never full.

1150. Have you anything else to suggest? I think all the boys should be turned out of the office of conductors, and that both conductors and drivers should be compelled to wear some kind of dress—not to drive in their shirt sleeves or with their trowsers turned up half-way up the knee. I think also that they should have a light inside at night, and that the police should have authority to interfere if they had not. The 'buses are now without any interference from the police. They can pick up any little ragged urchin to act as conductor, and both drivers and conductors may be dressed anyhow, or almost undressed. At present the inspection is most defective. It is impossible that one inspector and two assistants can properly look after 230 omnibuses coming from all points of the compass, and covering a radius of 24 miles.

1151. It has been suggested they should be placed under the control of the police? I scarcely think that should be. I have not much faith myself in the impartiality of the police.

THURSDAY, 14 APRIL, 1870.

Present:—

MR. ALLEN,	MR. FARNELL,
MR. BUCHANAN,	MR. TUNKS.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Mr. John Carr called in and examined:—

1152. *Chairman.*] You are aware of the nature of the inquiry upon which this Committee is engaged? I am. Mr. Jno. Carr.

1153. You are an Alderman of the Municipality of St. Leonards? I am.

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1154. You have resided on the North Shore for many years? Yes, many years.

1155. You are conversant with the ferry system between Sydney and the North Shore? Yes, I have had a good deal of experience about it one way and another.

1156. Will you state to the Committee your opinion as to whether that kind of service is satisfactorily performed in the interest of the public? I should say that it had not been satisfactory to the public for many years past. For instance, one great cause of dissatisfaction is the neglect of the boatman in attending at the landing-places for fares. I myself have frequently to go over the water in the middle of the day. I might go at 1 o'clock, and three days in the week at that hour I should find no boatman there at all. When you want to cross from Dawes' Point, this is a great inconvenience and a serious loss of time, for you have either to wait the arrival of a boatman, or else to walk round to Windmill-street, or the Circular Quay.

1157. And yet there are a large number of persons licensed to ply as boatmen there? Yes, there are always seven or eight boats there belonging to licensed watermen.

1158. The boats are there, but the men do not attend? No; it seems as if they did not want a fare. They have no energy, and only want to get out of the way of having anything to do. I will give you a case in point: I went down one afternoon to the stairs; there was only one man there, and he had no boat, for he had lent it to another man; I asked him to take me over, but he said he could not as he had not a boat; I asked him how it was he had not one, and he told me he had lent it to his mate, who was round at the baths and would be back again shortly; I waited a few minutes, and after a time the man from the baths made his appearance; I went down to the steps, but he pulled past me; I called to him to pull in for me, but he said he could not; when I questioned him as to why he could not, he said that it was not his turn, it was—mentioning some other man's name—turn; I remonstrated with him, told him there was no other man at the steps, and insisted that he should take me; he would not pull in however, and then I threatened to take him to the police office for refusing a fare; he only laughed at me; another man was coming down, and he asked him if he wanted a boat, and he took him over and left me.

1159. This kind of service is not very well conducted? Not at all.

1160. And must consequently be very injurious to the place? Yes, and it is all owing to the circumstance that there is nobody there with authority to enforce the regulations. Besides that, I think there are many men who receive licenses who are actually not fit to be trusted to manage a boat. I noticed an instance of this kind some two months ago—in January last,—when we had those strong north-easters,—what we call the black north-easters. I went down to the wharf, and I had to wait a considerable time before a boat came up; at last a waterman named Wedge came and took me in; I asked him how it was that the wharf had been left so long without a boat, and he told me that it was—he had to go over to Miller's Point to pick up a boat with two ladies; the waterman who had taken the ladies aboard and had undertaken to pull them across, was unable to do so, and the boat was fast drifting away towards Miller's Point in spite of all the efforts of the boatman, when Wedge had to go off to his assistance, and had to be very quick about it in order to catch him before they got into a difficulty; whilst he was gone the wharf was left without a boatman to my great inconvenience. This I consider to be an evil that ought to be remedied. This man, who had obtained a license as a boatman, was actually unable to manage his boat in a moment of difficulty, and so imperilled the lives of these two ladies. Men like these, who are not to be trusted to go over in heavy weather, ought not to be licensed.

- Mr. Jno. Carr. 1161. When the men are once licensed they are licensed for good—they do not have to apply again? No. Some of these licenses have been in existence since Captain Brown's time.
- 14 April, 1870. 1162. There is no periodical examination of the men or of their boats? No. I do not believe there is. I have never heard of such a thing.
1163. Is it within your knowledge how the fares are regulated from the different wharves and stairs in Sydney to the suburbs? There used to be a printed form some 14 or 16 years ago, containing the regulations for the boatmen and the fares they were authorized to charge. I believe I have got one of those printed lists. It was framed by Captain Brown when he was Water Police Magistrate, but since then nothing has been done, and both the fares and the regulations remain unaltered although they are in many cases quite inapplicable.
1164. The traffic between Sydney and the North Shore consisted at that time almost entirely of visitors who crossed over and returned by the same boat? Yes. There were not many residents then.
1165. And the regulations were consequently framed in that view? Yes.
1166. That being the case, do not the present circumstances justify a change in the regulations and in the fares, seeing that the traffic now is as great from the North Shore to Sydney, as from Sydney to the North Shore? Ought we not to insist that there should always be a certain number of boatmen on one side as well as on the other? There certainly ought to be a regulation of that sort. There is nothing at present to prevent a man from going to ply at any place he likes. If a man gets a license for one place he ought to be made to keep there and not be allowed to shift to any other.
1167. If these irregularities go on at day within every body's sight, it is to be presumed that they are much worse at night? I do not trouble them much at night; but from what I have seen of them in the day I can say they are most irregular. I have no doubt however that they are very much worse at night.
1168. Could you suggest anything which in your opinion would remedy the present state of things? I could only suggest that there should be some rule by which the men should be bound to attend at the stairs in regular order during certain hours of the day, and then again a smaller number to take turns during the night. After sundown there are not so many passengers, but then there is an extra fare, so that makes up for it. However there should be rules and regulations compelling the men to attend by turns in such a way as always to have a waterman on the stand, and never to leave the wharf without a boat ready to take a passenger. All the men who take licenses for a particular wharf should be made to attend in this way. At present the custom is for a man to take out a license, and then to attend at the wharf only when it is a holiday, or when it chances to suit him. This is a very great evil that requires to be remedied more than any other; for there may perhaps be ten or a dozen men licensed for some particular wharf, and out of that number only some three or four attend. The truth is that there are more men licensed for the wharf than there is traffic for, and so a large number of them stop away and the public suffers. Now a regulation compelling them to attend in certain order at the wharf would cure this, whilst only a certain number of watermen, according to the traffic, ought to be licensed for the several wharves.
1169. The population of the suburbs on the northern side of the harbour has greatly increased of late years? Yes. The increase has been fairly wonderful.
1170. And the regulations which were framed for the traffic of thirty years ago, are not suitable for the traffic of the present day? Not at all. The change has been most astonishing. When I first went to live on the North Shore there were not more than three or four persons living near me; since then the population has been increasing more and more every day, especially since the Milsom's Point steam-ferry has been established, and more so since it kept up running up to midnight. This ferry however goes over to the Circular Quay and does not suit persons who wish to start from Dawes' Point.
1171. Do you think that the steam-ferries ought to be regulated as well as the boatmen? Yes; if they were licensed to ply from any particular wharf as ferry-boats, they ought to be compelled to attend, and not be permitted to go away towing vessels or taking out picnic parties. That is the great inconvenience we have with these boats, though it is certainly not so bad latterly as it used to be formerly. The steamers instead of being there to take passengers over would be away half the day towing some vessel out to sea, or going upon some excursion, or taking out a picnic party. If a steamboat is licensed for a ferry, the proprietor should be bound to have it there or be subjected to a fine if he removed it without due notice. It is quite as necessary that they should be restricted equally with the boatmen.
1172. Mr. Farnell.] Without such restrictions the ferry-boats are likely to leave you altogether without the means of crossing? Yes. They would be necessary for the protection of those who make use of the ferry.
1173. You have spoken about night licenses for the men? Yes; but that is done by arrangement amongst the men themselves. They take it in turns to do the night work. If there are twelve boatmen at the wharf, two of the number stop all night, and the others all go off at sundown. In the day-time they ought to be all on, but this is very seldom the case; for it is only in the event of fine weather or of some accident that you get all the men to come on to the wharf.
1174. The night turns are fixed by arrangement amongst the men themselves? Yes; but there ought to be some rule by which a certain number of the men ought to be compelled to attend at night. Now, if it is bad weather, or if it is blowing hard, the men, instead of being on the wharf, are comfortably housed in at home and do not attend to the ferry at home. A passenger cannot get a boat at all now if it is anything of a bad night. If there were some rule to compel a certain number of men to attend every night, foul or fair, that would get rid of this difficulty.
1175. Would you approve of an arrangement by which the licenses should be renewed annually, by paying a nominal fee by way of registration? Yes; they ought to be overhauled every year at least. If they had to renew their licenses every year they could then be made to bring up their boats for inspection. Now a man applies for a license, and if he gets it his boat undergoes an inspection, and after that nobody seems to have anything to do either with the men or their boats. These boats, which were good enough a few years ago when the men were licensed, are anything but good now, and they ought to be overhauled regularly every year. There are lots of ricketty boats amongst those plying in the harbour and many of them that are not safe. A yearly inspection would secure us proper boats and proper men to work them, and these are what we want.
1176. Do you know whether the steamers which ply in the Harbour on excursions and during holidays are in the habit of carrying more passengers than they are licensed for? I do not know if they do so now. There is a Government Inspector who looks more after that. I know this is done, for Mr. Dalgleish used to inspect them when they were leaving to see that they had not more passengers than it was safe to carry. I believe it is the duty of the Government Inspector of Steam-boats to do this. 1177.

1177. You are aware that Mr. Dalgleish is dead? Yes; but there is another man appointed in his place, *Mr. Jno. Carr.* and I suppose that he does the duty of looking after these steamers the same as Mr. Dalgleish did; I know that he looked after it very closely. For instance, I was on the steamer going down to the picnic *14 April, 1870.* given at Clontarf to the officers of the Flying Squadron. I saw him come on board and I asked him if he was going down with us. He said no, and told me that he had only come to see that there were not too many persons crowded on board. However, if you remember, it was a very wet day, and there were so few persons that Mr. Dalgleish's interference was not needed.

1178. Have you seen the steamers which have been engaged to carry spectators to the boat races which sometimes take place up the river? No; I never attend them; but they are not particular boats for the purpose. They are just any boats that happen to be in the Harbour at the time. I see the *Vesta* advertised for this purpose and sometimes the *Illawarra* boats. They are engaged by persons as a speculation. You can hire any of these boats for a day or a half day for any particular purpose, when they happen to be in harbour.

1179. You have not seen them when they have been loaded with spectators for these races? No. I never attend any of these races.

1180. *Chairman.*] Do you think it would be advantageous, in the event of these men being brought under regulations, to compel them to carry grappling-irons, or some other instrument of the same kind, which would serve to fetch people out of the water in the event of their falling overboard? No doubt grappling-irons would be very useful at times, but the water police keep by them all the apparatus required for fetching up bodies in the event of dragging being necessary.

1181. That is when a person has been drowned, or has been reported to be drowned; but what I mean is, in the event of an accident, when a person falls into the water, and before he is drowned, would it not be an additional security if every boatman was furnished with grappling-irons? They might be useful occasionally but they would be cumbersome in the boat.

1182. *Mr. Buchanan.*] Would not a life-buoy better answer the purpose—that would not be cumbersome? That would certainly be useful, and might be stowed out of the way under the thwarts.

1183. If the man floated at all, would not the buoy keep him up until assistance reached him? It would be cumbersome in a small boat.

1184. What—a life-buoy? Yes, a life-buoy even.

1185. *Mr. Farnell.*] Do you think the watermen ought to be made to carry lights in their boats after dark? Yes; I think that would be a good rule. If the boats carried a lantern in their bows the steamers passing by at the time could not help seeing them, and there would be an additional security against accident. I have been pulled over sometimes when it has really been very dangerous from the steamers coming in from the Hunter. They are down upon you almost before you know where they are, and a light in the waterman's boat would be a great advantage, because the steamer's people would see it. Yes. I think it quite necessary that there should be such a rule.

1186. *Chairman.*] Have you any idea of the rate of speed at which steamers are bound by the Harbour Regulations to go, when proceeding up or down the harbour? They profess to go at half speed only, but I do not know if they keep to that. I know, however, that they seem to come very quick upon you when you are pulling over in a small boat. I have never paid much attention to the rate at which they were going, only that they seem to come down upon you very quick. That is why I think that a light in the bow of the boat would be a good arrangement on a dark night; the waterman's boats are so low in the water that there are no means of their being seen from a steamer's deck unless they carry a light.

1187. *Mr. Farnell.*] Do you know how the men employ themselves at the stairs when they are not engaged in their duties? They do all sorts of things, and are up to all sorts of things to pass the time—tossing and gambling sometimes. They play at anything to get over the day. They sometimes sit at the hut on the wharf for hours and hours without getting a fare, and they are sure to get hold of something to amuse them in some way. I have seen them at all sorts of things, pitching with coppers, and playing at cards. They can't sit there doing nothing, and one cannot blame them very much for trying to pass the time.

1188. *Chairman.*] Then if there were regulations for the boatmen the same as there are for hackney carriages, it would, in your opinion, be a great advantage to the people in the suburbs of Balmain, Pyrmont, and the North Shore? Yes, I think so. You did not mention hackney carriages before, but they certainly require some regulation. We have hackney carriages on the North Shore, but we have no control over them whatever. They do exactly as they like, come when they like, and go when they like. They come down to the stand, and there they stop, and will not go on until they have a load. That ought not to be allowed. If there is only one or two passengers offering to go by them, they will not move, and there is no means of compelling them. If there are two passengers they must wait until the steamer comes in, and if there are no passengers then they must wait for the next turn of the boat. They ought to be made to go every quarter of an hour, when the steamer comes in; passengers would know this, and would not care about waiting, and it would be a fair thing for the drivers.

1189. Are you aware why these hackney carriages are not under regulations? I am not.

1190. But you think it desirable they should be so? Yes. All these things ought to be under regular and known rules; until they are you can have no control over them. It is no use to license a vehicle to ply for public accommodation unless you have some authority by which you can compel them to be what you license them for, and that is an accommodation, and not a nuisance.

1191. Have you any other remarks to make, or any suggestions you would desire to make, on the subject referred to the Committee? I have not.

Mr. Edward Davey called in and examined:—

1192. *Chairman.*] You are an Alderman of the Municipality of St. Leonards? I am.

Mr. E. Davey.

1193. You have lived on the North Shore for many years? Yes, for the last fifteen years.

1194. And during that time you have been in the habit of daily coming over to Sydney to business? *14 April, 1870.*

Yes.

1195. In the course of that number of years you have become well acquainted with the modes of crossing to Sydney? I have.

1196. Has it come within your knowledge that considerable dissatisfaction prevails with regard to the ferry arrangements? Yes, I am aware that they give very great dissatisfaction.

- Mr. E. Davey. 1197. Will you, in order to save time, describe to the Committee what has been your experience in this matter? It seems to me to be a great pity that a large number of men should be allowed to take out licenses as boatmen, many of whom should only attend when there is fine weather, or upon special occasions. I know, for it comes within my knowledge, that a large number of them have licenses for Blue's Point. At 5 or 6 in the morning the men who have been on all night go round and call the men up to their turns; perhaps the man who is called is the sixth or the seventh, or perhaps the tenth. When he goes down he lounges about until 10 or 11 o'clock before he gets a fare, and then perhaps he gets only one man to take across, and for this he is only entitled to charge three-pence. This very often leads to unpleasantness, for after waiting so long the boatman does not care about taking so small a fare. The consequence is that if there is only one passenger that passenger will have to submit to some grumbling, and often to bad language. If there are any others behind, the boatman will abuse his one passenger for coming along so quick and not allowing the others to come up with him so as to form part of the boatman's load. Or if the others loiter, they get a growl for not hurrying on a little smarter. Then if he happens to be a stranger who has come over, he is likely to be subjected to extortion, especially if he does not know the fares, and is unacquainted with the mode in which these men do business. All this, as you can well conceive, is not at all pleasant for females, so that if a gentleman is in company with ladies he is sure to be extorted upon, because the men know that he will not raise a difficulty. The men are obliged to resort to all these schemes to get as much as they can for their turn after they have waited so long for it; and it all arises from there being too many men on the ferry for the work that is to be done.
1198. Then leaving this matter to adjust itself by the laws of supply and demand, according to the principles of free trade, would not answer? I think not. The number at each wharf should be limited, and the watermen should be placed under some recognized authority, and not be left to themselves as they now are. I would also suggest that there should be a yearly inspection of the men and the boats, when both men and boats, after having undergone examination, might be licensed for another year, paying a small sum for every renewal, just sufficient to pay the salary of an inspector or some other officer appointed to keep them constantly under his eye, to recommend the rules and regulations by which they should be bound, and to see that these rules and regulations were properly carried out. At present these men are bound by no rules whatever, except such as they choose to make among themselves, and I need not say that these are not made for the public benefit, but merely to suit themselves. Amongst these rules there is one with regard to the night hut, which is put up on each side of the ferry. As soon as any waterman gets his license he has to pay 30s. or 40s. for his share of the hut; this goes into a fund for no particular purpose, and which nobody knows anything about. The rule says he shall pay this money before he shall be entitled to any shelter in the hut, which is built on public ground. Only when he has done this is he admitted as a night waterman, and allowed to shelter himself in the hut. This duty of night waterman is taken in turns by the men. The last time I saw the list of the men plying from Blue's Point, it had the names of no less than thirty watermen; of these one is appointed every night as night waterman, so that each man gets a night in the month in his turn, just as his name stands on the list. He goes on duty at sundown, and stops till daylight in the morning. If he is a disagreeable chap, he will have to stop there all night by himself, for nobody will join him, for none of the others are allowed to put in an appearance without his permission; the rules give him everything he can make during the time he is on, without interference from anybody else. So if he is a disagreeable man, disliked by the others, he will be alone, and then if he should chance to get drunk, which is no unfrequent case, a passenger may go down to the wharf and have the satisfaction of finding that there is neither boat nor boatman available for him. It is no use calling any other boatman for he will not come, for no one dares to interfere when it is another's night. If anyone should chance to do so he would be made to suffer, and when it came to be his night on all the others would come down and rush him, and prevent him from getting a fare. The only chance of getting on with them that a sober steady man has is to submit quietly to all these sorts of things, and to see, without saying a word, a good ferry that would afford a competent living to several men, fairly spoiled by being entrusted to the hands of improper and incompetent persons. All these are things which could only be remedied by the appointment of an inspector, who should make the rules for the management of the watermen instead of the watermen making them for themselves, and who should have the means of fully enforcing them whenever he found it necessary.
1199. All these disagreeable and improper things are highly injurious to the prosperity of this suburb? Yes, strangers get disgusted with the way in which they are treated by the men, and take good care never to cross again if they can avoid it. As to us, who reside there, we have suffered from it so long that we have got used to it.
1200. Some of these boatmen are also in a very filthy condition occasionally? Yes, very. There are some of them who are as lousy as can be, and yet if ladies come down to the wharf they are compelled to take that man, and his boat, for it is his turn. Then there are other men, who only turn out and come to the wharf on holidays and particular occasions, and though he does not attend regularly yet it is understood that any man who comes down is entitled to his way, and you are obliged to take him if it is his turn, no matter what unpleasantness may have occurred between you and that man upon some former occasion. Then another thing is that the fare fixed by law and that fixed by usage is different. Supposing anything to have occurred between you and the man he will not take you without you pay him his legal fare before you get into the boat. The legal fare authorized by the rules is a shilling, but the customary fare on taking a boat is only sixpence. It then happens this way, that sometimes I have interfered in order to abate some of the nuisance of these men; when I come down to the wharf I hail a boat; the man is perhaps one that I have given some trouble to. He says he will not take me without the legal fare of a shilling, and that I must pay him before I enter the boat. If I am in a hurry I am obliged to pay him. I can generally find a means of getting at them in some other way, such as summoning them for plying without a badge, or for some other breach of the rules, and in that way I contrive to keep them tolerably civil. But still it is a very great inconvenience, and one which ought not to be. It would be very easily remedied if the fare now charged by usage were legalized.
1201. Some of the places for which these fares were fixed have now got into disuse? Yes.
1202. And other places are now much frequented which are not in the list at all? Yes.
1203. So that practically the boatmen are at liberty to charge what they like? Yes. In the good times when the boatmen could earn their £5 or £6 a day, it was all right, and the men gave no trouble, but now when you go down to the Circular Quay for a boat to go across to St. Leonards at night, they charge you two or three shillings, and even then they grumble. It takes them away from the wharf, and when it is their

their night turn—their right is considered very valuable—because it might happen that a party would be coming down to the wharf to go down to some vessel lying at Watson's Bay, and that would be a pound at the least; so that when they get a small fare they growl because they are afraid it will lose them the chance of the large one. It ought to be understood that a person should be able to cross over to the North Shore from any ferry on the Battery side of the Quay for a shilling at any time.

1204. Are the boatmen entitled by law to charge the price you mentioned? Yes; that is the fare under the rules. They were certified during the gold times when everything was very high, and they have not been revised since.

1205. That was in Captain Brown's time? Yes.

1206. And these rules were framed for regulating the traffic from Sydney? Yes.

1207. There was no very great traffic then to Sydney from the suburbs? Very little.

1208. And now that that traffic has sprung up there is no way of regulating it from the suburbs? None whatever.

1209. *Mr. Farnell.*] What do you consider would be about the average earnings of these men? I could not venture to say how much, but they must be very small indeed. For a real right down lazy man I do not think that anything could be found to suit him better than the life of a waterman. He has to sit doing nothing or amusing himself the best way he can for three or four hours, and then he gets a little gentle relaxation, in the shape of a pull for ten minutes, then he gets a spell for another three or four hours. With the exception of these short pulls all they have to do is to sit and yarn, discuss politics, play at pitch and toss, or go into any other game. I have no doubt but that a much smaller fare would pay if there were not such a large number of men seeking to get a living out of the ferries. I believe that a man would make a good day's wages if he were continually pulling backwards and forwards from Blue's Point to Dawes' Battery at a penny a head. Now there are so many that the men cannot get work enough, and the passengers have therefore to pay for all the time the men are sitting still waiting for their turn.

1210. *Chairman.*] Would it in your opinion be practicable to lease the ferries to certain persons? I think so; and in proof of it I will tell you my experience of a similar proposal which was made in Queensland, and which would apply far better to Milsom's Point than to the river at Brisbane. The river there is about the same width as it is across to Dawes' Point, and the fare used to be sixpence for crossing. There were some thirty or forty licensed boatmen plying there, and there was just the same difficulty and annoyance that we have here, and arising from the same cause. At last the Government took the matter in hand, and did away with the then existing state of things. They established two regular ferries, reduced the fare to one penny, and then advertised the lease of the ferry for sale. The result was that the Government, although the fare was reduced to one penny, received something like £800 a year for the privilege of taking passengers across.

1211. At a penny fare? Yes; and the arrangement seemed to give satisfaction to all parties. The passengers are satisfied, because the boats leave every ten minutes whether there is a passenger or not; and the lessees are satisfied because they have regular and constant work. By this change four men now do all the work which was formerly shared between thirty or forty.

1212. And the public are better attended to? Yes, no other persons being allowed to ply.

1213. Will you look at the regulations for boats and boatmen? Yes.

1214. You see one portion of them in which it is made imperative on any person taking a boat from Sydney to pay for the back passage? Yes.

1215. Does that apply now between Sydney and the North Shore? Not at all. It was all very well when there was little or no population at St. Leonard's, but it does not apply now. It would be right enough if you were taking a boat to go down the harbour, to Garden Island, or some other spot; but it does not happen once in twelve months now that a passenger crossing to the North Shore requires to come back by the same boat.

1216. Then I understand you to say in the first instance that unrestricted trade on these ferries is not likely to succeed, neither as regards the men nor the public? That is my opinion.

1217. And next, that you recommend that there should be regulations for the control of the watermen, and a periodical inspection of the men and their boats? Yes. An inspector ought certainly to be appointed, and all regulations should either be made or certified by him. This ought more especially to be done with regard to the night work, so that instead of a single man monopolizing a whole night to himself, a certain number should be told off to do the work between them. If there were thirty men on the ferry, then I would divide the number by five, and leave six on every night. There should also be a provision, that in case any one of the six should fail to put in an appearance that he should lose his turn, and that the next man should take his place. This would be quite as fair to the men, and would prevent the public from being inconvenienced.

1218. Under the existing state of the law can a boatman claim his fare from a passenger—if payment is refused has he any means of recovering it? I believe not.

1219. That must act very unjustly towards the men? Yes; but he can always protect himself by demanding his fare before he starts.

1220. Then you think an inspector should be provided, so as to regulate the nights in such a way as that it should be shared amongst a certain number proportioned to the total employed on the wharf, rather than be given to one man? Yes; and the men whose turn it was to take the night work should be made to keep their turns, or else to forfeit their license. The license might be suspended for a time for this or any other offence. Besides this, I would have them come up yearly for inspection and for the renewal of their license, when they could be charged a small fee, sufficient to make a fund to pay an inspector. Now, when a man is licensed once he is licensed for ever, and both men and boats are in many instances quite unfit to trust human life to.

1221. Some of these men are working on licenses granted to them thirty years ago? Yes, quite that.

1222. *Mr. Farnell.*] There are a great many more men licensed than ply ordinarily? Yes, a great many; and the remedy I have suggested would rectify this, at least I believe so. A man now takes out a license and never thinks of plying at the wharf, unless upon particular occasions. The result is that there are not the number of men at the wharf which there ought to be; and no matter how urgent your business may be, you will have to wait; for when you come down to the stairs you find every boat away, perhaps off to the mail boat, or perhaps in some other direction. By suspending their license you would punish them and prevent this. Then again, on holidays, the men have the custom of charging double fares, and you have

Mr. E. Davey. have to pay twice as much as usual, besides the inconvenience of having to wait about to suit the pleasure of the men. In fact there are so many on the ferry that they have to resort to all manner of schemes in order to make out a living.

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1223. There is not a living for all the men? There is not; but then things are done so easy that it is a great inducement to them to keep on at it.

1224. *Chairman.*] There are so many men, and they have so long to wait that they expect to get some windfall when their turn comes? Exactly.

1225. And to pay for their loss of time the public are extorted upon whenever an opportunity offers? Yes; and are put to great inconvenience at the same time.

1226. The suburban Municipalities are altogether powerless in the matter? Quite powerless. It was said that by-laws might be made for the regulation of the men; but I do not think there is any power to reach them in that way.

1227. Their avocations are carried on outside the limits of the Municipality? Yes, altogether.

1228. The only way in which the case could be met would be to give the Municipality the control of the wharves, so as to put the landing-places in the hands of the Corporation? Yes; either into the hands of the Corporation or under the control of an Inspector. It has been suggested that the Water Police might take cognizance of them, but they have not the time to attend to this business, and never interfere unless in some very special case.

1229. *Mr. Furnell.*] Would you think it wise to give the power of licensing watermen to the Municipalities from which they ply; or would this be objectionable, seeing that the regulations, which must be framed for their management, must extend to the City, and would be likely to clash with any regulations which the Civic authorities might adopt? I think the appointment of an Inspector is the only way in which the difficulty can be met—an Inspector with general powers for all ferries.

1230. *Chairman.*] Have you paid any attention to the manner in which the 'bus business is conducted in Sydney? Yes; I have seen a good bit of it.

1231. If hackney carriages and 'buses were placed under some central authority, would not that authority be able to undertake the control of the boats as well? I think so. If such an authority were created, the whole of the traffic in Sydney and for ten miles round the City might be placed under its control.

1232. Would you consider it desirable to place ferry steamers under the control of such authority? Yes. If these steamers ply from public wharves they ought to be subject to the same control as other vehicles plying for hire.

1233. If these ferry steamers, which are supposed to ply regularly, suddenly discontinue running, they put the public to very serious inconvenience? Yes; they have the public quite at their mercy.

1234. There are a number of 'buses plying on the North Shore? There are.

1235. Are the regulations under which they run considered to be satisfactory? No, very unsatisfactory; they have no regulations at all.

1236. Could you give any opinion as to whether St. Leonard's is within eight miles of the City, for licensing purposes? I could not undertake to say.

1237. Has not a difficulty started up in the way of regulating these vehicles, owing to their having to pass through two of the North Shore Municipalities? Yes; that has been the chief difficulty in the way. Many of them have to go through these Municipalities before they complete their journey.

1238. So that if either of these made by-laws for regulating these vehicles, they might probably clash with the by-laws of the others? Yes, very likely.

1239. Then taking this into consideration would it appear desirable to you to place all these vehicles plying for hire under some central power? Yes; that seems to me to be the only way of meeting the difficulty.

1240. You think such a scheme as that would be practicable? I think that is the only way in which the difficulty can be met.

1241. As things now are it would be in the power of St. Leonard's proper to shut out all 'bus traffic with the other Municipalities, by the adoption of stringent by-laws? Yes; they must go through our Municipality, and we might levy black mail on them if we were foolish enough to do so.

1242. And it has been this conflict of powers that has prevented anything from being done? Yes; that is the only reason why things have remained in their present state.

1243. And that is why the drivers are left to do pretty much as they like? Yes. They have it all their own way. In fine weather it is all right enough, but in wet weather the women and children have to submit to all manner of annoyance.

1244. At holiday times they often have to pay extortionate fares? Yes. At holiday times and in wet weather. I think that the inspector, or whoever it is that is placed at the head of the business, should have unlimited power, not only in making regulations but in fixing the prices to be charged. There should be some regular fare fixed, and it ought to be that charged in fine weather. The men ought not to be allowed the privilege which they now claim of doubling the fare in wet weather.

1245. There is no regulation now by which steamers are compelled to keep on the ferry—they are often away for a day together? Yes; they take them away without any notice on a holiday, or to tow out a vessel.

1246. People on the north side of the harbour are thus put to great inconvenience? Yes, very serious inconvenience; sometimes I might have a vehicle which I want to take over, and when I get down to the wharf I find that the steamer has been let out to a pic-nic party, and that there is no means of taking my horse and vehicle over.

1247. They have been known to be knocked off for electioneering purposes? Yes, at times.

1248. Should you consider it necessary for safety that boatmen should be compelled to carry, at night, a lantern in the bow of their boat? I do not think so. If the steamers carry out the harbour regulations there is no danger from them. I have been fifteen years crossing the harbour backwards and forwards and I have never but once failed to get across. If the steamers go at half-speed, ring their bell, and show their lights, there is nothing whatever to be apprehended with ordinary care. You can always hear the steamer's bell five minutes at least before you can see her lights, and that gives you plenty of time to get out of the way.

1249. You have paid attention to the management of 'buses and other vehicles in Sydney? Yes; just the same as other citizens have done.

1250. Some difficulty appears to have arisen between the City and the Suburban Municipalities on the score of management? Yes. The difficulties appear to be more on the side of the Suburbs than of the City. Mr. E. Davey.

14 April, 1870.

1251. Do you think that these vehicles might be controlled by the police? I am afraid that the police are not the best people to entrust with this business. It will be no use giving them the control, unless they follow it up by proceeding against any 'bus driver who offends against the by-laws. If a police constable is on duty and sees an offence committed, he lays an information against the 'busman, and then the next day, when he is off duty he has to go up and prosecute the charge at the Police Office. But as this is his off day, it interferes materially with his own spare time; and on this account it will always be to the interest of the policeman to see no more than he can help.

1252. I suppose the police get no part of the fine? There is an alteration within the last fortnight. Since then half the fine goes to the Police Reward Fund; but the constable's interest in that is very small, and not sufficient to lead him to give up his off day.

1253. Your opinion is that some central authority would manage these vehicles better than the police? Yes; and it should be some authority that should be held responsible for the vehicles being in a proper condition. It is notorious that during the late bad weather not an hour of the day passed by during the last three weeks without a 'bus being stuck in George-street. The horses, poor and worn-out and sore, and galled all over, were fairly unable to drag the vehicle. The duty of the authority, whatever it may be, should be not only to inform against drivers who commit a breach of the by-laws, but also to be responsible that the horses are in a fit state to draw the 'bus, as well as the 'bus in a fit condition to carry passengers.

1254. The police might give a certain amount of attention to the 'buses when in the streets, to see that they did not loiter, or that a breach of the by-laws was not committed; but they would have no effect upon the starting of the vehicles, or upon the condition of the vehicle or the horses? None, whatever.

1255. And keeping the proper time in starting from their stands in the suburbs is the most material part of the matter to the persons who reside there? Yes. The great thing that we should look to is to see that the law is administered for the good of the public, and not for the good of a few boatmen or 'busmen. As it is now, the interest of these men is considered more than that of the public—the few are looked to more than the many. This should not be. For instance, it may perhaps seem a hard thing to say that a 'bus or a boat should not be allowed to ply when it becomes old and worn-out; and that a man should be deprived of his means of living by a refusal to license it; but then the safety of the public at large has to be considered before the interest of the individual.

1256. *Mr. Allen.*] It has been suggested that the proposed Marine Board should have charge of the licensed boats—do you think that body would be a sufficient check upon them? I am afraid that a body like that would consider the licensed boatmen too much beneath them; and that as there would be a great deal of detail to be gone into, these men would be neglected, and the evils would continue.

1257. Though they might not do this themselves they might do it by their officers? They would require a large number of officers. There are a great many wharves and stairs which would require to be looked after. There are three or four between Battery Point and Miller's Point, and these would give employment sufficient for one officer.

1258. But still that officer might be under the Marine Board? I am not prepared to give an answer to that question. I do not know who the Board is to consist of, nor do I know the mode of its working. This, however, I may say, that some persons ought to be responsible to the public for the good management of the harbour traffic, for the good conduct of the men, and the worthiness of the boats.

1259. You seem also to object to omnibuses and public vehicles being placed under the police? Yes; because I think the police will shirk the duty. I do not say that I altogether object to it, but it is not the best arrangement that could be made.

1260. Yet if it were made part of the police duty do you not think that it would be better managed than by being in the hands of the central power you speak of? I think not. No doubt they would manage well enough, but you would never get the police to take that interest in the matter that a special inspector would do. There are a great many things which it is the duty of the police to do, and which they do not do. For instance, it is their duty to lock a man up when he is drunk and disorderly in the street; but if they can shirk doing it they will.

1261. Then you do not think the police would perform the work? I do not think that the heads of their department would care about their doing it. We have some three or four hundred cabs and 'buses in the City, and to keep them in anything like order it will be necessary to lay several informations every day. This would take the police too much from their legitimate duties, and I do not think the police authorities would care about their men spending their time in this way. The main police duties are to watch over the safety of the people, and to mind their property; and this hackney-carriage business is altogether a secondary matter.

1262. *Chairman.*] Do you not think that as far as has been yet shown, the present arrangement has worked well? New things usually do work well for a week or two; but, for the reasons I have already given, I do not think it will do permanently.

1263. It is not necessary that the information should be laid for the following day, so as to deprive the men of their rest? I only tell you what I have myself heard from the police. From what they have told me, the opinion I have formed is, that the police will not lay these informations unless they are moved to do so by some one else.

1264. Laying these informations must trench more or less on their private time; and they regard that as an encroachment upon their hours of rest? Yes; certainly. And then they have so many more important duties to perform, that the greater part of the men will look upon this unfavourably, as being an addition to their work. The 'busmen know this as well as the police do; and that the men will not pull them if they can help it. The 'bus-drivers were far more afraid of old Stubbs, when he was alive, than they are now of all the police in the City.

1265. *Mr. Allen.*] The police had no control over the 'buses before the present arrangements? Yes, they always had the power of informing against and fining them when they did wrong.

1266. But they had no inducement to go out of their way to do it? I do not see any great inducement now. Half the fine goes to the Police Reward Fund, but that does not help the men. If the men had half the fine for themselves then I could understand their taking an interest in it.

1267.

Mr. E. Davey. 1267. It forms, however, an inducement to those in charge of the police, sufficient to make them require that the duty shall be attended to? Yes, perhaps so. In that case they would have nothing else to do than keep fining the men. The 'busmen are breaking loose every hour of the day; there is not a driver who does not infringe the by-laws. They are bound by the by-laws to start at a particular time, and then to keep moving on till they have done their journey, never stopping, except to take up or put down a passenger. Now there is no 'busman who does not infringe this by-law, for if he were ever so willing to go on, the horses have got so accustomed to stopping that they would pull up of themselves at the corner of every street just from force of habit.

1268. *Chairman.*] So long as the 'buses are under the control of the City Council the police interference will not remedy any of the evils connected with the 'buses themselves? No; and I think it a piece of very bad policy to place the Aldermen of the City in such a position as that they should have to go and inspect 'buses. Some of them have feeling hearts, and they would not like to condemn a 'bus from which some man was getting his living; certainly not like an inspector would do, who would be held liable for the 'buses which he passed being safe to run for a year.

1269. Then, besides that, the elections come round very quickly? Yes, and the 'busmen have votes, and on that account alone there are many 'buses passed which are not in accordance with the rules now in force with regard to height, and such like.

1270. A system under which the City Council does one half the duty, and the police the other, must necessarily be defective? I think so. Besides, the cab and 'bus proprietors can use too much influence. Some two years ago they brought influence to bear upon the Council, in order to get the cab fares altered. Previous to that cabs were paid for by mileage in the City, and you could get into a cab and go half a mile for 9d., the fare being 1s. 6d. per mile. This was repealed for the benefit of the cabmen, and to the loss of the public. Now you have to pay for a cab by the hour, if within the City, but when you get beyond the City boundary then the mileage comes in. Just the very opposite ought to be the case, and mileage should be paid in the City, and beyond it payment should be made by time. This change was effected by the influence of the cabmen upon the City Aldermen. I am not prepared to say whether 9d. a half mile was sufficient, but at all events the jump to 1s. 6d. was rather too great.

1271. The copy of the by-laws furnished to me by the City Council shows the charge to be only 6d.? I only know this, that for the last two years, since the change has been made, you cannot call a cab under 1s. 6d. Before that you had only to pay 9d.; now it is 1s. 6d., and the men will take no less. And yet, when going out of Sydney you have to pay by the mile, although it would be much more reasonable to charge by time when going straight ahead distance. You have to pay out and home going out of town, but in the City you pay by time. These changes and many other evils of the cab and 'bus system I trace to the voting influence which is brought to bear upon Aldermen, since these 'bus and cab men, and their friends and hangers-on, form a very large section of the community.

1272. Including owners and drivers, their relations and friends, and the votes they can influence? Yes; and considering too that these very men take an exceeding active part in elections.

PUBLIC VEHICLES AND BOATS.

APPENDIX.

[To Evidence given by Mr. G. W. Barker, 30 March, 1870.]

A.

Alderman Barker to William Tunks, Esq., M.L.A.

Corner of York and Market streets,
Sydney, 23 March, 1870.

Dear Sir,

Re matter of omnibuses, &c. Enclosed please find result of my thoughts on the subject, which are at your service. You will note that I think the central and controlling power might be vested in the City Council of Sydney, on the subjoined conditions therein named.

Nos. 2, 3, 4, and 5 clauses refer to matters of detail to some extent, but not sufficiently provided for by City Council by-laws. The No. 6 clause, allow me to say, merits special attention by whomsoever the regulating power may be, and one which I trust, in purport, will be carried into effect.

I am, &c.,

GEO. WM. BARKER,

Alderman, Municipality of Camperdown.

1st. That the licensing, regulating, and controlling of all omnibuses, cars, hackney carriages, cabs, drays, or any other vehicles, plying for hire in the Municipality of Sydney and surrounding Municipalities (to be named), shall remain vested in the Municipal Council of Sydney, who shall receive all moneys derivable therefrom, and pay all expenses incurred thereby, on the following conditions, viz. :—

That after deducting the expenses incurred, one-half of the net amount derived from omnibuses and cars be retained by the Council of Sydney, and the other half amongst the suburban Municipalities aforesaid, in proportion to the number of such omnibuses and cars running to or through such Municipalities; but that only one-fourth of the net amount derived from hackney carriages, cabs, drays, or any other vehicles other than omnibuses and cars plying for hire, be divided amongst suburban Municipalities aforesaid.

2nd. That in addition to an inspector, the Council of Sydney appoint sufficient number of time-keepers, whose duties shall be :—

1. To see that each omnibus or car, with horses and harness, on coming on to the stand, shall be clean, in good order, and condition, and in safe and fit condition to carry out that for which they are licensed.
2. To see that each driver and conductor appear on the stand clean, properly and suitably clothed.
3. To see that each omnibus and car depart and arrive at proper and appointed intervals; and in case of any complaint, such complaint be made to the inspector, and if such complaint be, in the estimation of the inspector, sufficiently grounded, it shall be the duty of such inspector to report same to the Mayor of the Town Council, Sydney, who shall take such action as he may deem best to remove such causes of complaint, by fines, suspension of license, or withdrawal thereof.

3rd. That in consideration of the Council of Sydney appointing and paying the time-keeper, the license-fee for 'buses be £10 per annum, and for cars £7; such fees to include drivers and conductors' fee.

4th. In those Municipalities where stands exist, should any of the Municipalities aforesaid wish for an alteration, or additional number of stands, on applying to the Town Council of Sydney such alterations or additional numbers shall be made accordingly; and where no stands exist, should any Municipality apply for same, the same shall be appointed accordingly, provided that such stands be the extreme place from which and to which such 'buses or cars shall travel or go.

5th. That no loitering be allowed on the road, or stoppage, until the journey is completed, save for the purpose of taking up or letting down passengers.

6th. That for the better observance of the Sabbath, horses may have more rest, drivers and conductors have opportunity of attending their respective places of worship, only one-half of the usual number of omnibuses and cars running on the week-day shall run on the Sabbath day,—say odd numbers one Sabbath, and even numbers on the alternate Sabbath. That same rule apply to hackney carriages and cabs.

7th. That subject to time-keepers providing approved substitutes at their own expense, they be exempt from duty on Sabbaths.

[To Evidence given by Walter Renny, Esq., Mayor of Sydney, 17 February, 1870.]

A 1.

REVENUE received by the City of Sydney, 1870 :—

	£	s.	d.
178 omnibuses, at £7 10s.	1,335	0	0
28 omnibus cars, at £5 12s. 6d.	129	8	6
226 omnibus drivers, at 10s.	113	0	0
140 " conductors, at 5s.	35	0	0
40 hackney carriages, at £3	120	0	0
180 cabs, at £2 5s.	405	0	0
250 cab drivers, at 10s.	125	0	0
110 drays, at £2	220	0	0
110 dray drivers, at 5s.	27	10	0
	£2,509 18 6		

The license fee for omnibuses, hackney carriages, and cabs, was reduced 25 per cent. in 1867.

Omnibuses plying to Waverley pay, beside the above fee, about £24 per annum each to the South Head Road Trust and £5 to the Waverley Municipality,—the length of road in Waverley being about 600 yards. The same toll is paid by the Woollahra and Double Bay omnibuses. Omnibuses to Newtown pay £18 6s. each per annum for tolls.

The length of road in each Municipality kept by the Councils, for which toll is not collected, is about as follows :—

Newtown	600 yards	Bondi	1 mile
Redfern	1 mile	Marrickville	800 yards
Woollahra	1,000 yards	Balmain	300 "
Glebe	1 mile	Waverley	600 "

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DREDGING MACHINES.

(COST OF, AND OF WORK DONE BY, IN PORT JACKSON.)

Ordered by the Legislative Assembly to be Printed, 3 May, 1870.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 1 March, 1870,—That there be laid upon the Table of this House,—

- (1.) The names, number, and prime cost of the Dredging Machines and other vessels employed in removing silt in the Harbour of Port Jackson; their dimensions, capacity, and power of performing the several kinds of work for which they were constructed.
- (2.) The particulars of the working expenses and cost of repairs of the above, the sites of their operations, the quantity of silt removed weekly,—distinguishing the quantity used in each reclamation from the quantity carried out to sea,—from 1st January, 1869, to 21st February, 1870, inclusive.
- (3.) The cube yards of filling-in originally required in the several reclamations in hand, the quantity of silt used in each, and the cost of the same per yard for landing.
- (4.) A copy of the last specification and contract for landing silt at each reclamation respectively.

(*Mr Tunks.*)

DREDGING MACHINES.

No. 1.

RETURN showing the names, number, and prime cost of the Dredging Machines and other vessels employed in removing silt in the Harbour of Port Jackson; their dimensions, capacity, and power of performing the several kinds of work for which they were constructed.

Names.	Number.	Prime Cost.	Dimensions.			Capacity, Tonnage.	Engine-power, H.P.	Power of performing the several kinds of work for which they were constructed.
			Length.	Beam.	Depth.			
Dredge "Hercules"	1	£ s. d. Not known.	100 feet.	30 feet.	9 feet.	250	25	The "Hercules" and a punt were absent from Sydney during the time for which these Returns are required.
Dredge "Samson"	1	12,851 5 4	110 "	24 "	8 "	300	35	Has loaded the 400-ton punt in 1½ hour. When the small punts containing the silt for Farm Cove are being discharged in the shallow water, considerable delay is caused by reason of time occupied in handling them.
Hopper Barges, No. 1 ...	2	7,176 0 0	Each 126 "	24 "	10 "	400	.....	Iron vessels discharging at sea.
Wooden Barge, No. 2 ...	1	486 0 0	51 "	16 "	6 "	80	.....	The use of these small punts is rendered necessary for depositing silt in the shallow water at Farm Cove, but their employment greatly retards the operations of the dredge.
Do. No. 3	1	Not known.	57 "	16 "	7 "	76	.....
Do. No. 4	1	"	57 "	14½ "	5 "	60	.....
Square Punt, No. 5	1	"	25 "	12 "	3 ft. 9 in.	19	.....
Do. No. 6	1	"	30 "	13 ft. 3 in.	4 feet.	19	.....
Steam Tug "Thetis" ...	1	7,809 15 1	125 "	21 feet.	11 "	263	60	Has towed the large hopper barges 4 miles to sea, from the head of Darling Harbour, and returned within 3 hours; average time, 3½ hours.

For the Engineer-in-Chief for Harbours and Rivers,

EDW. BERTHON.

E. O. MORIARTY.

·2/5/70.

No. 2.

RETURN showing the working expenses and cost of Vessels employed in removing silt in Port Jackson, the sites of their operations, the quantity of silt removed weekly and sent to sea or Farm Cove; from 1st January, 1869, to 21st February, 1870.

Working Expenses.	Cost of Repairs.		Sites of Operations.	Week ending.	Silt sent to sea weekly.	Silt sent to Farm Cove weekly.
	£ s. d.	£ s. d.				
Dredge "Samson"—			Cuthbert's Wharf and Darling Harbour	1869.	Tons.	Tons.
Wages, dredge, and punts	2,321 7 8	344 12 3	Head of Darling Harbour	9 Jan.	1,900	427
Stores, coals, &c., dredge	360 3 6		Do.	16 "	2,250	310
			Do.	23 "	1,900	522
Steamer "Thetis"—			Do.	30 "	1,050	288
Wages	638 0 4	74 1 0	Do.	6 Feb.	4,050	446
Coals, stores, &c.	521 5 4		Do.	13 "	2,650	408
			Do.	20 "	3,000	582
			Do.	27 "	3,750	544
			Market Wharf	6 Mar.	1,100	370
			Do.	13 "	2,250	408
Steamer "Cobra"—			Head of Darling Harbour	20 "	1,900	487
Hired as substitute in absence of "Thetis."	1,218 0 0		Do.	27 "	2,650	272
			Do.	3 April	2,600	408
			Do.	10 "	1,900	427
			Do.	17 "	3,350	601
			1 day dredging, rest of week in dock with tug.	24 "	750	155
			In dock	1 May .....	.....	.....
			2 large hopper barges gone into dock	8 " .....	.....	536
			2 large hopper barges in dock	15 " .....	.....	.....
			Head of Darling Harbour	22 "	1,100	599
			Do.	29 "	1,100	355
			Do.	5 June	2,610	512
			Do.	12 "	1,540	743
			Do.	19 "	2,250	587
			Do.	26 "	3,300	724
			Do.	3 July	2,100	667
			Do.	10 "	3,700	702
			Do.	17 "	4,150	644
			Do.	24 "	1,500	503
			Do.	31 "	2,600	644
			Do.	7 Aug.	3,000	644
			Do.	14 "	3,400	762
			Do.	21 "	3,350	644
			Do.	28 "	3,800	712
Carried forward.....	£ 5,058 16 10	418 13 3				

* The "Thetis" was employed from 1st January to 8th June, 1869; on the latter day she was placed at the disposal of the Admiralty Coast Survey.

† Steam-tug "Cobra" employed to perform the work (during the temporary absence of the "Thetis"), at the rate of £180 per month.

RETURN, &c.—continued.

Working Expenses.		Cost of Repairs.	Sites of Operations.	Week ending	Silt sent to sea weekly.	Silt sent to Farm Cove weekly.
Brought forward	£ s. d. 5,058 16 10	£ s. d. 418 13 3	Head of Darling Harbour.....	1869. 4 Sept.	Tons. 2,250	Tons. 516
			Do.	11 "	1,500	489
			Do.	18 "	1,900	489
			Do.	25 "	4,100	200
			Do.	2 Oct.	3,750	150
			Do.	9 "	2,650	507
			Do.	16 "	2,600	508
			Do.	23 "	3,350	468
			Do.	30 "	1,900	468
			Do.	6 Nov.	3,350	430
			Do.	13 "	1,400	430
			Sites in Darling Harbour	20 "	1,500	606
			Do.	27 "	1,900	508
			Do.	1 Dec.	250	566
			Do.	11 " .....	.....	688
			Sites in Darling Harbour and Woolloomooloo Bay.	18 "	1,500	523
			Do. do.	25 "	1,500	568
			Do. do.	31 "	1,150	451
			Tug in dock after return from Coast Survey Woolloomooloo Bay and Circular Quay	1870. 8 Jan. ....	.....	.....
			Circular Quay	15 "	1,500	686
			2 hopper barges in dock	22 "	650	372
			Do.	29 " .....	.....	.....
			Dredge being overhauled, barges taken to Darling Harbour.	5 Feb. ....	.....	.....
			In dock	12 " .....	.....	194
			Do.	19 " .....	.....	.....
			Do.	21 " .....	.....	.....
TOTAL	£ 5,058 16 10	418 13 3	TOTAL .....	.....	114,550	26,445

For the Engineer-in-Chief for Harbours and Rivers,

EDW. BERTHON.

E. O. MORIARTY.

2/5/70.

No. 3.

CALCULATED QUANTITY IN RECLAMATION.

	Per ton.	Per cube yard.	Cube yards.
Botanical Gardens, cube yards of filling originally required .....	.....	.....	67,086
Cost of landing silt	5d.	6½d.	
Extra for each run of 120 ft. beyond the first 120 ft.	2d.	2½d.	
Quantity landed in Botanical Gardens, as per return, from commencement of operations up to 21st February, 1870 .....	.....	.....	41,546

For E. O. MORIARTY,
EDW. BERTHON.

E. O. MORIARTY.

2/5/70.

No. 4.

SPECIFICATION AND CONTRACT FOR DEPOSITING SILT.

THE work to be executed under this Contract will consist in discharging, landing, and wheeling back to such distance as may be from time to time required, the sand, mud, gravel, or other material dredged by the Steam Dredge "Hercules," within the Harbour of Port Jackson; the Contractor providing all requisite labour. The Government will supply the Contractor with such plant—such as barrows, shovels, planks—as may, in the opinion of the Engineer-in-Chief for Harbours and Rivers, be requisite for the work, for the safety and good condition of which (reasonable wear to be excepted) the Contractor will be held strictly responsible; and he will be required to pay to the Government the full value of any article of the kinds above mentioned which may have been lost or injured while in his charge.

The Contractor shall find all the labour requisite to discharge the punts, within such reasonable times after they have been brought to the place where the silt, sand, &c., is to be landed, as shall be required by the Engineer-in-Chief before mentioned, or the Master of the steam dredge for the time being.

Payments

Payments will be made monthly, on the certificate of the Master of the steam dredge, at the rate of 5d. per ton, for such number of tons of sand, mud, gravel, or other materials as he shall certify to have been satisfactorily discharged, wheeled back, and levelled, in the place or places pointed out by him to the Contractor.*

The tenders of two parties having been accepted for the above-mentioned work, each shall receive such fair proportion thereof as may be convenient, having regard to the apportionment of the parts between them.

The Engineer-in-Chief shall have full power to terminate this Contract at such time as he may deem fit, and on giving to the Contractors one week's notice in writing of his intention so to do.

E. O. MORIARTY.

Signed by the Contractors, on the 16th day of }
February, 1865, in presence of,— }

JOS. BARLING.

WILLIAM ^{his} × MEANY.

JOS. BARLING.

PATRICK MEANY.

A true copy,—

For E. O. MORIARTY,
EDW. BERTHON.

* An additional 2d. per ton is allowed for every run of 120 feet beyond the first 120 feet. (See Voucher 469, 1865.)

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SECOND PROGRESS REPORT FROM THE SELECT COMMITTEE

ON

MR. THOMAS SCOTT—SUGAR CULTIVATION ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
4 *May*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

**EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.**

VOTES No. 11. TUESDAY, 15 FEBRUARY, 1870.

8. Mr. Thomas Scott—Sugar Cultivation (“*Formal*” *Motion*) :—Mr. Brookes moved, pursuant to Notice No. 5,—
- (1.) That a Select Committee, with power to send for persons and papers, be appointed to inquire into and report upon the services alleged to have been rendered to the Colony by Mr. Thomas Scott, of Brisbane Water, in naturalizing the Sugar-cane and in the manufacture of Sugar.
- (2.) That the said Committee consist of the following Members, viz. :—Mr. Bawden, Mr. Dean, Mr. Farnell, Mr. Neale, Mr. Parkes, Mr. Speer, Mr. Dodds, Mr. Sutherland, Mr. Hoskins, and the Mover.
- (3.) That the Progress Report, brought up 24th March, 1869, on the same subject, together with the Minutes of Proceedings and of Evidence, be referred to this Committee.
- Question put and passed.
-

VOTES No. 54. WEDNESDAY, 4 MAY, 1870.

6. Mr. Thomas Scott—Sugar Cultivation :—Mr. Brookes, as Chairman, brought up a Second 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 15th February, 1870.
- Ordered to be printed.
-

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1870.

MR. THOMAS SCOTT—SUGAR CULTIVATION.

SECOND PROGRESS REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 15th of February, 1870, with power to send for persons and papers,—*to inquire into and report upon the services alleged to have been rendered to the Colony by Mr. Thomas Scott, of Brisbane Water, in naturalizing the Sugar-cane, and in the manufacture of Sugar,—and to whom was referred, on the same date, the Progress Report brought up 24th March, 1869, on the same subject, together with the Minutes of Proceedings and of Evidence,—*have agreed to the following Second Progress Report :—

Your Committee have examined several witnesses (*Vide list of witnesses*), but in consequence of the close of the present Session have resolved to bring up a Second Progress Report, together with the Evidence taken, and recommend that the inquiry be resumed next Session.

WILLIAM BROOKES,
Chairman.

No. 1 Committee Room,
Sydney, 4th May, 1870.

FRIDAY, 22 APRIL, 1870.

MEMBER PRESENT :—

Mr. Brookes.

In the absence of a Quorum the meeting called for this day lapsed.

WEDNESDAY, 27 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Brookes in the Chair.

Mr. Dodds,

|

Mr. Neale.

Committee deliberated.

[Adjourned until Friday next, at *Eleven* o'clock.]*FRIDAY, 29 APRIL, 1870.*

MEMBERS PRESENT :—

Mr. Brookes in the Chair.

Mr. Dodds,

|

Mr. Farnell.

T. S. Mort, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned until Tuesday next, at *Ten* o'clock.]*TUESDAY, 3 MAY, 1870.*

MEMBER PRESENT :—

Mr. Brookes.

In the absence of a Quorum the meeting called for this day lapsed.

WEDNESDAY, 4 MAY, 1870.

MEMBERS PRESENT :—

Mr. Brookes in the Chair.

Mr. Farnell,

|

Mr. Hoskings.

Chairman submitted Second Progress Report.

Same read and *agreed to*.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

MR. THOMAS SCOTT—SUGAR CULTIVATION.

WEDNESDAY, 2 MARCH, 1870.

Present :—

MR. BROOKES,
MR. DEAN,

MR. FARNELL,
MR. NEALE.

WILLIAM BROOKES, Esq., IN THE CHAIR.

The Rev. John Dunmore Lang, D.D., called in and examined :—

1. *Chairman.*] You were formerly a Member of the Legislative Assembly? I was.
2. Have you given any attention to the subject of sugar production in this Colony? I have.
3. Do you know Mr. Thomas Scott, of Brisbane Water? I have been well acquainted with him for forty years past.
4. Can you afford us any specific information as to his pursuits during the time you have known him? He had been employed under the government of Sir Thomas Brisbane, to superintend the cultivation of the sugar-cane at Port Macquarie, which it was believed was quite practicable in that settlement. I did not become acquainted with him personally till 1827, after the establishment for the cultivation of the cane at Port Macquarie had been broken up; but I have been well acquainted with him ever since. I have been at his place at Point Clare, Brisbane Water.
5. During the period you have known him, has he been engaged in promoting the naturalization and cultivation of the sugar-cane in this Colony? He has, during the whole period that has elapsed since his settlement at Point Clare. He devoted about 5 acres of land to experimenting on the cultivation of the cane, having been satisfied, as I have understood, of the practicability of its introduction into this Colony from his experience at Port Macquarie.
6. Had any one, to your knowledge, prior to his efforts been so engaged in sugar cultivation? No. The local Government had employed some person, whose name I forget (who had used influence with the Government at home in favour of the object), at Port Macquarie; but his engagement was of very short duration; I do not know what brought it to a termination, but Mr. Scott was then employed by the local Government.
7. Do you consider Mr. Scott the pioneer in the promotion of this matter in this Colony? Decidedly he is—unquestionably. His own experience was matured from what he had seen at Port Macquarie, where he was successful in the cultivation of the cane to a very considerable extent. How much sugar he succeeded in manufacturing from the cane at Port Macquarie I do not know; but of this I am quite confident, from my own recollection, and from what I saw, that he had succeeded in making a very considerable quantity of sugar, which I also know was sold by auction at the Commissariat Stores in Sydney. A member of my congregation at the time—a respectable grocer in Sydney—showed me, when I happened to be visiting at his house, a quantity of sugar which he had purchased in the way of his business at the Commissariat sale.
8. Do you consider that these efforts and this service entitle Mr. Scott to public recognition and consideration? Decidedly so. It has been an acknowledged principle in all Governments that those who originate the forms of industry that prove valuable to the State should have their services recognized in some way or other. I conceive that Mr. Scott, from his long-continued efforts through the Press, and his experiments on his small estate at Brisbane Water, did satisfy a portion at least—a very considerable portion—of the farmers

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farmers of the Colony that the cultivation of the sugar-cane in this Colony was quite practicable; and I am aware that persons who had even been in the West Indies for many years before, and were settled to the northward, were totally sceptical on the subject, until they had read Mr. Scott's communications through the colonial papers, and seen the actual results of his experiments. I may mention, in connection with this subject, the Reverend Edward Holland, who was long a Presbyterian Minister at Port Macquarie, and who is now settled in that capacity at Campbelltown. Mr. Holland had been sixteen years, I think, in Jamaica, when he came to this Colony, and was settled at Port Macquarie. He could not believe, when he was told the circumstance, that the cultivation of the sugar-cane was practicable in New South Wales; and he ascribes his own efforts in the matter exclusively to the information and suggestions he had received through the Press from Mr. Scott. He has since been doing much to extend the cultivation of the cane in the Colony.

9. About what year did Mr. Holland arrive in the Colony? 1852.

10. Subsequent to the experiments of Mr. Scott? Quite so. It was long after he came to the Colony before he took up the idea at all, believing at first that the thing was impracticable.

11. Can you afford the Committee any information with respect to the nature of the engagement with Mr. Scott at Port Macquarie? I can only testify to the fact that he was engaged at the instance and under the cognizance of the Colonial Secretary of the period, and in the expectation of a suitable reward for his services on the satisfactory result of the experiments. I believe Mr. Scott declined taking a specific salary on going to Port Macquarie, and left the allowance to be made him by the Government to depend upon the success of his efforts there. This was in the time of Sir Thomas Brisbane; for it was under that administration that the Government of the day were impressed with the idea that the cultivation of the sugar-cane might be naturalized in the Colony, and become useful as a mode of employing convict labour.

12. Can you afford us any information as to how and why Mr. Scott's engagement at Port Macquarie was terminated? I believe it was chiefly through the change of Government. I have observed during my own residence in the Colony that schemes that have been cordially entertained and set on foot by any one Governor have not unfrequently been thrown aside and neglected by his successor. That was the case in regard to the cultivation of the sugar-cane at Port Macquarie. Sir Ralph Darling, who was the successor of Sir Thomas Brisbane, under whom the engagement with Mr. Scott was made, seemed to think that the thing was quite impracticable—that it was a chimerical attempt to introduce the cultivation of the sugar-cane into this Colony at all; and without due consideration, perhaps, the establishment was prematurely broken up. There was another reason also which no doubt operated strongly in leading to this change of policy, but which I did not advert to in the first instance. The demand for convict labour was so great during the government of Sir Ralph Darling that the Government establishments of an earlier period for the employment of the convicts were successively broken up. This took place at Emu Plains, and doubtless also at Port Macquarie. Mr. Scott was employed at Port Macquarie to a considerable extent also in the cultivation of tobacco, and had brought with him to the Commissariat Store in Sydney a large quantity of that commodity, the extent of which, as well as the quantity of sugar he had grown, he will be able to tell himself when examined by the Committee. As an illustration, I may add, of the fact that the experiments made or the schemes undertaken by any one Governor in the olden times were not unfrequently thrown aside or neglected by his successor, I may mention that the Colonial Secretary of that period, Major Frederick Goulburn, took a great interest in the reformation of the juvenile convicts of the day, and had a plantation of the castor-oil tree in that part of Sydney now known as the Haymarket, for the employment of these juvenile convicts; but when General Darling arrived, that experiment, like the establishment at Port Macquarie, was discontinued.

13. Do you consider Mr. Scott's claim to public recognition at all based on anything he did at Port Macquarie? Not at all; his claim upon the Government at that time for his services there was recognized and satisfied I believe; but it was the experience that he had gained in the cultivation of the cane at Port Macquarie that induced him to take the matter up, both in letters in the Press of the day, which have been almost innumerable during the period of thirty-five years past, and also in experimenting on the cane on his own property at Point Clare, Brisbane Water. It is on these efforts—through the Press on the one hand, and in experimenting on the other—that I consider his claim on the Government based entirely and exclusively.

14. As a statesman, could you favour the Committee with an opinion as to the nature of the influence the cultivation of the sugar-cane is likely to have on the future of the Colony? I have no doubt that the cultivation of the sugar-cane will be one of the greatest sources of wealth in the future of this Colony. The market for that description of produce is almost of indefinite extent; we have all the southern Colonies to supply, and when we have supplied *them*, there is the home market. It has been sufficiently shown that both in this Colony and Queensland the cultivation of the cane can be successfully carried out, and profitably also to those engaged in it, when conducted prudently. I consider (having visited both Colonies and seen the cultivation in both) that we are more favourably situated for this branch of cultivation in New South Wales even than our fellow-colonists in Queensland; for the heat of the climate is there so very great that you can scarcely expect European labour to prove available for the cultivation of such an article as the sugar-cane. The heat between the rows of the cane is excessive, and more than the European labourer can stand; but with the lower temperature of this Colony, even in the northern parts of it—the Clarence and Richmond Rivers—European labour is quite practicable in connection with that branch of cultivation; and the difficulty now experienced in Queensland in getting coloured labour is an additional encouragement to us to engage in the cultivation with European labour, as being quite practicable in the case. I have no doubt that the cultivation of the sugar-cane will be a source of far greater wealth to this Colony in future than all its gold mines, and far more beneficial in a moral respect to the Colony at large. It will tend to keep people at home, and give them an adequate reward for their labour, whether they manufacture the cane on their own small properties themselves, or sell it when grown to the manufacturer.

15. Then you consider that the cultivation and manufacture of sugar will not only have a material but a moral influence, to a considerable extent, on the Colony? Unquestionably. It is the happiest circumstance, I think, that has been experienced in our history for many years past, that that branch of cultivation has now been naturalized, both from its material and probable moral effects upon the Colony at large.

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16. In attaching the people to the soil, and giving them fixed habits and homes? Quite so. I recollect more than forty years ago the late proprietor of the estate at Bowenfels—known as Wallerawang—James Walker, Esq., a Lieutenant in the Marines, lamenting to me, in Sydney, on one of his visits, the unfortunate circumstance of the cultivators in this Colony having no article of produce that they could turn to account in the European market. There was no market at that time in the Colonies. Now the cultivation of the sugar-cane will unquestionably meet that desideratum and supply it entirely.

17. *Mr. Farnell.*] Do you know whether any persons have been rewarded, pecuniarily or otherwise, for having introduced new industries into the Colony? I was the means of obtaining an enactment in the Colony myself that ensured a *bonus* on the cultivation of cotton, which is a precisely similar case to the present one.

18. Have the Government, by any action of the Legislature, by recommendation or by any means, rewarded any person for the introduction of a new industry? I do not at this moment recollect any case of the kind.

19. Do you think that sugar plantations would have been established in this Colony, supposing Mr. Scott had never been here at all? I do not think they would.

20. You think then that sugar-growing in this Colony is owing to Mr. Scott's efforts? I do—to his perseverance, unquestionably. Till a very late period the idea was received with universal scepticism; and although I recommended it in the first edition of my Historical Account of the Colony, I was induced to withdraw it from one of the subsequent editions, on account of the apparent hopelessness of the case, and from the idea that I might have been mistaken.

21. Do you think all persons should be rewarded for having introduced some new industry? It depends upon the importance of the particular industry as a source of future wealth. The case of the sugar-cane is somewhat similar to that of the discovery of gold in this territory; and there was, no doubt, a handsome reward given to the gentleman who succeeded in proving the existence of gold in this territory.

22. Do you know who it was that proved the existence of gold here? Mr. Hargraves was the discoverer, in common estimation at least.

23. Do you think that was correct—that Mr. Hargraves was the discoverer? He was certainly the person who brought the matter under the notice of the public, and induced a general search for gold; for although the Rev. W. B. Clarke alleges, and I believe truly, that he had previously ascertained the existence of gold in the Colony, he never brought it forward prominently—never submitted it to experiment, and no notice was therefore taken of his discovery by the public.

24. You have stated that the growth of sugar would have a moral effect—I do not quite understand what you mean by that—in what sense do you use the words? My idea is that when the cultivation of the cane becomes more general than it is at present, it will be grown just as flax is in the Mother Country—in small portions on each farm—and that the cultivators will not attempt to manufacture the sugar, but will sell the canes to the manufacturer at the nearest mill, and either receive payment for the canes in money or a proportion of the produce. That is the mode of action in regard to the cultivation of flax in Scotland and the north of Ireland. I recollect, on my father's small property in the west of Scotland, we had always a plot of flax, in addition to the usual grains and roots that are cultivated in that district, and there was a mill in the parish for the manufacture of the flax. The farmer himself did not undertake the process. The growing of the flax was totally distinct and separate from the manufacture. Now I conceive that the same practice will be general in this Colony in regard to the cane. The small farmer will have his plot of cane, and he will either sell the cane to the nearest mill—and we know there are mills arising in various parts of the Colony already—or he will receive a portion of the produce.

25. The growth or cultivation of sugar, I believe, necessitates the establishment of a still for distilling rum from the refuse, to make it pay? That is the general idea. It is believed that the spirit that is extracted from the refuse pays all the expenses of the process. That is the usual calculation. There is no doubt that if the cultivation of the cane becomes general, as I believe it will, on all the northern rivers, distillation will accompany the process necessarily; otherwise unlimited means would be afforded for illicit distillation.

26. Do you think the drinking of rum will become more general in the north, from the fact of the distillation of it there? I can scarcely give an opinion upon the subject. I should be very sorry to see anything that would increase the tendency to spirit-drinking in the Colony, which I believe the cultivation of the vine will tend to prevent; but I believe that if the sugar-cane is cultivated extensively, sufficient influence will be brought to bear upon the Legislature to induce the Parliament to give facilities for the production of rum.

27. Consequently that rum will have to be drunk by some persons? Or exported, no doubt.

28. Do you think it is likely we could export rum in competition with other places that now send us rum? I do not doubt but we could. Mr. Scott has ascertained that the produce of the cane per acre is greater in this Colony than even in the West Indies—that four tons of sugar have been realized from an acre of ground in this Colony, which is greater very considerably than the average produce in the West Indies; and if the cultivation were becoming general, and distillation accompanying it, I see no reason why the produce of that distillation should not be exportable, as well as the sugar itself.

29. The production of sugar and the distillation of rum would of course put the imported sugar and spirits out of the market? No doubt.

30. If the distillation of rum became very great, do you not think it would be likely to come more into general consumption than it is at present, by cheapening the spirit itself? Well, I fear that result might be expected.

31. Would not that have an injurious effect upon society—if rum became a common beverage among the people? No doubt it would.

32. Then the introduction of the growth of sugar would be an injury, on that hypothesis? To a certain extent; but the same danger is likely to arise from the cultivation of the vine, and is not held to be an objection to that industry; for if the vine is cultivated extensively, it must be accompanied with the distillation of brandy from the grape; and the use of brandy is just as detrimental to the morals of the community as that of rum.

33. Have any persons in this Colony been rewarded by grants of land for having introduced sheep or cattle or anything of that kind? Yes; Mr. John Macarthur, who was the principal party, not the sole one, in the introduction of sheep and the growth of Merino wool, got 10,000 acres of land from the Government at an early period in the present century—the estate of Camden, for instance.

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34. *Mr. Dean.*] Can you tell the Committee where the plantation spoken of as at Port Macquarie was—whether at Rolland's Plains, the Hastings, or where? I think there were two plantations at the time, one of them at Rolland's Plains, and the other nearer the coast.
35. Have you ever heard that the plantation at Rolland's Plains was broken up in consequence of the establishment and the plantation machinery having been burned? No, I cannot say I have ever heard that; but I am quite aware of the fact that the Government that succeeded that of Sir Thomas Brisbane threw cold water on the whole affair. It was not originated by them, and they therefore discarded it.
36. I understand you have seen some of the sugar made there? Yes, and tasted it too.
37. What kind of sugar was it? It was comparable with the usual produce of the West Indies; it was rather moist, from my recollection of it; but the person who showed it to me, having bought it at the Commissariat Stores, was a Mr. Beveridge, a Scotchman and a member of my congregation, who had a shop in one of the streets parallel to the Racecourse.
38. Was it such sugar as people would use now-a-days? Yes, it was better than the ration sugar of the early times. It was of a brownish colour.
39. You have no idea what quantity was made at Port Macquarie? I have not. I recollect being told by Mr. Scott, and I think it is in his evidence appended to the Progress Report of a former Session of Parliament.
40. Have you any idea how much sugar Mr. Scott has since made at Brisbane Water? I have not; but he has been experimenting for thirty-five years on his small estate of five acres of sugar-cane. I have seen it fifty times, and have been instrumental in showing specimens of it to a great many persons. I did so on one occasion at one of the ministerial picnics of the late Administration. A quantity was sent me by Mr. Scott, and I volunteered in showing it to Sir James Martin, Mr. Eagar, and the other gentlemen who were there.
41. Have you ever heard any of the persons engaged in lecturing with a view of pushing forward this industry, say that the greatest difficulty they experienced in inducing persons to take hold of it grew out of Mr. Scott's having completely failed to demonstrate that sugar would pay? I never heard that; but such allegations are always sure to be made in such cases as that of Mr. Scott.
42. Do you know Mr. Meares of Port Macquarie? I have met with him, but I cannot say I am personally acquainted with him.
43. Are you aware that Mr. Meares was the first person who ever sent sugar away in large quantities from the Port Macquarie District? I believe he was.
44. Have you seen a letter from Mr. Meares, in which he states that he was a long time kept from going into sugar-planting in consequence of Mr. Scott's failure to do any good at it? I never saw that letter; but it is quite possible, for Mr. Scott had only a very limited extent of ground to experiment upon; and the successful cultivation of sugar can only be effected when there is a large extent of land under cultivation in that way.
45. If I understand the state of the case, you believe that Mr. Scott was amply paid for all he did at Port Macquarie at the time, and you think his claim now is based on the number of letters he has since written, and his continuing to experiment in sugar-growing, although he has not produced any practical result? Although he has not produced any large quantity of sugar, which he could not do from the limited extent of his property, I am quite satisfied that the present position of the industry and the very favourable prospect which it holds out for the future are entirely owing to Mr. Scott's efforts, and that he has therefore a strong claim upon the Colony.
46. You alluded just now to the idea of small farmers growing sugar-cane and selling it to some neighbouring mill, or getting shares in the produce—Have you considered the difficulty growing out of what is called in our district the freight question, that is, the difficulty experienced in carrying cane any considerable distance to a mill. It has been shown by a number of experiments, that if a sugar plantation is two or three miles from a mill, it will not pay to cart cane that distance—that the cost of carriage will take the whole value of it, leaving nothing to the grower? I have always considered the case of this Colony having such rivers as the Clarence and the Richmond peculiarly favourable for the cultivation of the cane, because it can be carried along these rivers by water.
47. I mean the land carriage of course? Quite so. Mr. Raff of Queensland, who has a plantation on the Cabulture River, about thirty miles from Brisbane, felt that difficulty so pressing that he has actually constructed a railroad on his plantation, near two miles long, to carry the cane to the mill. But it has always appeared to me that the extent of water communication we have on our rivers to the northward—the Hastings, the Manning, the Macleay, the Bellinger, the Clarence, and the Richmond—would afford the greatest facility to the small farmer to carry his cane to the mill. On the Richmond River there is an extent of water communication of not less than 300 miles.
48. Are you aware that up to the present time, notwithstanding the employment of extensive machinery in various places on the Clarence, the Macleay, the Hastings, and the Manning, not a pound of sugar has been made at a less cost than 9d. a pound? I am not at all aware of that; but I know that in the initiation of all great undertakings you may expect frequent and considerable failures before success is ultimately attained. The manufacture of sugar is a matter which requires great chemical knowledge and experience, and a failure in any part of the process may involve much eventual loss; but these difficulties are only to be got over by time and experience.
49. *Chairman.*] Is there anything more you would like to say? Nothing further.

TUESDAY, 8 MARCH, 1870.

Present:—

MR. BAWDEN, MR. DEAN,	|	MR. DODDS, MR. HOSKINS,
MR. PARKES.		

WILLIAM BROOKES, Esq., IN THE CHAIR.

Edward Knox, Esq., called in and examined:—

50. *Chairman.*] I believe you have had many years' experience in connection with the refining of sugar in this Colony? I have, for nearly thirty years. E. Knox, Esq.
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51. From whence has the raw material been chiefly imported? From the Phillipine Islands, the Mauritius, Java, and to a small extent from Calcutta.
52. Can you state to what extent the importations have been annually made to this Colony? The present consumption of New South Wales is about 17,000 tons a year; it has grown up gradually from a very small amount to the present figure; that of Victoria is about 25,000 tons; of the Australasian Colonies generally, I dare say about 60,000 tons, including New Zealand.
53. Have you had any experience in connection with the growing of cane and the production of sugar therefrom? Only within the last twelve months. I had some experience on the Clarence River in the month of October last, and on the Macleay in the month of December.
54. From what you have observed, is it your opinion that the growth of the cane will be attended with success? I believe it will be attended with perfect success. I can give no better earnest of my belief than that I have advised the laying out of £50,000 by the Colonial Sugar Company in the erection of machinery.
55. Is the yield of cane and the quality of the product equal to that imported? I believe with proper machinery it will be quite equal to anything imported. The yield of cane—the weight per acre—will be far larger than it is in the older countries, where the soil is very much exhausted; but that I attribute entirely to the very fine soil planters have to work upon at the present time.
56. Have you formed any opinion as to whether the production of sugar from colonial cane will be ultimately sufficient to meet our own consumption? I believe it will entirely supersede the imported article in time.
57. Can the cane, as far as you are aware, be grown successfully in Victoria, South Australia, Tasmania, or New Zealand? No. I myself was very sceptical about the cane growing so near Sydney as Brisbane Water; but I am quite sure no cane can be grown advantageously to the southward—the climate is unsuitable.
58. Is it your opinion that at no distant date we will be able to export, and supply other Colonies with our surplus product? I think it is very likely indeed.
59. This industry must give rise to and open up a large field for labour, not only for those employed in the growth of the cane, but also for mechanics and others? It will give employment to a great number of people, no doubt, and will be, generally speaking, very advantageous to the Colony. The farmers on the northern rivers have hitherto been almost entirely dependent upon one crop—the maize crop; they will now have the opportunity of growing partly maize and partly sugar-cane.
60. Can you fix a period—say within five, ten, or any number of years—within which we shall be able to supply our neighbours? That depends entirely upon the farmers; if they like to put in the cane, we might begin to do this within five or six years. Sugar might be grown extensively by large Companies like our own; but under the present Land Regulations we cannot get land for the purpose, in large blocks, in any suitable locality. The only way to accomplish this would be by having land surveyed and put up to auction, and then the free selectors could step in the day before the auction. There seem to be insuperable difficulties. We were anxious to secure an area of 2,000 acres, but were unable to do so. At the same time I think the cane will be grown quite as (if not more) successfully by the small farmers than by large planters, because they are much less dependent upon hired labour than the planters would be.
61. It has been stated by Mr. Travers that the consumption of sugar per head per annum in the Australian Colonies is 104 lbs. I think it is, as near as possible, 2 lbs. per head a week.
62. While the consumption at home is only 29½ lbs. Yes.
63. Taking this consumption as the basis of calculation, and looking to the increase of population, the interest now growing up must be enormous? It is. The consumption will naturally increase every year. In the same way, in 1842, the Company I am connected with used to refine 7 tons a week, and now we refine 360 tons a week (180 tons in Melbourne and 180 tons in Sydney), to meet the increase in the consumption.
64. You are aware that Mr. Thomas Scott, of Brisbane Water, has been engaged in this pursuit for a series of years? I am aware he has been writing on the subject, and urging the cultivation of the cane for a series of years. I have not personally known Mr. Scott until within the last few months.
65. You have no personal knowledge of his experimental farm? No, none, except what I have gathered from the papers.
66. Do you consider that his experiments in the culture of cane, and his efforts otherwise, have been highly beneficial in promoting this industry? I think it is very likely that we should not have heard of the culture of the sugar-cane here, but for Mr. Scott's persistent efforts to induce people to cultivate it in the Colony.
67. In your opinion he has been a pioneer in the matter, and a consistent promoter of it? He has undoubtedly.
68. *Mr. Dean.*] Are you of opinion, from anything that has come under your own observation, that sugar can be manufactured in this Colony on terms that will enable us to compete with foreign-grown sugar? I have not the slightest doubt of it; I have manufactured it myself.

E. Knox, Esq. 69. Do you know of any instance in the Colony, up to the present date, in which sugar has been actually produced at a price that will compete with foreign-grown? I do not believe it has, except in my own instance; but that is solely to be attributed to the difficulties that have to be overcome in commencing an enterprise of this kind, partly from want of means, partly from want of experience and knowledge of the business parties engage in, and partly from want of that organization which is imperatively necessary to make such a business succeed. I see no reason why sugar should not be produced as cheaply here as in the Mauritius, and particularly during the next eight or ten years, while the yield of cane per acre is so heavy. There is no doubt in my mind that the industry can and will be made profitable.

Thomas Scott, Esq., called in and examined:—

T. Scott, Esq. 70. *Chairman.*] You claim some consideration as having been the pioneer and promoter of the culture and manufacture of sugar in this Colony? I deem myself to have effected that object.

8 Mar., 1870. 71. Do you refer to your servitude as a public man at Port Macquarie, as the basis of your present appeal? Decidedly not. I agreed to accept a salary which for three years I had declined; I had been giving my services without any salary, but ultimately, in consequence of circumstances that had transpired, I accepted a salary. Therefore the Government fully acquitted itself for all my services at Port Macquarie.

72. What are your present and prospective views as to the value of the sugar industry? At present, all being novices, it is reasonable to expect that errors and failures will occur. It is the case in all new industries, and particularly so with regard to the one in question; for here the conduct of it differs entirely from that which has proved for centuries to be applicable to the tropics. I may add that there is but one guide pioneers have here,—the history of it as conducted in the West Indies; but that is fallacious, and would certainly result in failure more or less. Some gentlemen who have adopted my advice and instructions contained in my various letters have been able to succeed, but others have been led astray by following the practice applicable to other countries.

73. Then you do not consider that the planter who may have acquired his experience in the West Indies and other sugar-growing countries is altogether adapted to this country? A tropical planter is entirely out of his element in this country. Here there is a different treatment. For instance, when I first made my experimental plantation at Port Macquarie, as a prelude to the object of my engagement there, I was about to crop my cane at twelve months. Fortunately the works were not at hand, and I could not do it; but I watched and tried the cane from time to time, and I found it growing and improving in saccharine juices until it attained to the age of twenty-two months, and I then found it superior to that grown in the West Indies.

74. Then you claim by this experience and these experiments to have discovered a mode of treatment suited to the growth of sugar in the Colony? I have, for these thirty-five years at Brisbane Water.

75. From your experience, can you give us an idea of the actual profit derivable from an acre of sugar-cane in this Colony? Skilfully conducted on suitable land, it will yield for the first five crops three tons of sugar to the acre. Heretofore the planters have been cropping at twelve months; but the cane is not more mature for cropping at that age in this Colony than canes in the West Indies are at six or seven months. In the winter the plant has only a vegetable existence, and the saccharine juices deteriorate; they require two summers to attain to a profitable growth.

76. Can the cane be eligibly worked by European labour in this Colony? Most decidedly; I have practically proved it. I have never written upon the subject but from practical proofs, and I have calculated labour at £70 per annum on an estate that will make from 50 to 200 tons of sugar per annum. It will yield a net profit of £60 for every crop, with European labour at £70.

77. Then there will be no necessity here for the introduction of coolie or other labour of that kind? No. Had I conceived that there would, I would not have been so deeply engaged in the object, and I have proved to the contrary. This I have to be a reliable fact.

78. Have you ever visited the sugar estates in New Orleans? I have; and I intimately acquainted myself with all their details and character. It was that only that induced me to remain in this Colony. Had I come direct from the West Indies here, I should have denounced any one promulgating what I have done as to the possibility of growing the cane at all, much less at a profit.

79. You acquired some experience at New Orleans as to the mode of treatment best suited to this Colony? Yes. In New Orleans they have very severe winters, which necessitate their cropping at ten months' growth—two months prior to the required period. Were they not to do so they would lose their crops. It was that fact that induced me to look upon this Colony as so much more suitable to this industry than New Orleans.

80. Did you manufacture a small quantity of sugar that was sent to the Paris Exhibition? I did—twenty-eight pounds.

81. Where was that sample grown? At my model plantation, Point Clare, Brisbane Water.

82. Have you received any recognition from the Commissioners of the Paris Exhibition in respect to that? I have.

83. What was it? A medal.

84. Have you that medal? I have. (*Silver medal produced.*)

85. Have you paid a visit to the Clarence or Richmond Rivers since the people there commenced the growth of the cane? I have.

86. Did you receive any public recognition there? I did: a testimonial, with a presentation of a purse of £100, and a public dinner. The same recognition was extended to me at Kiama several years ago.

87. You are decidedly of opinion that this branch of industry can be carried out effectually with European labour? There is not a scintilla of question about it, and it has been proved by every party whom I have put in motion.

88. *Mr. Dean.*] How much sugar have you ever made in any one year in this Colony since you left Port Macquarie? Not more than 500 pounds, with very diminutive works, simply and only to practically demonstrate the fact which I have promulgated to the colonists.

89. Will you account for the fact that, if sugar is so profitable a crop, you have not gone into it more extensively yourself—that you have not made it profitable to yourself? To prosecute it requires efficient works. These are very expensive; my means have been exceedingly limited, and I have not been able to do

do more than keep up a model plantation. Every pound of sugar I made with that model plantation cost T. Scott, Esq. me 2s. or 2s. 6d. a pound; it is so very expensive on a diminutive scale.

90. Then I infer, from your opinion, that persons ought not to go into the cultivation of sugar without 8 Mar., 1870. considerable capital? By no means.

91. It is not an industry suitable to small farmers? It is not, except that the cost of their works would not exceed £50 or £60. They can make sugar cheaper with such works than they could buy it, but to make it for a market on that very diminutive principle would not do. They can grow the cane at great profit, provided efficient works be within a reasonable distance to convert it into sugar. I may add that the introduction of the industry in every part of the world has originally commenced by the farmers growing the cane and selling it to capitalists who had works, and it gradually comes about, as in the West Indies and other sugar-growing countries, that the grower is the manufacturer. It will be so here in a great measure.

92. What quantity of land is the minimum that may be profitably cultivated? 50 acres.

93. What would be the value of the plant that 50 acres would require in order to conduct the operation profitably? The minimum cost would be about £450;* it would then just give a fair margin of profit.

94. Do you think it would be more profitable to cultivate 50 acres of cane, and to employ machinery costing £450, than to devote these 50 acres to the growth of maize? The culture of the cane would excel that of maize infinitely.

95. Will you give us some idea of the difference of value? 50 acres of land, which I mentioned just now, was for an estate that would return a handsome profit. The latter question I replied to on the limited scale applicable to small farmers. It would take £2,500 for machinery for 50 acres of land. Less than £2,500 would not be sufficient for an estate of 50 acres, but £450 would be sufficient to provide plant for farmers on a very diminutive scale.

96. Do you think that with machinery costing £450 a farmer would find it more profitable to grow sugar than to grow maize? Most decidedly.

97. Do I understand that there has been no time since you left the Government employ at Port Macquarie, when you could have commanded capital to the extent of £450 to obtain machinery? Exactly.

98. And that is the only reason why you have not done so? That is the only reason why I have not embarked in it. At the same time I had a personal interest in it till 1851. I thought from the practical proofs that I afforded at Brisbane Water that I would have been employed as manager of a larger estate, but after 1851 I abandoned all idea of personal interest in it.

99. Upon what part of Rolland's Plains was your Port Macquarie plantation? To the westward of the agricultural establishment; Mr. Parker and I divided the plain between us.

100. What became of that plantation? It was discontinued from circumstances that occurred immediately prior to the settlement being declared free. I had also resigned, owing to events that took place.

101. Was the plantation burned, and the crop destroyed by fire? Some time after, the coppers—the only portions of the works that I received from the Government—gave way; there was a bush fire, and the canes accidentally took fire. I may add that even if that event had not occurred, the cane would have been of no value, as there were no works to take it off. I took as much off as I could until the coppers gave way.

102. Speaking of the plantations you examined at New Orleans—of course you mean in Louisiana—what part of Louisiana do you allude to? About seven miles up the river, on the levée. I went through a number of the plantations, for I had an interest in it—it was my hobby in the West Indies.

103. How high did you ascend the river? To Natchez; but the sugar plantations in my time were not more than twelve miles above New Orleans, after which the climate became too severe. I have since learned that they have extended them higher.

104. Did you see the plantations in the neighbourhood of Baton Rouge? No.

105. That is the centre of what is at present the sugar-growing region? They have extended their plantations since I left; there are, I believe, upwards of ten times the number of plantations that there were when I left New Orleans. It was not very long after the battle of New Orleans and the conclusion of peace that I went there.

106. Do you know the peculiar characteristics of the soil in those plantations you examined north of New Orleans? The whole of the soil is as rich as in any part of the known globe; it consists entirely of alluvial deposit from the overflow of the Mississippi; it is all humus—there is not even a grit in the soil.

107. Do you know what the present yield of cane in Louisiana is? One ton and a half of sugar to the acre, if I am not misinformed.

108. What is the ordinary density of the juice? Six degrees and seven degrees.

109. What is the average density at Brisbane Water? From the mature cane I have had it is as high as 13 degrees; but that was cane two years and a half old, and under very favourable circumstances. Medium cane is 10 to 10½ degrees. That would be the average of mature cane. Twelve months' cane in this Colony will never mark beyond 7½ or 8 degrees.

110. Do you find any difference in the density at Brisbane Water and on the Clarence? The difference is in favour of Brisbane Water, but that difference arises from my canes being matured; those at the Clarence, on which I operated, were immature—unfit to crop; they were only twelve months' cane. Mr. Knox had cane at the Macleay—mature cane—of two years' growth, which marked 13 degrees. Our West Indian cane marked 9 or 10 degrees. We never had cane at the West Indies which marked so high a density as the matured cane does here.

111. What is the ordinary average length of the crushing season on the Macleay or the Clarence—how many months may you crush? The crushing season ought to commence here in October and terminate in November, and commence again in April and May. These are points which none of the pioneers in this Colony have yet become acquainted with. They must not crop from late December or January till April; if they do, they commit a great error. That is a fact that the whole of the pioneers are at a loss for in this Colony. I convinced Mr. Knox, when I was at the Clarence, that he was doing wrong to crop at twelve months, and that he ought to wait till June, and he adopted my advice. He wanted practical proofs, and I gave him practical proofs, showing the difference between the twelve months' cane and the twenty-two months.

112. You state that all the sugar you have made at Brisbane Water has cost 2s. to 2s. 6d. a pound — ? On so small a scale —

113.

NOTE (on revision):—This is an error: it ought to have been £2,500, subsequently explained.

T. Scott, Esq. 113. Do you know of any instance in this Colony in which sugar has been made as cheaply as it could have been imported on any scale? I have done that at the Government establishment at Port Macquarie.

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114. Thirty years ago? Forty years ago.

115. Did you take an account of the Government labour employed at the ordinary average rate? I reckoned that $3\frac{1}{2}$ acres of land would require one labourer, and that labour at that time was worth £50 per annum.

116. What I mean is this,—that if you had that same sugar now in equal quantity to that you made at Port Macquarie, and made it with labour which cost just what labour costs at present, would that sugar have been cheaper than it could be imported now? Infinitely cheaper.

117. Then I infer from that, that machinery is not necessary to make sugar cheaply? Decidedly; it requires very expensive machinery to obtain a profitable return; most clearly so. I contrived machinery of my own there—wooden machinery; and that wooden mill was very expensive to repair; almost every day or every second or third day it needed repair. I made a ton or a ton and a half of sugar a day.

118. I understand you to say that the sugar you made at Port Macquarie was made more cheaply than it could be imported now, and that notwithstanding this, you were labouring all the time with very imperfect machinery? Very imperfect machinery as regarded its capacity, and also the inefficiency of the coppers and the general arrangement of the works, as the Government had failed to supply me with any other works, save and except only coppers.

119. What was the total value of the plant you employed at Port Macquarie—what could such plant be procured for now? Provided they had been efficient works, they would have cost £5,000.

120. What I want to know is the value of the works you did employ? The coppers only, and then the value of the convict labour making the mill and performing other work, in erecting buildings, and so on—I should say, as it was convict labour, the whole expense that the Government incurred for these works did not exceed £800.

121. What would such works as you had at Port Macquarie cost to build now? Inefficient as they were?

122. An exact model of what you had there? I should say they would cost upwards of £3,000.*

123. And with these works, what was the yield per acre? Not more than a ton and a half; but that arose from circumstances.

124. What was the quality of the sugar? Indifferent; sugar of the same kind in the market at present would not bring more than £29 or £30 a ton. This event arose from the immature state of the cane, and my being obligated to crop them under somewhat similar circumstances which attend the planters at New Orleans.

125. Then in order to get more than a ton and a half of sugar per acre, worth more than £29 or £30 a ton, you would require machinery worth £3,000? The cause of the inferiority of that sugar, and also the paucity of the yield per acre, arose from my being necessitated to crop these canes at eight months' growth; I was placed in the same position that the planters are at New Orleans.

126. *Mr. Bowden.*] Do you think that the manufacture of sugar, without the privilege to distil spirits, can be profitably conducted in this Colony, at the present price of labour in the country districts? Planters ought to be allowed to convert their refuse into rum. At the same time, so great are the profits derivable from the industry when skilfully conducted, that they do not require it. And I believe an event will very soon occur, that they will make sugar without any molasses; therefore they would only require distillation for the conversion of the washings of their coppers into rum. At the same time there ought to be an extension of the distillation laws, under peculiarly stringent conditions.†

127. You named two periods during which crushing might be conducted—Which of the two periods do you think most desirable? From October to the latter end of December, but not afterwards until May and June. The cane must have two summers. There will be a failure more or less unless the crops have two summers for their growth, or one summer and part of another. These periods can be slightly deviated from, according to surrounding circumstances.

128. Do you know the price that is paid at present for labour in the country districts? I pay myself £65 a year; £35 the wage, and the rations about £30 more.

129. For yearly servants? Yes.

130. I speak more particularly of the labour you would employ in the manufacturing season, when you would be at the mercy of labourers that would move about from one place to another? Casual labour would be higher, but steady labour would be what I have stated.

131. Have you any knowledge of what would have to be paid under such circumstances? I dare say you would be obliged to give at the rate of £80 a year. But an able planter, on a large plantation, who would economize his work, would not have occasion to get casual labourers on a large plantation; the labourers he would require constantly would be sufficient to take off the crop; but a small planter would have to hire labour.

132. Do you remember the rate of wages that was paid at the Belmore works when you were there? 6s. a day, and they found themselves; there were no rations.

133. *Chairman.*] Would it not be better at present that the farmer should grow his cane and sell it to the manufacturer than that he should attempt to manufacture sugar himself? Clearly.

134. To such a Company as the existing Sugar Company, who would manufacture it to much greater advantage? Yes, much more profitable to the grower.

135. What was the largest quantity of sugar you ever produced in any one season? At Port Macquarie about 70 tons. The rate paid by the Sugar Company for cane gives the farmer nearly double as much per acre as he could make by growing corn.

136. *Mr. Dean.*] What must be the greatest distance within which the manufacturer can afford to take the cane from the grower? I should say about eight miles.‡

137.

* NOTE (on revision) :—In giving this reply, I included every improvement—mill, mill-dam, mill-race, buildings, &c., &c.

† NOTE (on revision) :—It certainly would be a wise policy if the Government were to permit the early sugar-planters to distil their refuse matter into rum. It would give an early impetus to the introduction of the industry, encourage capitalists to invest in it, and be an act of justice towards them. At the same time, the permission ought to be accompanied with stringent conditions.

‡ NOTE (on revision) :—In replying to this question, at the moment, I deemed that it applied to water carriage. Upon ordinary roads, canes could not be profitably carted eight miles.

137. And then he must have water carriage? I speak of land carriage. Water carriage of twenty or thirty miles would cost less than eight miles of land carriage. Cane is a very heavy article, and it takes ten tons of cane to make one ton of sugar.

138. The hire of a bullock dray costs about £1 a day in the country; and as such a dray would not make more than one journey, carrying about two tons of cane such a distance as eight miles in a day, would not the cost of carriage eat up the value of the cane at such a distance from the mill? On the Clarence all the available land is within four miles of the river, and most of it on the margin of the river; and the same is the case at the Macleay, the Richmond, and other places. I think the localities eligible for the growth of the cane are removed but a very small distance from the river-side.

139. Is it not true that in Louisiana they find it absolutely necessary to lay down railways from the centre of the plantations where the works are to the extremities, although not more than a distance of a quarter of a mile—Does not the experience of Louisiana show that it will not do to cart cane a quarter of a mile; much less eight miles? The tramway reduces the cost of transit so greatly that it is economical to lay it down. For instance, Mr. Raff, who has an estate in Queensland, has a railway laid down to carry his cane to the mill, although it is not more than a mile distant. He has no water carriage for his canes, but he purchases none. It certainly will pay, and very highly so, to cart canes one, two, or even three miles. In this Colony the purchaser of the canes pays the cost of their carriage to the mill. In all my experience, I never, until lately, knew the planter to buy his canes, neither have I ever known him to have a longer carriage than one mile to convey the canes to the works.

T. Scott, Esq.
8 Mar., 1870.

FRIDAY, 11 MARCH, 1870.

Present:—

MR. BAWDEN, | MR. HOSKINS,
MR. NEALE.

WILLIAM BROOKES, ESQ., IN THE CHAIR.

The Rev. Edward Holland called in and examined:—

140. *Chairman.*] You are aware that the object of this Committee is to ascertain how far Mr. Thomas Scott may be considered the pioneer in the cultivation and manufacture of sugar, and whether he is, under the circumstances, entitled to any consideration from the Legislature on that account. I believe you have been identified for some years with the promotion of the same object? For about seventeen years.

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141. Were you put in motion in any way, in the practical attempt to grow and manufacture sugar, by Mr. Scott? No.

142. Had you any knowledge of his efforts at the time you commenced? When I first started, none whatever. I had only been three months in the Colony when I first began to grow cane.

143. You have been engaged in experiments in the growth as well as the manufacture of sugar? Yes, both.

144. What were the results of your experiments as to the amount of success in the cultivation of the cane and production of sugar? Perfectly satisfactory—far superior to anything I ever experienced in the West Indies.

145. When you first attempted to grow the cane in the Colony, it was before you had had any knowledge of Mr. Scott's experiments in any way? Yes, long before. I can give you the history of it, if you desire it. I came to the country in 1853, and settled at Port Macquarie. Shortly after my arrival the late Major Innes and family called on me, and on my paying a return call at Lake Innes I saw some cane of the ribbon variety in the Major's garden. I asked Mrs. Innes to allow me to take some to see if it would grow at Port Macquarie. It was agreed to, and fortunately I took some away and planted it, for shortly after the rest was burned down. That is the cane, I believe, which is now known and cultivated over the Colony as the ribbon variety.

146. At that time you had no knowledge whatever of Mr. Scott's experiments? No.

147. Did you, about the year 1866, write a letter, addressed to the *Empire*, respecting the experiments of Mr. Scott? I think it was to the *Herald*, but I cannot remember which; I have written so many. I did write about Mr. Scott, commending him to the public esteem.

148. I understand you have been resident in the island of Jamaica? Yes, for eleven years.

149. Can you afford the Committee any information as to the comparative value of the sugar made in Jamaica and in this Colony? As regards its market price, I believe sugar is selling there now at 20s. per cwt., and the same sugar here would be worth at least 34s. I know it from recent papers I have had from Jamaica. I have seen it sold at 15s. and 18s. per cwt. in the public markets of Kingston.

150. Do you believe that the sugar-cane can be permanently grown here with the same chance of profit as in the West Indies? Yes; there is nothing to prevent it if a judicious selection is made at the time of planting. If you put the plant into a climate or atmosphere that is not congenial to it, of course you cannot expect it to grow; but if you select a suitable soil and climate, to use a colonial phrase, it is "bound" to grow.

151. Why is it that sugar that would sell for £20 in Jamaica would be worth £34 here? It is difficult to ascertain that; I can hardly form an opinion on that point without giving it more thought. That sugar is destined for the English market, and there is a heavy duty on it when it arrives there; that, in one sense, might account for the relative difference.

152. Have you formed any opinion on the question of the services of Mr. Scott in this matter? Yes.

153. Will you be good enough to give the Committee the benefit of it? I think that if Mr. Scott had done only one-fourth of what I have done to develop this industry he is worthy of what I recommended in the public Press—that the present of a sum of £1,000 should be given him by the Legislature. I must say, at the same time, that when I wrote that letter I was under the impression that Mr. Scott had never received any encouragement in the shape of money from the Government; but I believe he did from a former Government receive some six or eight hundred pounds; still that was for services performed then.

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then. He has since been writing and calling the attention of the country to the matter, and for that latter service I think he is entitled to the consideration of the Legislature.

154. Looking to its prospective value, both as a means of affording employment to the people and as a source of revenue, what is your opinion of this sugar question? I believe it will be equal to the golden fleece of ancient times to this country—the source of undoubted and unbounded wealth to the Colony.

155. *Mr. Hoskings.*] What did Mr. Scott receive £600 for? The Government of the day, I believe, established a sugar factory at Rolland's Plains, near Port Macquarie, and he had the superintendence of it. When the penal establishment was broken up at Port Macquarie that went to the wall; and I think for superintending that plantation Mr. Scott received that amount.

156. How long did that sugar factory started by the Government exist? That I do not know. It is some forty-two or forty-three years ago.

157. Can you say whether it was demonstrated that sugar could be profitably grown at this establishment at Port Macquarie? From what I have heard—and I have heard it from those who were on the spot—it was a failure. But to meet that, I think other things are to be taken into consideration. People may cry down a thing and say it is a failure, without knowing the real merits of the case; and probably Mr. Scott was not supplied with proper machinery; in fact he has told me so in letters, for I have never seen him.

158. The establishment you believe existed some years and was abandoned? Yes.

159. Would you not think that if the Government, having a large amount of prison labour available, could have demonstrated that the sugar-cane could be grown and manufactured at a profit, the establishment would not have been broken up? I believe it was a failure, from all I have heard about it; but I do not look upon Governments as the best parties to interfere in these matters; they do not manage economically.

160. The money received by Mr. Scott was salary for supervising this establishment? Yes, if not a salary, a bonus. I have an impression that he declined a salary; but this money was given him in return for his services.

161. Would you be kind enough to tell me on what grounds you consider Mr. Scott is entitled to any remuneration, or any sum of money, for any services he has rendered to the Colony in relation to the growth of sugar? He has written a great deal on the subject, kept it before the public mind, directed attention to it continually, sent samples of sugar to various editors of newspapers and other persons, and in many ways endeavoured to induce people to give it a fair trial.

162. Have you not done the same? Certainly I have, and to a very large extent too. I have sent sugar all over New South Wales; I could count the letters I have written by thousands; and I have lectured on the subject fourteen different times.

163. I presume Mr. Scott has not demonstrated that sugar could be grown profitably on any plantation of his own? I believe his plantation at Brisbane Water is very limited, but I have never been there.

164. So limited that it would be impossible for him to furnish the community with any reliable data based upon what he has done there? He could not do that very well from what he has done there; he could, however, from his West Indian experience.

165. Still I apprehend you could do the same? Certainly.

166. And you have done the same—you have demonstrated, or attempted to demonstrate that sugar could be grown profitably here? Partly that; but in addition to that I went into it like a practical man; I bought machinery and made sugar. The plantation I had is now the property of Lord Somerville.

167. Did you demonstrate that sugar could be profitably grown? Certainly.

168. Then you were in fact the first successful grower of sugar in the Colony? I do not like to speak of my own services.

169. I should like to hear them? It is an object dear to my mind. I should like to see the cane profitably cultivated. I believe it will greatly enrich the country.

170. Then I may say you were the first person that demonstrated that sugar could be profitably grown in this Colony? I believe so, without at all interfering with the claims of Mr. Scott. I should be very sorry to say a single word to affect his claims injuriously.

171. You have written letters to the Press, calling the attention of the colonists to the adaptability of this country to the growth of sugar, as well as Mr. Scott? Yes.

172. And you have done still more, for you have demonstrated that it can be grown profitably? Yes; and I have lectured over the country. Some of these lectures were of a practical character, over the boiling-pot, by means of which three or four hundred people have been taught to make sugar in the course of a single lecture.

173. It cannot be alleged then that Mr. Scott's services are more distinguished than those of other persons? That is not for me to say.

174. Do you really believe sugar can be grown here to a profit? I do; I am as fully convinced of it as that we are sitting at this table; and with a very large profit too.

175. To what extent have you cultivated sugar at Port Macquarie? My farm consisted of fifteen acres, six of which were under cane at the time I sold it. I had a small mill with which I made sugar. Some of that sugar I sent all over the Colony. I sent $\frac{1}{2}$ cwt. to the Intercolonial Exhibition, and afterwards to Paris, for which I got a gold medal. I supplied my own family with sugar, and sold a good deal. I believe in that way I have made more sugar than Mr. Scott.

176. Have you made any calculations to show that sugar can be grown at a profit, having in view the cost of the land, of fencing the land, of the cultivation of the land, of planting the cane, and its conversion into sugar? Yes; but I could not give you figures now on the spur of the moment. From calculations which I entered into very closely—for I was my own workman as far as I could be so—the conclusion left on my mind is that nothing will give so large a profit as the growth of sugar, if judiciously managed—that must be understood—it must be judiciously managed; for it is easy, from want of care or from ignorance, to make mistakes that will do away with the chance of profit.

177. Did you charge your own labour against expenses? I cannot say I did not, because I used to have a good deal of the sugar for my own labour. By my own labour I mean the superintending of the making of the sugar.

178. Can you say whether you know of your own knowledge that sugar has been grown here on anything like a large scale at a profit to the cultivator? I can give you an instance:—A gentleman came to the Hastings and bought three sections of land, very poor inferior land, with the exception of about 400 acres

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on the bank of the river, which was rich and well adapted for the growth of the cane; he got three plants that originally came from my stock, put them in the ground, and when they were about as high as this table he cut them down and replanted them and other kinds; he did this for several years, until he had a large quantity of growing cane. I asked him on one occasion what he was going to do with it; he said he did not know. I told him I calculated he had cane enough to make £2,000 worth of sugar, and advised him to expend about £1,500 in machinery; he said he did not know how to make the sugar; I told him I would show him. I went up to his farm; we boiled all night, and after he had learned the process he went on and made a great deal of sugar, which he sold in Sydney; and lately he has sold the whole concern for £10,000. I asked him how he felt on the matter with regard to the sale of the sugar, and he said, perfectly satisfied.

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179. You are aware they are growing sugar-cane very extensively in Queensland? Yes.

180. And that there is very great scope for the growth of it on the northern rivers and in Queensland? Yes.

181. It is a fair presumption that if a large number of persons engage in the enterprise in this Colony and in Queensland the price of sugar will fall? Not for many years. We must first keep the foreign imports out of the market, which a few years ago amounted to £887,000 worth of sugar. They are fully that now, if not more. We consume about £500,000 worth annually in this Colony. Before the price can come down we must supersede the foreign sugar in the market. Then we have all the neighbouring Colonies as markets.

182. How long do you anticipate it will be before we are able to supply ourselves with sugar? If the Government of the day had followed up Mr. Scott's efforts we might have been independent now. We are only skimming the surface at present.

183. Do you think we shall be able to supply the local demand in (say) five years? You could do it in three, if the capital of the country went into it as it ought. It only wants capital. There is plenty of good land, and we know that the cane will grow luxuriantly, and that it is rich in saccharine properties.

184. Do you believe cane will grow as luxuriantly here as in any part of the world? I do, and better. I have a case under my eye at present where 70 tons of cane were taken from an acre of land, and where the owner of it got 10s. a ton for it as it stood on the ground, the miller cutting it down and carting it away to make sugar.

185. How much sugar do you think could be made from that quantity of cane? That depends upon the strength of the juice. If that juice would show, by saccharometer, say 10°, I would engage to make over four tons of sugar to the acre from it, and more than that.

186. You are aware, I presume, that the Australian Colonies are supplied from the Mauritius? Not altogether; a good deal of sugar comes from Java, Manilla, and Madras.

187. Labour is an important element in the production of sugar? Yes.

188. In Mauritius, Java, and Madras, the fields are cultivated and sugar manufactured by coolie labour? Yes, chiefly.

189. What are the wages paid to coolies? I have never been in India.

190. You know they are very low? Yes.

191. About two-pence a day? More than that. In Jamaica the field labourers get 1s. 6d. a day.

192. Having in view the low price of the labour employed in the growth of the sugar-cane and the manufacture of sugar, do you think we should be ever able to compete successfully in the production of sugar, even for the local market, with those countries? I have not the slightest doubt of it. We can do a great deal of work by machinery that is done there by hand labour. In the next place, our canes are richer and the return per acre is higher. Then again, the cane in these hot countries is forced into early maturity and has not time to develop its full strength. That will be the fault in Queensland. Here it takes longer to come to maturity, and like most things that take long to mature, it is richer and better.

193. How do you account for employing machinery here better than they can in other countries? I suppose labour is cheaper there than machinery. That may be the reason. Perhaps some people have not capital enough to go into machinery. But the great advantage here is the extra yield per acre.

194. This extra yield, of course, is from cane grown on virgin land—alluvial land? Yes. That is from the cane. There are other plants that will produce sugar from inferior land; for instance, the plant I introduced myself—the planter's friend.

195. Is not sugar a very exhausting crop? Yes, it is, very.

196. If so, I apprehend we may fairly presume that the yield will diminish in time? Not if the land is kept in good heart by manuring and deep ploughing. The cane provides itself with a large proportion of the best manure for its reproduction—the megass, trash, and leaves; they ought to be ploughed into the ground, giving back to the soil, to a great extent, the elements taken away from it.

197. Supposing that in consequence of the over-production of sugar in the Colony, or from other causes, the price of sugar should become as low here as you say it was in Jamaica, would it pay at that rate to cultivate it? Yes, it would; no doubt of it.

198. Better than crops of maize? They are not to be mentioned in the same breath. But that is looking too far into the future. It will be many years, according to the snail's pace at which we have been going hitherto, before we drive out the foreign sugar.

199. *Mr. Bawden.*] Do you know of any persons who have been induced to cultivate sugar through Mr. Scott's advocacy? I do not know for certain; but no doubt parties have been induced to do so by his efforts.

200. Can you name any persons? I do not know that I can. I know the people on the Macleay, the Hastings, the Manning, the Richmond, and other places—I do not say it egotistically—have been induced to cultivate the cane through my writings, lectures, and so forth.

201. Was Mr. Meares induced to enter into the cultivation of the cane by you or Mr. Scott? I will tell you what Mr. Meares said when Mr. Scott published in the papers that he had written fifty or a hundred letters to Mr. Meares,—that he had never received a scratch from Mr. Scott, and he published a statement to that effect in the newspaper. I took the sting out of it with Mr. Meares, who was very sore about it, by suggesting that Mr. Scott was an old man, and had very probably forgotten it, and his memory had failed upon the point.

202. Do you think cane can be grown more profitably here on large plantations or on small farms—Some people advocate the farmers growing the cane in small quantities and selling it to the millers; others advocate

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advocate the growing of the cane on plantations attached to the mills—Which do you think the likeliest to succeed? I advocate both. Farmers can grow cane cheaper than a Company.

203. I speak of individuals having more means at their disposal than others? I would encourage them too. I have all along advocated the farmers growing it and selling it to millers, because the manufacture is so complicated.

204. Can you give the Committee any idea of the cost per mile per ton, of conveying cane by land carriage? I do not believe in land carriage. Cane is very heavy, especially when you get from 40 to 70 tons to the acre; the less of land carriage the better.

205. Can you give any idea? No. I know in the West Indies they carry cane some 3 or 4 miles to the mills, but there the planter grows and manufactures his own cane.

206. Can you give an idea of the cost per ton for water carriage? Various prices are demanded. It could be done for a very small sum by Steam Companies. I have been trying to induce the Clarence and Richmond River Company to do something in the matter, and I believe they have taken some steps in it.

207. What is your opinion of the value of average cane, showing 10° on the ground cut—the price per ton? 10s. a ton has been paid for it. It has been sold in one case I was referring to for 10s. a ton as it stood on the ground.

208. How far had that to be conveyed? Not very far—about a mile. It had to be carried across the river, lifted in and lifted out.

209. It had to be loaded on drays, taken to the river, unloaded, put on board the boat, lifted out on the other side, put on drays again, and unloaded again at the mill—Can you give any idea of the cost of that? No, I cannot.

210. Where cane has to be conveyed by water, in most cases the same amount of handling will be necessary? Yes.

211. Am I to understand that in the case you mention the mill-owner cut the cane himself? He sent his men and cut it and carried it to the mill. He gave 10s. a ton for it standing in the field. If the farmer had cut it himself it would have been worth 15s. a ton or more.

212. Do you think it would be profitable if he did not get 15s. for it? It would, but it would not be the value of it. The Sugar Company are offering 8s. a ton; but I do not think that is the value of the cane if well grown and properly attended to.

213. What is the furthest place south in this Colony where cane could be grown successfully? Not much below the Manning. I thought it could be grown at the Hunter, but I believe the frost has nipped it up there.

214. What is the present price of day labour in the country districts where cane can be grown? Speaking from experience, I think 15s. a week.

215. Would you find them in food? No. I had one man for several years to whom I paid 15s. a week; he is now at Lord Somerville's, and I got him 2s. 6d. a week extra, because I looked upon him as a skilled hand.

216. He was permanently engaged? Yes.

217. These were his wages, 15s. a week, and he found himself? Yes, I provided a hut for him.

218. Is it not the practice for mill-owners to employ extra hands at the crushing season? Yes.

219. What rate of wages do they pay to these? I think Mr. Meares was paying 12s. a week and rations. I suppose that would be equivalent to £1 a week—hardly that. 12s. to 14s. a week is the general run of wages.

220. Having in view the advance that is being made in Queensland in the cultivation of sugar, do you not think that by the time this Colony has advanced to the same stage we shall have a strong competition in the colonial markets? Yes, but you do not mean to say we are going to stand still with our present population—we will have more mouths to fill.

221. You state there are other markets to supply—? Yes, the other Colonies.

222. Shall we not have the same competition from Queensland with these other Colonies? No doubt, but I hope in a few years to see two or three millions of people here.

223. Do you not think the present duty upon imported sugar is the means of keeping the price up here, as compared with what it is in Jamaica? The duty is £5 a ton I think. The duty here is a sort of bonus to the grower—£5 a ton in his pocket.

224. Do you not think that, when the time comes when our own market is supplied with local produce, sugar will be less valuable by the price of the duty? It may be in time.

225. Sugar that is now bringing £34 per ton, with a duty of £5 per ton on imported sugar, will fall at least to £29 per ton, when we are supplying our own market and there is no longer any sugar imported? It may, but there is this to be said, that we have then the markets of the world.

226. *Mr. Hoskins.*] The production of sugar from beetroot is increasing? That would never pay in this country. It is increasing in France and on the Continent, on account of the high bonus that is given.

227. *Mr. Bawden.*] What do you think would be an adequate return per acre from sugar? That of course involves other questions. You must have the ground thoroughly prepared.

228. Taking all things into consideration? I should think the average yield would be over three tons to the acre. Dr. Neild of Port Macquarie is now getting three tons of sugar to the acre, and would have got more but for the stupidity of the farmers, who would not take my advice and plant the canes as deep and as far apart as they ought to do.

229. Have you found the proportion of molasses produced in this Colony greater than that produced in Jamaica? According to my views of the matter there need to be no molasses at all. I look upon molasses as sugar destroyed. When I say none at all, of course I do not speak absolutely, because there will be always a little; but on a crop of 50 acres there need not be more than a puncheon of molasses, if the boiling be properly conducted.

230. Have you found the proportion in this Colony greater than in Jamaica, according to actual experience? No, unless I went to work in a slovenly way and spoiled it. That is one reason why we have so much now.

231. That is to say, the want of success is owing to the want of experience? Yes, unskilful working. There is another advantage in which this country is superior to all other countries, and which I discovered by accident. It is a fact of very great importance. You can keep your cane longer when cut. In the West Indies it must be converted into sugar in twenty-four hours, or it begins to ferment; here I have

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kept it sixteen days and it did not ferment. I got Nichols in Sydney to make me a large mill, and the first day I set to work I broke one of the wheels, and it was sixteen days before I could get it repaired and go to work again. At the time I had three cart-loads of cane on the ground. I tested the juice when it was cut, and I tested it when we recommenced work, and I found it just the same.

232. *Chairman.*] Being questioned by Mr. Hoskins in reference to what Mr. Scott had been able to do at Port Macquarie, you stated that you were not aware that he had done anything practically there—that it was a failure? I did not say he had not done anything practically, because he made sugar there; but looking at the affair as a whole it was a failure.

233. Are you aware what quantity of sugar was manufactured? A good many tons I believe. The Government doubtless have records showing the quantity.

234. Seventy tons? I am not sure, but there must have been a good quantity, from the quantity of land that was under cultivation.

235. Are you aware that Mr. Scott sent a specimen of sugar of his own growing to the Paris Exhibition, and received a medal for it? Yes, I saw it—that is the sample of sugar.

236. Are you aware how many years it is since Mr. Scott was practically engaged in the manufacture of sugar? I believe it is forty-two.

237. Some reference was made to Mr. Meares—Can you say how long Mr. Meares has been engaged in this pursuit, whether as a grower or manufacturer? Altogether I should think about five or six years; perhaps it may be a little more, but not much.

238. If Mr. Scott produced 70 tons of sugar forty years ago at Port Macquarie, would you not consider that a practical demonstration not only that the Colony could produce sugar, but that he was the first to prove it? I would. I have heard that that sugar was very inferior, but I believe Mr. Scott was supplied with very bad apparatus. Then again the frosts set in there very early, and I think destroyed his canes one year. Rolland's Plains are some twenty-five or thirty miles from the coast.

239. Are you aware that the establishment there was abandoned in consequence of a change of Government? The abolition of the penal establishment was I think the cause of it.

240. Not on the ground of its being a failure? No, on no account.

241. What amount of sugar do you estimate you have been enabled to produce up to the present time? I never made any estimate of it; I have made a good deal.

242. From computations you have made, are you able to say what quantity of sugar is likely to be produced in this Colony by the end of 1870? No, I am not in possession of facts to justify a calculation on that point. I do not know the number of acres under cultivation. The returns published in the *Herald* some time ago were only an approximation.

243. If it were stated at £100,000 worth of sugar, would you think that likely to be correct? I hope it may be as much, but I hardly think it.

244. Are you aware what we paid for imported sugar last year? No, I am not; but I should think it was fully the amount I named before.

245. At the time when Mr. Meares commenced his sugar-growing, do you not think it is likely he was aware both of the practical experiments and of the writings of Mr. Scott? I cannot say. As a reader of the public prints, it is likely he may have been; he must have seen some of Mr. Scott's letters; but probably Mr. Meares will tell you he had no faith in Mr. Scott. I have, because I believe he is a thorough sugar-planter.

246. You believe the time may arrive when we may be able to manufacture sugar in this Colony with little or no molasses? I think it can be done; in fact, I have seen it done, and have done it myself. I have had molasses, but I converted it into sugar—reboiled it.

247. In that event the production of sugar will be rendered more profitable, without distillation? There is no necessity for distillation to any great extent when the sugar-cane is used; but there are other plants coming into public notice that will be used for the purpose of distillation—imphee, sorghum, planter's friend. Until people know how to make sugar thoroughly, there will be always a good deal of molasses, skimmings, and other refuse, that must be converted into rum; but with proper manipulation there need be very little molasses. Fryer's Concretor converts the whole of the juice into sugar.

248. *Mr. Hoskins.*] Is it not a fair presumption that sugar could not be profitably produced at the penal establishment at Port Macquarie, where Mr. Scott was engaged, seeing that it was abandoned by the Government? I do not think it was abandoned because of the non-success of the thing, but because the penal establishment itself was broken up, and the sugar plantation went with it; the Government withdrew the labour.

249. For the last ten or fifteen years the Government has been at its wits' end to provide safe places for the safe keeping of the criminal population; and supposing the same difficulty to have existed at the time this plantation was given up, do you not think the Government of the day would have continued it if it had been proved that sugar could have been profitably grown by penal labour? I cannot account for the action of the Government in the matter. I would rather see it carried on by free labour. Prisoners never work well, and I know from some of the old hands—men who were under Mr. Scott—that they did everything they could to "dodge" him.

250. Can you say how long an interval of time elapsed between the abandonment of the sugar plantation at Port Macquarie, over which Mr. Scott exercised supervision, and the growth of sugar on anything like a large scale in the Colony—not mere patches in gardens? It is only within the last ten years, perhaps less, that the thing has been gone into with any degree of spirit. It is forty years since Mr. Scott was at Port Macquarie, I think. What I was doing—and I was the first after Mr. Scott—was very limited. I had no means, and I had to make it pay its way as it went along; I had nothing but my salary, and I could not afford much out of that.

251. You believe you were the first person that commenced the cultivation of sugar after the breaking-up of the establishment at Port Macquarie? Yes; and by that means I was enabled to corroborate the statements of Mr. Scott with regard to the relative value of the production of sugar here and in the West Indies. Hence I felt it my duty to write the letter I have before referred to.

252. There are persons, I believe, who doubt the profitableness of the enterprise? People told me I was a madman when I first started; they would not even believe that the cane could be grown.

253. Now nobody disputes that sugar can be grown? No.

254. Still is it not generally considered that the problem whether it can be profitably grown has not yet been

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been solved? I have given you one instance in which it has been successfully grown; I will give you another. A gentleman at Port Macquarie who used to laugh at me a good deal at first, saying that I had sugar on the head, and making other remarks of the same kind, was induced to buy a lot of cane cuttings and distribute them to the farmers on conditions, and afterwards to take a share in Dr. Neild's machinery to the amount of £500, and he has since told me that he got £1,200 for his interest in the machinery, and £600 for his interest in the cane, which Dr. Neild is now converting into sugar. These are facts.

255. Do you think that in the event of our being able to produce more sugar than we require for the use of the colonists, in the course of a few years we shall be able to compete in the Victorian and South Australian markets with sugar grown in other countries? Yes, and even with Queensland, because Queensland will never produce so much sugar to the acre as we can in this Colony. That is a fact.

256. Then I infer that you consider we should monopolize the Australian markets? I believe so. In Queensland the warmer climate forces the cane into earlier maturity—it has not time to develop itself; hence the returns will be less per acre.

257. I suppose you are aware of the object for which this Committee is appointed. I will read it to you. (*The Honorable Member read the resolution appointing the Committee.*) Are you of opinion that Parliament would be justified in specially selecting Mr. Scott, as a gentleman whose services entitle him to public recognition or pecuniary reward, for his alleged services in the cultivation of the sugar-cane in the Colony? Yes.

258. Pre-eminently? He was first in the matter. Now, if I am to speak about myself, I think I have a claim on the Government too; but I have put forward no claim. I believe any person who seeks to benefit the Colony in the way we have both done has a claim on the Government.

259. Do you consider Mr. Scott's claim superior to all others? It is prior to mine, I believe; but had I not gone into the matter and made sugar Mr. Scott's letters would have had little effect. People had confidence in my character as a minister of religion; I moved about among them and talked to them; I put up machinery and made sugar in a practical way; hundreds came to see what I was doing, and I lectured to them in different places, and gave them practical instruction. All this gave them confidence in the new industry. But it was Mr. Scott that first drew attention to it.

260. However, you are not aware of anybody having engaged in the cultivation of sugar in consequence of the letters Mr. Scott wrote? I could not say positively; but I believe it is very likely that some parties have been induced to take the matter into consideration in consequence of having read Mr. Scott's letters. I believe Mr. Scott was always making samples at his own place, but I believe I was the first to go into it, and put up machinery.

261. Mr. Scott's were simply experiments to demonstrate that sugar could be produced, but he did not go into it commercially? I do not think he did.

262. *Mr. Bowden.*] You state that by using Fryer's Concretor no molasses is produced, the whole of the juice being turned into sugar? Nearly the whole.

263. Is not molasses produced from the concrete when subjected to the refining process? The refining ought to be left to other parties.

264. Is not the molasses left in the sugar in such a state that it is not marketable? There is no molasses—it is a solid concrete. Molasses is simply sugar destroyed by over-boiling. If the sugar is boiled off in an hour and a half there will be no molasses, but if you keep it boiling for four or five hours you are continually destroying sugar and producing molasses.

265. Is not molasses produced when muscovado sugar is refined? No doubt there is some. But that is a distinct branch of the business. I think the refiner had better be left to look after that. There is no molasses in the sugar-cane.

266. The concrete is, in your opinion, marketable sugar? Yes.

267. At what price? It is worth £25 a ton in Sydney; a refiner told me so a few days ago. By that means you get a larger quantity of sugar per acre. An acre of good river land will give from 5,000 to 6,000 gallons of juice, which, if of the ribbon variety, and marking 10·13, would produce, within a fraction, 2 lbs. of concrete to the gallon.

268. That concrete before it can be used by the general public must undergo the refining process? Yes; but with the Concretor you can make muscovado sugar by arresting the process before it becomes too solid. Dr. Neild is doing it now.

269. Do you think Dr. Neild's manufacture of sugar is a profitable one? I have no reason to doubt it; I had a letter from him last week, and he stated so.

270. Have you any idea at what cost per pound he is making sugar? He has made no calculation to that effect that I am aware of.

271. Do you think it costs him eight-pence per pound to make his sugar? I should hope not.

272. It is said to do so? Report does not always speak the truth. He does not say so himself, and he ought to know best. There is a very strong prejudice in the minds of some parties against the Concretor, and they have done everything they can to run it down; but Dr. Neild says he is perfectly satisfied with the results of the Concretor.

In addition to the foregoing evidence, I beg to submit the following:—

1st. As to the profitable character of sugar production—It is but fair to infer that so sagacious and wealthy a corporation as the Sydney Refining Company would hardly embark so much capital in this industry, in the shape of machinery, both on the Clarence and the Macleay Rivers, if they were not pretty certain of success. Some years back I brought the subject under the notice of the Directors, and I am very glad they are now taking action in the matter. With their experience, intelligent management, and skilled labour, I am confident they will produce results of the most satisfactory character, which will astonish both themselves and the public generally, provided the cane-growers do full justice to the cultivation.

2nd. To give an impetus to the production, I suggested to the Martin Ministry, some few years ago, the desirability of granting a bonus on every ton of sugar produced in the Colony for a certain number of years, to be equally divided between the cane-grower and the manufacturer, but nothing came of it. It is a matter worthy of the consideration of the present Ministry.

3rd. Although I have not asked the Legislature for any recognition of my labours in this matter, yet large numbers of my friends on all the northern rivers and elsewhere, have suggested that application should be made, and they are now, I am given to understand, preparing memorials to Parliament, having this object in view; and it has been proposed by some of them

them that Mr. Scott and myself should be allowed an annuity of £50 for life, in consideration of what we have done to develop the sugar industry; but as Mr. Scott is now far advanced on the road of life, and, humanly speaking, drawing near the termination of his earthly career, I have suggested that it would be better to grant a lump sum. For myself, I can truly say that if the Legislature choose to overlook my arduous labours and decline any recognition of them I shall not take it very much to heart, as hitherto I have simply sought to benefit my adopted country, and have the inward satisfaction of knowing that I have struggled through many difficulties, without the slightest help from any quarter, often denying my family the necessaries of life through having to pay high interest on borrowed money to do my duty to my fellow-colonists and in order to ensure the success of this industry. At the same time, I am not unconscious of the fact that public appreciation and reward are pleasing and soothing to the man who endeavours to promote the independence and material prosperity of those around him.

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Mr. Peter Fagan called in and examined:—

273. *Chairman.*] I believe you have been for a long time resident at Brisbane Water? Yes.
274. Near Mr. Scott? I lived on the next farm to him.
275. How long did you reside near him? I have been there since about 1835 or 1836.
276. During that period has Mr. Scott been engaged in the cultivation of the sugar-cane? Yes, he was growing sugar there when I went there in 1835 or 1836.
277. He had a small plantation? He had.
278. How many acres? I never took notice particularly what size it was, but he had a good deal of sugar-cane growing—very good strong cane, the strongest cane I have seen.
279. Are you aware that he manufactured sugar from that cane? Yes. I had a small boiler there, with which I was going to make soap, and Mr. Scott asked me to lend it to him to make some sugar. I lent it to him, and I saw him making the sugar. He had a machine made that he worked with a bullock. I saw the sugar he made. Twice since then he has made sugar. He made some not very long ago—from two to four years ago.
280. You have seen and tasted the sugar? Yes, three different times.
281. What, in your estimation, was the quality of the sugar? That I had from him was very good—as good brown sugar as I could see in Sydney at any time. There were two samples: one was a very bright and free sugar, the other was rather darker.
282. Are you aware whether Mr. Scott was in the habit of sending samples of this sugar away? Yes, he told me he sent a sample of the first sugar he made to the Governor. He wanted some one to assist him in making the sugar.
283. At the time Mr. Scott borrowed your boiler to make sugar I suppose he had none of his own? He had some small boilers of his own, but mine was the largest he could get.
284. As far as you know, he was poor at the time? He was.
285. You say he employed a bullock to work his machine? Yes, he had a bullock going round turning the machine that he had to crush the cane. It was only a make-shift.
286. Are you residing at Brisbane Water at present? Yes.
287. Do you consider, from what you have known Mr. Scott to have done in this respect, that he is entitled to public consideration? I should think he ought to get something, for he has been constantly writing; I know he has lost a great deal of time with writing. Whether he was always writing about sugar I do not know, but I know he has been often writing.
288. Was he also engaged pretty continuously in the growth and manufacture of sugar? Yes.
289. His plantation has existed since 1835 to your knowledge? Yes. On one occasion a fire ran through it, and he said he was ruined; but he carried it on after that.

Mr. P. Fagan.

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FRIDAY, 29 APRIL, 1870.

Present:—

MR. DODDS,

MR. FARNELL.

WILLIAM BROOKES, ESQ., IN THE CHAIR.

Thomas Sutcliffe Mort, Esq., examined:—

290. *Chairman.*] You are aware that this inquiry is with respect to the cultivation of the sugar-cane and the manufacture of sugar in this Colony, and also as to the claim of Mr. Thomas Scott of Brisbane Water to the consideration of Parliament, as having been the chief promoter of this interest? I am.
291. I believe you have resided in this Colony for many years? I have.
292. And have been more or less intimately connected with most of the interests of the Colony? I have.
293. In mining, manufacturing, pastoral, and agricultural? I have.
294. During that period I presume you have had ample opportunities of acquiring experience of the requirements of the Colony generally? I think so.
295. From your experience have you found agriculture a more than ordinarily precarious pursuit? I think it is most precarious; flood or drought being the rule, and a good season the exception.
296. Such, in your opinion, as to render it desirable the utmost encouragement should be extended to sugar-growing? Yes, because the sugar-cane is not liable to the same injury from flood or from drought, in New South Wales at any rate, as other crops; and I believe that that during the late floods has very prominently shown itself, the sugar-cane having scarcely suffered at all, in fact not at all, except by the high winds which prevailed after the flood, whilst the maize and other crops have been absolutely destroyed.
297. You are aware that Mr. Thomas Scott of Brisbane Water has devoted many years of his life to the promotion of this industry in this Colony? Unquestionably; he has written hundreds of letters upon it, from first to last, I imagine.
298. Do you believe it to be of paramount importance to foster colonial industry generally, not only as a source of wealth, but as providing legitimate occupation for the colonial youth? I do, provided the industries are such as our climate and soil specially fit us for—most important.

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299. Should the Government, as a measure of policy, hold out inducements and encourage the promotion of this industry, in your opinion? I think so most decidedly, and not only in respect of the sugar industry but in respect of others, provided the Government is careful to encourage only such industries as would after a little time become independent of such encouragement.

300. Has not the success of that industry really stimulated other industries, such as the manufacture of plant, steam-boilers, and machinery for the manufacture of sugar? I scarcely consider the sugar industry in New South Wales an absolute success.

301. I mean judging by the measure of success which has so far attended it? I think it is on a fair way to success, but like all new industries it has to go through much tribulation to arrive at a profitable issue. So far as the industry has gone it has very materially stimulated other industries. In that respect of course it is not singular. Every industry established in a country is the immediate forerunner of a great many other industries which spring out of it. We have the Waterview Dry Dock and other engineering works in the Colony, at which a large amount of machinery has been made, the manufacture of which has given employment to a large number of our work-people.

302. Have you given sufficient attention to the sugar consumption of the Colony to be able to inform the Committee of its importance as an article of general consumption? It is of immense importance to the Colony to produce its own sugar, our consumption being so very large. Whether this is from the tea-drinking habits of the people, or whether it is from the fact of the people not consuming fat, which I believe is the case generally with the native population, and who consequently seek food which supplies the same kind of want as is supplied by fat—or from whatever cause it may arise, certainly the consumption of sugar in—I think I may say the Australias, is fully three times in excess of what it is in Great Britain. It may be that the power of the people to pay for sugar here is greater than it is at home, but from whatever cause it may arise, the consumption of sugar in these Colonies is very large, and it is therefore highly important that we should if possible produce the article amongst ourselves.

303. Seeing the importance of this interest, are you of opinion that such efforts as those of Mr. Scott, in laying the foundation of such an enterprise, are worthy of national recognition? I think so, in his case particularly, and I think in all cases where a spirit is manifested such as that shown by Mr. Scott, where a man has no end to serve save the interest of his country. Such efforts, I think it will be generally conceded, are worthy of the recognition of the people for whose good he has laboured.

304. Then, besides this interest becoming a source of colonial wealth, do you regard it as important as an additional means of affording employment for colonial youth? Of course it is, and a great attraction to capital, which has little value except it be exchanged for labour.

305. You are connected with an establishment here where a very high class of labour is employed of the mechanical class—Do you find there is, generally speaking, a desire to place youths to that occupation in the Colony? Yes, there is no lack of lads coming forward to be apprenticed.

306. Is it within your experience that there is great difficulty on the part of parents to find legitimate occupation for their children? It is to my certain knowledge a matter of very great difficulty, and I look with the greatest anxiety and alarm to the future, to know what our rising generation are to do if we do not endeavour to foster industries for which the Colony is especially adapted, and we only require a very small beginning to end in a certain success. But, Mr. Chairman, you are inducing me to enter upon a very wide question, and unless time were permitted to go into it very fully I would prefer confining myself to a simple answer to your question.

307. You are of opinion that the production of sugar in the Colony would, in a number of ways, influence other industries? Yes.

308. In the production of spirits, I presume? I am sanguine enough to hope that the days of distillation from the residuum of sugar are numbered. I believe that the improvement which has taken place in the principle of manufacture will do away with the molasses which is the consequence of the present plan, and so the making of spirits may be avoided; but of course, as at present, the manufacture of spirits would be a very large result.

309. The preservation of fruits, the manufacture of glass and earthenware for the purpose of containing, and a number of other industries would, I presume, arise? Yes. I may just say a word with reference to the special matter of Mr. Scott's claim upon this country. I can speak from very positive information of what he has done. I had copies of his correspondence in my possession some years ago, and without any reference to this present object I have in my small way encouraged him to persevere in what I conceived to be his special mission, and I am aware that he has most untiringly, and with a zeal that in a man of his years is most astonishing, carried on his warfare in favour of this great industry, and I think the happiest termination which could attend his labours would be such a recognition on the part of the people through the Government as would show that he has not laboured in vain, and which would act as an encouragement to other men to follow in his track in the advocacy of industries which they might conceive to be adaptable to the country of their adoption. I have had a great deal of correspondence with Mr. Scott, and I have from time to time perused, I think I may safely say, some scores of the mass of letters which he has written upon this subject.

310. *Mr. Farnell.*] Have you read the evidence given before the previous Committee in reference to Mr. Scott's claim? I have not.

311. Are you aware that he was employed by the Government to superintend a sugar plantation at Port Macquarie? Yes, I have heard something of the kind, but I was under the impression that it was at Brisbane Water that he had laboured chiefly.

312. And that he was paid a salary? I have heard that he received a salary.

313. Are you aware whether Mr. Scott ever produced any sugar of any consequence? I really cannot say, but I am not aware that he ever did.

314. Then his claim for any compensation would be founded merely upon the letters he has written from time to time upon the subject? No doubt his claim would rest upon his advocacy of the matter through his letters, and the information he has given in those letters, which I believe is now acknowledged to have been pretty correct.

315. Do you not think that Mr. Scott ought to have succeeded at Port Macquarie, when you consider that he was a salaried officer of Government and had a sufficient number of hired servants to work the farm? I have heard it stated that he did produce some 70 or 80 tons of sugar at that time, and that the reason he did not produce more was the inadequacy of his machinery, and the want of the wherewithal to carry on his operations.

316. That is since he went into the matter himself privately, on his estate at Brisbane Water? Perhaps I ought not to have stated what I have, as the facts are not very clear in my mind. I was under the impression that he was at Brisbane Water the whole time. It is now some years since I read his correspondence, except his recent letters.

T. S. Mort,
Esq.

29 April, 1870.

317. I believe it is acknowledged that New South Wales is more suitable for the cultivation of sugar than Queensland? In the opinion of many it is so; at the same time there are others who prefer the tropical climate of northern Queensland. The difference is this,—that in New South Wales the cane does not arrow, owing to our more temperate climate, and consequently the dry season would not cause the loss of the crop, whilst in the northern part of Queensland it would, as the crop would be lost if not gathered at the right time. On the other hand, they have periodical rains, and I have heard it maintained that the advantage is pretty well balanced by that circumstance.* I had the opportunity a short time ago of making a very close comparison of the production of cane at Mr. Davidson's establishment at Port Mackay, and of Mr. Morrison's establishment at Port Macquarie, and I was very pleased to find that the quantity of juice produced from a like quantity of cane from Queensland and from this Colony was about the same, that the density of the juice, and the quantity of sugar produced per acre, was about the same in both cases, and the conclusions I drew were that there was no reason for supposing that the manufacture of sugar in our temperate climate would not be quite as profitable as in their tropical one; whilst there were many advantages in our favour, in the shape of more abundant labour, a more temperate climate, and consequently a more desirable place to live in, and above all is the fact that we have a very much larger consumption for sugar. On the whole, the investigation was to my mind in favour of New South Wales.

318. Are you aware that Mr. Holland has written a great deal in reference to the cultivation of sugar? Yes.

319. Do you think anything he has written or done, has influenced people here to commence the cultivation of sugar? I think it has—I think the very highest credit is due to Mr. Holland, and I hope that his labour in this very important matter will not be forgotten.

320. Do you not think the impulse given to sugar cultivation is attributable more to what Mr. Holland has written than to Mr. Scott's labours? I think Mr. Holland has clenched the nail that Mr. Scott drove.

321. That is, that Mr. Holland has revived the matter? Yes.

322. *Mr. Dodds.*] Do you consider that the original introduction of sugar cultivation in this country belongs exclusively to Mr. Scott? From the very first?

323. Through the interest he has taken and the efforts he has made in its promotion? Yes; I think he is entitled to the credit for the establishment of the present or of the original industry.

324. The original industry in this Colony? I am not sufficiently acquainted with the early history of the Colony to speak positively upon the point.

325. He has been upwards of forty years here? Yes. He made, I believe, 70 or 80 tons of sugar in his early life.

326. I gather from your remarks that you consider the soil and climate of this Colony suitable for sugar-growing? I do.

327. Do you think, in the present state of the labour market, sugar could be grown to advantage on the northern rivers, or any of them? I think so. A large first expenditure will have to be incurred in preparing the proper machinery and appliances, but after that expenditure, I believe even with the present charge for labour a very good interest will be returned for the outlay.

328. Have you considered what parts of the Colony are suitable for the cultivation of sugar? I have given the results of my own investigations in reference to Port Macquarie as compared with Port Mackay, and I have a great deal of information from one source or another, relative to the rivers to the north of the Hastings, the Tweed being especially pointed out as the most available of any country we have for the growth of sugar, and of which there is a very large extent.

329. Are you aware that it has been tried on the Hunter to a pretty considerable extent? I am aware that the experiment has been made there, but I scarcely consider that anything which has been done on the Hunter can properly be considered a trial.

* NOTE (on revision):—In addition to which they can grow closer in the North, and so have less ground to keep clear from weeds.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

DAM ACROSS GEORGE'S RIVER AT LIVERPOOL.

(PETITION—CERTAIN INHABITANTS, LIVERPOOL.)

Ordered by the Legislative Assembly to be Printed, 8 April, 1870.

The humble Petition of the Inhabitants of the Town of Liverpool, New South Wales, in Public Meeting assembled.

To the Honorable the Legislative Assembly of New South Wales,—

HUMBLY SHOWETH :—

That the Dam at Liverpool was inspected several months back by the Chief Engineer of Harbours, &c., and that it has since suffered in its structure from floods.

Your Petitioners are not aware of the estimated expense of repairs as computed by said officer, but believe that repairs are essentially necessary for its security.

Your Petitioners therefore pray your Honorable House may be pleased to take the same under your consideration, and will, as in duty bound, every pray.

April 4th, 1870.

RICHD. SADLIER,
Chairman.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

BATHURST-BURR AND THISTLE PLANTS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
6 *April*, 1870.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

**EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.**

VOTES No. 18. FRIDAY, 25 FEBRUARY, 1870.

4. Bathurst-burr and Thistle plants (*"Formal" Motion*):—Commander Onslow moved, pursuant to Notice No. 2,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the best mode of eradicating the Bathurst-burr, certain Thistle plants, and other noxious weeds, in the Counties of Cumberland and Camden.
 - (2.) That such Committee consist of Mr. Forster, Mr. Lackey, Mr. Morrice, Mr. Hoskins, Mr. Farnell, Mr. Tunks, Mr. Dight, Mr. Fraser, Mr. Osborne, and the Mover.
 - (3.) That the Progress Report, Evidence, &c., of the Select Committee appointed last Session, be referred to such Committee.
- Question put and passed.
-

VOTES No. 40. WEDNESDAY, 6 APRIL, 1870.

4. Bathurst-burr and Thistle plants:—Commander Onslow, 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 subject was referred on 25th February, 1870. Ordered to be printed.
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1870.

BATHURST-BURR AND THISTLE PLANTS.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 25th February, 1870,—with power to send for persons and papers,—to inquire into and report upon the best mode of eradicating the Bathurst-burr, certain Thistle plants, and other noxious weeds, in the Counties of Cumberland and Camden,—to whom was referred on the same date the *Progress Report, Evidence, &c.*, of the Select Committee appointed last Session,—have agreed to the following Report:—

- 1st. That the common milk thistle (*Carduus marianus*) with large, broad, wavy, and spiny leaves, pale green, mottled with white, is a weed of robust and rapid growth, which especially in fertile open pastures, if not checked, will occupy the entire surface in dense impenetrable thickets, sometimes six or eight feet high, to the almost total extinction of the grass; but that being only an annual, dying off after seeding, and reproduced from seed only, such seed being heavy and not susceptible of being borne to a distance by winds, it is of the most easy extirpation. That this weed is eaten by stock, but only in the absence of grass.
- 2nd. That the hairy or black thistle (*Cnicus arvensis* or *Carduus lanceolatus*) with dark green hairy or downy leaves is, on the contrary, a plant with perennial roots, the stems and leaves dying down each season after the production of seed, the latter being light and downy, and subject to be carried long distances by the wind, the plant being also capable of extending itself rapidly by means of suckers proceeding from its widely ramifying roots; that this most formidable weed is found inextricably intermixed with the former thistle (*Carduus marianus*), and is most difficult to destroy, unless with the assistance of common salt. That it does not appear to be ever touched by stock.
- 3rd. That the Bathurst-burr (*Xanthium spinosum*) is another noxious weed, of rapid, tall, and branching growth, but dying annually, and being renewed only from seeds, which are susceptible of being conveyed long distances, attached to the coats, manes, and tails of animals; that it is exceedingly injurious to pasture lands, of no use, and easy to extirpate.

4th.

4th. That the common sweet-brier (*Rosa rubiginosa*), though used as an inferior sort of hedge-plant, has in some localities become a serious nuisance, propagating itself rapidly from seeds often carried by birds; that it is of little or no use, has become a formidable weed, and is difficult to eradicate.

5th. That the common Dock (*Rumex obtusifolius*) has become a noxious weed in some of the open low-lying enclosures, and is of serious injury, especially in cultivated lands; that it yearly produces an immense number of minute seeds, susceptible of being carried about with other flood wreck, but is easily killed by the application of common salt.

That none of the before-mentioned weeds being indigenous (all being natives of Europe), their naturalization and rapidly progressive extension over the country, to the displacement of valuable natural and introduced grasses, is very alarming, and renders their general and simultaneous extirpation not simply expedient, but of urgent necessity.

Taking into consideration these facts, that the whole of these weeds have originated in very small beginnings, and as regards the black thistle very recently, that their extension could have been prevented at little or no cost by the individuals under whose immediate observation such extension was suffered to proceed, your Committee cannot attach great weight to the objection made to compulsory extirpation. On the other hand, the evidence before them, that extensive areas, though in juxtaposition to tracts much infested with thistles, have by vigilance and care been kept almost free from them, though at a very rapidly increasing cost, is an additional argument in favour of the necessity for legislation on this matter.

ARTHUR ONSLOW,
Chairman.

No. 1 Committee Room,
Sydney, 6 April, 1870.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 3 MARCH, 1870.

MEMBERS PRESENT :—

Commander Onslow,	|	Mr. Fraser,
Mr. Osborne,	|	Mr. Lackey,
Mr. Morrice,	|	Mr. Hoskins.

Commander Onslow called to the Chair.

Entry in Votes and Proceedings appointing the Committee,—*read* by the Clerk.

Committee deliberated.

Ordered,—That W. R. Antill, Esq., and R. H. Roberts, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 9 MARCH, 1870.

MEMBERS PRESENT :—

Commander Onslow in the Chair.

Mr. Morrice,	|	Mr. Hoskins,
Mr. Farnell,	|	Mr. Fraser,
	|	Mr. Osborne.

Clerk read letter from W. R. Antill, Esq., one of the witnesses summoned for this day, stating his inability to attend.

Committee deliberated.

Ordered,—That W. R. Antill, Esq., and R. H. Roberts, Esq., be summoned to give evidence at the next meeting.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 16 MARCH, 1870.

MEMBERS PRESENT :—

Commander Onslow in the Chair.

Mr. Fraser,	|	Mr. Farnell,
Mr. Osborne,	|	Mr. Dight.

The witnesses summoned for this day not attending.

Committee deliberated, and—

Ordered,—That W. R. Antill, Esq., R. H. Roberts, Esq., and Charles Moore, Esq., be summoned give evidence at the next meeting.

[Adjourned until Thursday week, at *Eleven* o'clock.]

THURSDAY, 24 MARCH, 1870.

MEMBERS PRESENT :—

Commander Onslow in the Chair.

Mr. Farnell,	|	Mr. Lackey,
Mr. Fraser,	|	Mr. Osborne.

Charles Moore, Esq., (*Director of the Botanic Gardens*), called in and examined.

Witness withdrew.

W. R. Antill, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY,

WEDNESDAY, 30 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Lackey,	|	Mr. Farnell,
Mr. Morrice,	|	Mr. Hoskins.

In the absence of the Chairman, Mr. Lackey called to the Chair.
Committee deliberated.

[Adjourned until to-morrow at *Eleven* o'clock.]

THURSDAY, 31 MARCH, 1870.

MEMBERS PRESENT :—

Mr. Lackey,	|	Mr. Fraser,
Mr. Hoskins,	|	Mr. Morrice.

In the absence of the Chairman, Mr. Lackey called to the Chair.
Committee deliberated.

[Adjourned until Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 6 APRIL, 1870.

MEMBERS PRESENT :—

Commander Onslow in the Chair.

Mr. Farnell,	|	Mr. Morrice,
	|	Mr. Lackey.

Chairman submitted Draft Report, which had been previously distributed to Members of the Committee. Same read, *verbally* amended, and *agreed to*.

Motion made (*Mr. Farnell*), and Question put,—That the Draft Report of the Chairman, as *amended*, be the Report of this Committee,—*agreed to*.

Chairman to report to the House.

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1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

BATHURST-BURR AND THISTLE PLANTS.

THURSDAY, 24 MARCH, 1870.

Present:—

MR. FARNELL,
MR. FRASER,MR. LACKEY,
COMMANDER ONSLOW, R.N.,

MR. OSBORNE.

ARTHUR A. W. ONSLOW, ESQ., COMMANDER, R.N., IN THE CHAIR.

Charles Moore, Esq., Director of the Botanic Gardens, called in and examined:—

1. *Chairman.*] Have you been much over the counties of Camden and Cumberland within the last few years? Within the last few years I have, but not latterly.
2. Have you noticed whether the thistle is spreading much? I am not capable of judging of the extent to which it has spread within the last two years, because I have not been so much in the country as before.
3. Was it very common prior to that? Yes, so much so that in some districts, particularly to the south, I have known large tracts of ground totally overrun with it. About ten years ago, in the Maneroo district, I recollect seeing hundreds of acres covered with it. I know many districts, even in these counties, in which there is a great quantity of it; but the ground is not so much overrun as in Maneroo, because it is more taken care of, being in the hands of private parties. It is only on extensive runs that I have seen it spread to a very large extent.
4. The usual tendency of growing any one crop is to exhaust the soil? Certainly.
5. But if that crop is continually returned to the soil it has not that effect? Not so much so. In many parts of Europe they plough in crops to produce other crops of the same kind.
6. If the crop is not removed the ground is not materially injured? Not if the crop were ploughed into it. If the crop were even allowed to rot on the ground it would not be deteriorated; but if eaten off or taken off in any way no doubt it would be deteriorated, because with the crop are taken from the ground certain constituents requisite for the growth of that crop.
7. In a case where the crop is left continually on the ground do you not think the tendency is to improve it? I think it is.
8. As a rule, these thistles are not taken off—may we not therefore expect larger and larger crops and finer crops every year? It is quite possible; but I think we must rather look to the spread of the thistle from its being allowed to seed.
9. In a place where it has been growing before, and where it springs up again, would you expect finer crops every year of improved thistles, so to speak? They might not be in greater abundance, but perhaps more luxuriant thistles.
10. You do not think the ground is likely to sicken of them? No.
11. There has been some evidence given about the Bathurst-burr, which they say is spreading very much in New England—a cold climate; but still in the neighbourhood of Sutton Forest it does not spread? The Bathurst-burr, as it is called, is truly a Chilian plant, and therefore it is rather surprising that it should spread in colder countries; but it is now spreading in the south of Europe, where it has become a great weed. In this country it decreases in quantity as you go to the south. I heard yesterday that it was spreading again to a very great extent in the Bathurst district, where it was first observed here.

C. Moore,
Esq.

24 Mar., 1870.

C. Moore,
Esq.
24 Mar., 1870.

12. Do you think the soil is likely to sicken of the burr? No.
13. We have been told that, where the burr plants have been very numerous, if they are fenced off so as to prevent the cattle from spreading the seeds, they will die off in two or three years? That is experience; and possibly those who say so are right, but arguing from supposition I would think not.
14. The seeds of the Bathurst-burr are not very destructible—they may lie in the ground uninjured for some considerable time? Yes; in my opinion the only way to extirpate that and the other noxious plants will be to prevent their seeding. So far as I understand the Bathurst-burr it is strictly an annual, whereas the thistles are biennial. As an annual it could be easily extirpated, by being prevented from seeding; but in no other way, because I believe the seeds will lie in the ground for years.
15. Did you say thistles were biennial? Yes.
16. I thought they were perennial? No. I have a thistle with me here which is likely to become a greater pest than any one of them, and which is a perennial. It is a common thistle in Great Britain, botanically called *Carduus lanceolatus*. The other thistles are the milk or spotted thistle, *Carduus marianus*, and what is called the Scotch thistle, *Onopordon acanthium*, which by the way is not a native of Scotland at all, but of the south of Europe.
17. Does the *Carduus lanceolatus* seed in the same way as the others? Yes, but the plant remains as a perennial; at all events I have known it to continue for some years. The first plant I noticed in the Domain about five years ago is still there. All through Victoria and Tasmania this thistle is a great pest; whereas the Scotch thistle and milk thistle are rarely seen.
18. Does the seed of that thistle blow about readily? Yes.
19. Far more so than that of the *Carduus marianus*? No, not more so.
20. Do you think it likely the seeds could be carried about in the tails of cattle? I think it very possible. I know on a warm day with a slight breeze I have seen the air almost darkened with them.
21. No doubt they are chiefly distributed by the wind; but I fancy they are not so likely to be carried about in the tails of cattle? If not carried about in the tails of cattle, they may be in their hoofs.
22. The seeds are not liable to rot? No; if they fall into any ground suitable for their growth no doubt they will be certain to germinate.
23. Do you think the seeds are liable to remain undeveloped for two or three years? Yes, except in very wet situations.
24. Do you think merely hoeing them up would be sufficient to kill them? Hoeing them up when they are starting, or cutting them down after they have started, and before they seed. In my opinion, and I have thought frequently on the subject, there are no other means of extirpating these weeds. On no account should they be allowed to seed.
25. Will not annual plants, if cut down, shoot again until they seed? If taken when flowering they will not start again, but if they be cut down too soon they will start again. The plant is sufficiently exhausted by the time it has begun to flower to prevent its repeating itself.
26. In favourable seasons I suppose there might be two crops in a year, autumn and spring? Yes.
27. But plants which spring in autumn would not seed during the winter? No, those that start in autumn grow very slowly during the winter.
28. The proper time, then, for cutting down these plants would be in spring and autumn? Yes; but I would say cut them down at any time when they are coming into flower, or hoe them up when they are quite young. They get so strong after a time that it takes a good spade to knock them up: it is only when they are very young that the hoe can be used.
29. Will you show the Committee the specimens of thistle plants which you have brought with you? This [*specimen produced*] is the *Carduus lanceolatus*, the true English thistle. I never saw this thistle near Sydney until about five years ago.
30. That is what I call the Scotch thistle? No, it is not the Scotch thistle. This thistle is covered over with small spines, but this [*another specimen produced*], the milk thistle, is perfectly smooth. I do not think the Scotch thistle has extended further south than Berrima, where I saw it growing many years ago. It may be in the Camden district, but I have not observed it. There can be no mistaking the true Scotch heraldic thistle, because it is covered with a whitish cottony down; it looks at a distance as if covered with flour.
31. These thistles could in bad seasons be used as food for cattle? Yes.
32. Would it not be far better to have nutritious grasses? Yes, because they would not become a weed.
33. Where this thistle has been growing does the ground remain bare, or does the grass grow again? After the plant has perished the grass would grow again.
34. Before the young thistles spring up? No, unless it were couch grass. None of the other grasses we have here are stoloniferous, that is, a grass which runs and roots along the ground.
35. This perennial thistle could only be killed by cutting up the roots? Quite so.
36. Would salt kill it? No doubt it would.
37. In your opinion is the spread of this thistle becoming so great that it is necessary to take some steps to prevent it? If the plant spreads as fast as I saw it in Victoria and Tasmania, I think it would be most desirable to take steps to prevent its increasing.
38. Have you heard that in England lately the canals and rivers have become choked up by a weed imported from the Levant? Yes; it is *Anacharis alsinastrum*.
39. Do you know whether any legislation has taken place upon the subject? I am not aware, but I know it has become a very troublesome weed.
40. *Mr. Farnell.*] I think you stated that salt would kill these thistles after they were cut down? Yes, salt would do it, but then it would be a very tedious and expensive process, because wherever you apply salt you prevent the growth of other plants. The only way to do it would be to take a pinch of salt and put it in the heart of the plant after it had been cut down. I repeat again that if these plants are prevented from seeding, in course of time the country will be cleared of them. As a proof of that, I may mention that in order to get the thistles now before you I have had two men looking for them all this morning, in consequence of their having been kept down in the Domain. They were increasing very rapidly at the time, but by attention to keeping them down it is now a rare thing to see one of them.
41. In the event of any legislation being resorted to for the extirpation of the burr and thistle, would you include any other weed, such as the dock, for instance? The dock is a great nuisance, and it would be a very good thing to include it. But some of these plants are useful. What they call the plantain, a common weed, is really a useful plant, and I find that the seedsmen are now mixing it with the seeds of
grasses

grasses for pasture land. If I had further time for consideration, perhaps I might mention some other plants, but I should not hesitate to include the dock.

C. Moore,
Esq.

42. There is a grass I think called knot grass commonly—is that spreading very much? It is not a grass, it is a sedge, *Cyperus*. It is one of the greatest pests we have; it is spreading all over the south of Europe and India, and has been the means of a great many plantations being abandoned; but it is confined to the warmer districts; I do not think it will be found very much beyond Parramatta.

24 Mar., 1870.

43. Have you noticed much of it at Parramatta? There is some in Parramatta, but I think not much. In Sydney it is an awful pest.

44. There is a great deal in the Domain? Yes; the buffalo grass keeps it down.

45. This knot grass has a fine root? It has a tuber—not a very large one—it is about the size of a nut; and if you cut that tuber into the smallest possible pieces each portion will grow. The root runs along underground, and at short intervals a new bulb is produced which has again so many eyes, and which again spreads in different directions, the whole forming a perfect network of roots. The only way I have succeeded in keeping it down has been to clear the ground of all plants and keep it open for a season, and as the plant appears take it up. The road between the Gardens—Mrs. Macquarie's Road—which for years was the rubbish heap of the Gardens, was one mass of it when I commenced, but by leaving a man in charge to take it up the moment it appeared I have almost completely cleared it out, but it has been with immense labour.

46. The roots ran an immense distance? Yes; I have found them four or five feet deep, and they will lie in the ground for years.

47. Have you noticed any thistle plants on the railway lines? A good deal of the milk thistle, but as I have mentioned to the Committee, I have not been much in the county of Camden for the last two years, and very possibly this thistle may be more abundant than I am aware of. I remember making a note in 1859 that I had not found the Scotch thistle beyond Berrima.

48. Do you think briars should be included in any legislation on this subject? That is only a partial weed. I am told it is very bad in some situations. I should think, at the first blush of the thing, that any plant that is likely to spread and be injurious to the farmer would be a proper plant to include in such an Act. Curiously enough I tried to make a hedge of the sweet-brier at the Haslem Creek Cemetery, and failed, although the ground had been carefully prepared and trenched. I renewed the plants three or four times, but the greater part died.

49. *Chairman.*] From the dry weather perhaps? No, they grew at first. I fancy there is a salt in the ground. I know the only water in the Cemetery, when it was first taken up, was so impregnated with salt that it could not be used. It appears, therefore, that it is not in every situation that the brier will grow, but I know some abandoned farms that are absolutely covered with it.

50. *Mr. Lackey.*] You say you have not been in the south country lately? Not lately.

51. Then you would not have had an opportunity of observing the spread of this particular thistle that objection is taken to, *Carduus lanceolatus*, or of the brier either? No.

52. You have seen this thistle growing? Yes, but not near Sydney until within the last four or five years.

53. We have it in evidence that from the peculiar lightness of the seed of this thistle compared to any other it is much more likely to spread—is that the case? I do not think so, so far as I know. The *pappus* or down which is attached to the seed of one is just as light as that of the other, and I fancy one is just as likely to spread as the other.

54. We have the evidence of a witness from Camden, a Mr. Balch, who said that he considered this plant very injurious to the district—that they came first in ones and twos, but that now acres and acres were covered with it, and that it was spreading all over the country? I can easily understand it from what I saw both in Victoria and Tasmania last December. In Tasmania I saw whole districts covered with it.

55. Believing this to be the case, you have no doubt on your mind that some legislation is necessary to put a stop to it? I think it is. I am sure without some such compulsory measure no private means will prevent its spreading. The old saying is a very true one, that what is everybody's business is nobody's business.

56. From your knowledge of this plant, do you think it is of any use for a farmer or occupier of land to give his attention to the agricultural cultivation of his land or the growth of annual or perennial grasses, if he is surrounded by careless farmers who allow this weed to spread in all directions? I think it is a very great hardship for such a man to be surrounded by persons of this description. I think such parties ought to be compelled to keep their ground clear from this and other noxious weeds. Where ground is neglected it must necessarily give much more labour to the person who has the adjoining ground.

57. I suppose you are aware that even the seed of the couch grass is blown about by the wind? I do not think it is likely to be spread much by the wind; I think it spreads much more by being taken up by animals.

58. But where it is growing luxuriantly, would not that seed be blown about by the wind? I think not.

59. Have you ever seen couch grass grown from seed? Yes.

60. You are tolerably well acquainted with the climate of the Berrima district, its altitude and humidity—Do you think it is likely this thistle would spread to a very great extent there? I think it is exactly the country where it will spread; it is sufficiently elevated to be cool enough for the growth of this plant. I do not think the plant likely to spread far to the north.

61. *Mr. Farnell.*] Might it not be acclimatized gradually? My own impression is that there is no such thing as acclimatizing. My experience is that if a plant will grow in any country it will grow at once.

62. *Mr. Lackey.*] Has your attention been drawn to the proposed Bill before the Assembly? I have only seen it through the public papers.

63. Your attention has not been directed to it from any particular cause? No.

64. You cannot say whether the clauses are such as would meet the necessities of a case such as this? No.

65. I think I understood you to say, a few moments ago, that you thought the most desirable plan of getting rid of this thistle would be by preventing it from seeding? That is my opinion.

66. Suppose it were cut down annually or twice a year, before it seeded, would it eventually die out? An annual will produce laterals if cut down too early; in point of fact, by cutting down an annual continually, before it comes into flower, you can almost make it perennial, or at least make it last several years. A familiar instance of that is known in England, where the mignonette, which is annual in England, is made biennial by being prevented from flowering the first year. If it is desired to destroy an annual plant, it should be cut down when in flower, and then it will not produce laterals.

- C. Moore, Esq.
24 Mar., 1870.
67. Did it ever occur to you that by allowing the thistle, as is done with the Bathurst-burr in many parts of the country, to seed and get thoroughly dry, and then setting it on fire, both the seeds and the plant in the ground might be got rid of? No doubt that would kill a great number of the seeds, and also clear the ground, but it would only destroy a portion of them. I have seen in places where there have been fires this very plant start up in great abundance, showing that all the seed has not been destroyed.
68. We have it in evidence that what is commonly called the sweet-brier is becoming very destructive in some districts—Do you think it desirable that there should be some means of putting it down? Yes, most desirable.
69. That might be done without preventing the cultivation of the brier for hedges? There might be some difficulty unless the hedge were kept from seeding. If it were allowed to seed, the birds would doubtless carry about the seeds.
70. The brier hedge to which you alluded at Haslem's Creek, which failed to grow, was surrounded by scrub where the ground was trenched? It was.
71. Is it not likely that the roots of the tea-tree and other scrub sought the newly-worked ground and destroyed the brier? No, I had the ground examined and found it was not so. In some parts there would be patches for a few yards, where the plants lived, then patches of ground in which they died, and then living patches again, and so on.
72. *Chairman.*] Was the soil similar? Yes, to all appearance.
73. *Mr. Lackey.*] Were they cuttings or rooted plants? Rooted plants.
74. Old or young? Not too old nor too young. I have no doubt there is something in the soil which is unfavourable to the plant's growth.
75. Has your attention been at all directed to the evil effects likely to accrue to cultivated lands along the railway lines from the growth of noxious weeds not being checked in any way on them? No doubt if noxious weeds are allowed to seed, whether on the railway line or any other place, they must spread to the neighbourhood.
76. You have travelled on the railway line? Yes.
77. Have you ever observed the luxuriant way in which these plants grow on the line, in places adjoining cultivated ground? My attention has been called to the fact that such plants do exist in some places.
78. *Mr. Osborne.*] Do you not think the cactus ought to be prevented spreading—I have observed that it is spreading all over the country in some districts? I think the spreading of that plant is attributable to the same cause as that of the sweet-brier. In passing through the stomachs of birds the seed is not destroyed.
79. Do you think it necessary to mention it as a noxious weed? No; except at Scone and Merriwa, I do not know any parts where it is spreading much. There is no difficulty in destroying that plant.
80. *Chairman.*] Do you know if cattle eat the dock? I do not think they do.
81. *Mr. Farnell.*] At what time of the year do these thistles seed? About December in the warmer districts, and later in the colder parts.
82. Would they seed a little later about Berrima and Sutton Forest than about Sydney and Parramatta? Yes, at least a month.

William Redfern Antill, Esq., called in and examined:—

- W. R. Antill, Esq.
24 Mar., 1870.
83. *Chairman.*] You have been a long time in the Picton district? Yes.
84. Do you know if the thistles have increased very much lately? One sort has increased—this sort (*Carduus lanceolatus*, left on the table by Mr. Moore). I do not think the spotted or milk thistle has increased very much lately.
85. When did you first notice this black thistle (*Carduus lanceolatus*)? About ten years ago, at Picton. I saw it at Boro before that, but it was some years before, and although like it I am not sure it was the same thistle.
86. You think it came from the south? No, the way it came to Picton was by a party who came from the Bathurst side, the Western district, with a dray, and brought the seed with him.
87. How long ago? About ten years ago.
88. And it is increasing largely? Very fast indeed.
89. Is there any difference in the weight of the seeds of the two thistles? Yes. I have some of the seeds of both in my pocket (*produced*).
90. Are there any other thistle plants which are troublesome besides these? Not in these counties.
91. Have you taken any steps to keep this weed down? I did at first. When I first saw it I tried to keep it down, but it got such a strong hold in so many places that are seldom visited that the seeds spread all over the place.
92. Do you think if your neighbours had made the same efforts that you did there would have been any perceptible difference? I am certain there would if they had commenced very soon after they first showed. I believe the black thistle is more easily eradicated than the milk thistle; I do not fancy the seed lies so long without growing.
93. Do you make any use whatever of these plants as food for stock? No.
94. Do the cattle eat them at any time? The cattle eat them when feed is short. Cattle from the Murrumbidgee, working bullocks and so on, prefer them; but cattle bred about the district will not eat them when growing.
95. They would sooner have grass? Yes. I have put a clause in the leases of my tenants that they should keep them down, but it only includes the cultivated land. I have never attempted to compel them to cut them down in the bush, because I know it is impossible for them to do so and pay any rent.
96. These plants die down after seeding, do they not? Yes, the spotted thistles are all dead now, but the seeds spring again immediately. They are as thick now as they can possibly grow, although they seeded only immediately before the rain. They are growing as thickly as they can grow under every bush.
97. Would you think it desirable to have a neighbour who never took any care to extirpate noxious weeds, while you yourself did all in your power to keep them down? Certainly not.
98. He might do you a great deal of injury? Yes.
99. Do you think the value of land is becoming depreciated in your neighbourhood by the prevalence of these weeds? When I bought my land I tried to prove it, but I could not get an acknowledgment from the party who sold it, to that effect.

100. What is your own opinion? There is no doubt of it.
101. And the weeds are still spreading? Yes.
102. Therefore the land is likely to be still more depreciated? Yes.
103. Is the Bathurst-burr troublesome in your part of the country? There are very few of them.
104. You think they can be kept down without difficulty? Yes.
105. Is the sweet-brier troublesome at all? In one particular place it is very bad—one farm that has been deserted for many years, and which was formerly surrounded by a sweet-brier hedge; it is impossible for a rabbit to cross it now.
106. That does not spread so much as the thistle? Not so much as the black thistle. Nothing that I know of spreads like this thistle. The brier spreads gradually, not to any distance.
107. Have you been much over the Church and School Lands about Razorback? Yes.
108. Are they thickly studded with the thistle? Yes, near the road, and in the creeks and watercourses, and in some of the back gullies. On the Church and School Lands occupied by the Dunns, at the Oaks, there is a good deal of this black thistle.
109. They take no means to extirpate it? No, they are only tenants; their time will be up shortly.
110. *Mr. Farnell.*] What time of the year does this black thistle seed? It is in flower about a month or six weeks. The seeds I have brought were very difficult to find, and were, I imagine, prematurely ripened in consequence of the wet. In about a month from this time is the usual time to find them—about the latter end of April.
111. Are they later some seasons than others? Yes.
112. Do they seed more than once a year? No, I think not; but they do not seed all at once. The seed of the black thistle ripens at different times, extending over some considerable period; the seed of the milk thistle ripens and sheds almost all together.
113. Have you ever noticed any of them in flower or in seed in December or January? They are in flower in December and January, but I never noticed any hard seed in them.
114. Do they ever shoot again after being cut down? Not if you cut them just below the surface of the ground. If in flower they will not shoot again; but if not, I believe they will. The spotted thistle will not shoot again, whether in seed or not; but I think the black thistle must be in seed or it will shoot again.
115. Have you noticed much of this thistle growing on the railway line? No, very little.
116. Do you think legislation is necessary to provide for the extirpation of noxious weeds? I do not think it will be effective; it may be necessary, but I do not think it will carry out the object intended.
117. *Chairman.*] Would you mind reading this (*Mr. Clement Lester's letter, Appendix A*) and giving your opinion on it? The main difficulty of this would be that a person might cut them up, and by the time the Inspector came to see them they may have grown again. There are places that a white man never sees, and these thistles accumulate there for years, without anybody knowing they are there—inaccessible creeks and gullies. I believe it will be utterly impossible to eradicate them by any plan that may be devised. The seeds will lie in the ground for years and years till they are brought to the surface again by any means. I know a place where they have never seeded for ten years, and which has never had any seed washed on to it, and yet there are plants growing there now.
118. You could not tell that the seeds had not been blown on to it? I am alluding to the milk thistle, the seeds of which never blow about—at least I never saw them.
119. *Mr. Lackey.*] You say the black thistle is spreading very rapidly in your part? Yes.
120. You do not think it is likely to become useful as an article of food for stock? No.
121. I believe in many parts of the country the milk or spotted thistle is rather regarded as a desirable article? On the Murrumbidgee the people would prefer to see it.
122. Is it true that in dry seasons the cattle will eat this spotted thistle readily, if felled with an axe or tomahawk? Yes; on the Murrumbidgee they will eat it without its being cut down; but anywhere they will eat it if it has been felled, and had a few hours' sun on it.
123. *Mr. Osborne.*] I suppose if the black thistle is cut the cattle will not eat it? I cannot say. I saw some yesterday, for the first time in my life, where they had been eating it standing.
124. *Mr. Fraser.*] There is not much Bathurst-burr in your part of the country? No, but it is a thing which will extend.
125. What is the character of the soil in your part of the country? Very good.
126. Black soil? No, it is a whinstone country; the soil is dark, but not black. The worst place for Bathurst-burr is at the top of Razorback, on the Church and School Lands, where Mr. — lives. Very few can be found in the bush; they are always about homesteads.
127. Supposing a Bill were brought in to eradicate noxious weeds, do you think the expense to individuals would be ruinous? In our part of the country I am certain it would.
128. No tenant could stand the expense? The tenants could not; it would be utterly impossible; they would abandon their farms rather than go to the expense? It would be a question with myself whether I should give up my place altogether if a Bill were passed. It would be utterly impossible I could afford to do it; and my tenants, in the same way, I am certain they would go away. It would be impossible too that the holders of Church and Schools lands could do it, and it is just about there the stronghold of the thistle is.
129. *Mr. Farnell.*] Will not these weeds eventually ruin the land if they are left to grow? If they are cleared off they will only make way for some other noxious weed, unless the Bill is passed against all noxious weeds. The American rose, *stramonium*, or something else, will take their places. All lands that have been cultivated and left to lie idle will be covered with some noxious weed.
130. *Mr. Fraser.*] Does the thistle die out in time—supposing it were allowed to grow for a succession of years on the same spot, would it work itself out? That I cannot say. It is generally supposed they do, but I do not think they have been long enough in this country to try the experiment. It is generally supposed that one weed is driven out by another. People say that the black thistle will eventually drive out the milk thistle, but I do not think they die out unless something else drives them out.
131. *Chairman.*] You stated that the value of land is being greatly depreciated by these weeds? Yes.
132. And you think it would ruin some people to clear the land of them? Yes, I am sure it would.
133. Do you not think it would be far better that one or two should be ruined than that the whole country should be ruined? That is a question I cannot answer in the affirmative, seeing that I myself would be one of the two or three ruined.

W. R. Antill,
Esq.

24 Mar., 1870.

W. R. Antill, 134. Putting yourself out of the question? I cannot put myself out of the question.

Esq.

24 Mar., 1870.

135. If these weeds were taken in time they could be kept down? If they were; but where there are tenants, especially Government tenants, they will not do it.

136. You would let matters alone and let the country be slowly ruined, instead of making any effort to avert the evil? No; I believe that as population increases the land will be divided into smaller portions, so that each person will be able to keep his land clear.

137. Has the population about Picton increased considerably within the last five years? No. I am not talking of any short time of course, but I suppose the population will increase in time, and every person will now keep what land he requires for his own use clear.

138. Do you think if the land is very thickly weeded people will be induced to settle down on it more readily than if it is kept clear? No, but they must settle down if they come out to the country.

139. *Mr. Fraser.*] You think it will be unwise to legislate on the matter at all? I do not think it will answer the purpose—it would be evaded in so many ways.

140. *Chairman.*] Do you remember when the Scab Act was introduced? Yes.

141. Was there not a great outcry then that people would be ruined? Yes.

142. But the effect was generally beneficial? Yes; but all the flockowners contributed to eradicate the scab; all the landowners would not in this case.

143. *Mr. Farnell.*] Suppose the land in certain districts were assessed for this particular purpose, and the money applied to the destruction of the weed? It might be done in that way, though the assessment in this case would fall very heavily on the Government, as owners of the Church and School Lands in our district.

144. *Chairman.* Do you think the rent given for the Church and School Lands would suffice to keep the weeds down? Yes, more than suffice.

145. *Mr. Farnell.*] It would be necessary, in legislating for this matter, to include all lands—Crown as well as private lands? Yes. What I meant was, that the great objection to assessment would be that the Government would have the largest part of it to pay, consequently the whole Colony would be assessed indirectly, as well as the owners of the land.

146. Do you not think it would be proper for the public to contribute their fair quota? Yes, but the people in other districts would think they were unjustly dealt with if they were assessed to clear our land.

147. I suppose you are aware you contribute to the support of the Free Library in Sydney, but you do not use the books? Yes. I may be wrong, of course. It would fall very heavily on the Church and School Lands; it would take almost the whole rent to clear them, for some years—not for one, or two, or three years, but for many years. My brother was Commissioner of Crown Lands there, and he applied to the Government for money to clear the Church and School Lands, and they gave him £150 for the purpose the first year, then £100, then £50, then £20, and after that they would not give any more, and the thistles spread again.* He brought them so low that a few pounds a year would have kept them down, and then the Government refused to expend any more money, and he was obliged to abandon the undertaking and let them grow again.

148. *Mr. Fraser.*] Had he succeeded in nearly eradicating the thistle? Yes. It was the spotted thistle; the black thistle had not appeared then.

149. *Mr. Lackey.*] Do you think it could be kept down by the same means? Yes.†

150. The money you speak of was only expended on the Church and School Lands? Yes.

* NOTE (on revision):—I spoke only to the best of my recollection of this matter. I find that the highest sum was £50, then £35, £25—so reducing to £5, when any further sum was refused.

† NOTE (on revision):—The black thistle.

1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

THISTLE PLANTS.

(CORRESPONDENCE RELATIVE TO SPREAD OF, IN THE MONARO DISTRICT.)

Ordered by the Legislative Assembly to be Printed, 12 April, 1870.

JUDGE MCFARLAND TO THE MINISTER FOR LANDS.

MY DEAR SIR,

1 March, 1870.

The Monaro squatters, who have signed the accompanying paper, have requested me to submit it to you as Minister of Lands. It refers to the rapid spread of the Scotch and South American Thistles over great portions of that district, and to the consequent deterioration in value, both to the Crown and them, of squattages there. From personal observation I am aware that the evil is a serious and growing one, and unless it be checked by some such means as the paper alludes to, parts of Monaro will soon be impassable. Perhaps the Bathurst Burr Prevention Bill might be extended in its provisions (with certain modifications), so as to deal with the Monaro thistles as well; but modifications of that measure would be required, because they are more difficult to eradicate than the burr, and it would cost as much to clear some portions of the Monaro stations of the thistles now upon them as the fee simple of the land is worth; and yet if the attempt be not soon made still larger tracts will very quickly be brought to the same plight.

Would it be desirable to request the Crown Lands Commissioner of the District to report to you upon the subject, and to collect the opinions of all the principal squatters, before determining upon legislation.

I have, &c.,
ALFRED MCFARLAND.

MEMORANDA of information furnished by the undersigned Pastoral Occupants and Land-owners in the District of Bombala.

To His Honor Mr. Judge M'Farland,—

Relative to the rapid spreading of the Scotch and South American Thistles, and the immense deterioration of the whole of the lands in the Monaro District from the above cause,—

1st.—We consider that if immediate steps are not taken to render the cutting of thistles compulsory, under certain conditions, that the whole of the richest lands in this district will be rendered comparatively valueless, insomuch that the cost of clearing such land of thistles would exceed 20s. per acre.

2nd.—To such an extent have thistles already spread, that many thousands of acres of the richest lands, the flats, and water frontages, are rendered quite valueless; in fact they are perfect forests of thistles, and impassable.

3rd.—When the thistles first began to spread in this district, we did not think that they would increase to any serious extent, and that they would grow only about the water-courses and river banks; but we now find that they are spreading rapidly all over the hills; in fact the whole country will soon be covered.

4th.—That we consider that several of the richest pastoral properties in this district are already depreciated (by the spread of Scotch Thistles) to the amount of many hundreds of pounds.

5th.—That this matter calls for the immediate and serious consideration of the Legislature, for if active steps are not taken to arrest the spread of this weed, in the course of a few years the evil will have increased to such an enormous extent as to render it impossible to grapple with it.

6th.—That a Bill (for the destruction of the Scotch Thistle) similar to in most respects to that now in force in the neighbouring Colony of Victoria, be initiated here, and, if passed, to be extended to the whole of the settled and intermediate districts of this Colony.

7th.—That if such a Bill be introduced, great care be taken in its construction, so as to render it not oppressive, as on many of the runs the thistles have already spread to such an extent, that if the owners of such runs were compelled to clear them it would be utterly ruinous; but that they be compelled to keep clear of thistles, their lands near and adjoining, so that their neighbours might not suffer from their carelessness and neglect.

H. M. JOSEPH, J.P., Maharatta.

D. RYRIE, Barmina.

H. S. EDWARDS, J.P., Bibbenluke.

For the representatives of the late W. Bradley.

E. JONES, Dundundra.

RONALD CAMPBELL, } Bombala Station

H. T. EDWARDS, } and Mila.

THE UNDER SECRETARY FOR LANDS TO JUDGE MCFARLAND.

Department of Lands,
Sydney, 23 March, 1870.

SIR,

Referring to your letter of the 1st instant, enclosing a Petition from certain Land-owners in the District of Bombala, respecting the spreading of the Scotch and South American Thistles, and the deterioration of the lands in the Monaro District from that cause, I am directed to inform you that the Government are not disposed to undertake the advocacy of the views therein expressed by the Petitioners, who should be recommended to apply to the Member of the Legislative Assembly for their District.

I have, &c.

A. O. MORIARTY.

Sydney: Thomas Richards, Government Printer.—1870.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

MAITLAND PRESBYTERIAN CHURCH LAND BILL ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

12 *April*, 1870.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1870.

1870.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES NO. 40. WEDNESDAY, 6 APRIL, 1870.

6. Maitland Presbyterian Church Land Bill (*"Formal" Motion*):—Mr. Dodds moved, pursuant to Notice No. 3,—
- (1.) That the Bill to enable the Trustees of certain Church Lands at Maitland to appropriate the income derivable from the same for the benefit of the Presbyterian Congregations of Maitland East and Maitland West, and to confer extended powers of leasing on the Trustees, and for other purposes, be referred to a Select Committee for consideration and report.
- (2.) That such Committee consist of the following Members, viz:—Mr. Clarke, Mr. Farnell, Mr. Frazer, Mr. Garrett, Mr. Lee, Mr. Nowlan, Mr. Weaver, Mr. Neale, and the Mover.
- Question put and passed.
-

VOTES NO. 41. THURSDAY, 7 APRIL, 1870.

4. Maitland Presbyterian Church Land Bill:—Mr. Dodds presented a Petition from the Office-bearers and Adherents of the Presbyterian Churches at East and West Maitland, praying that this Bill may receive the favourable consideration of the House.
- Petition received, and referred to the Select Committee now sitting on the Bill.
-

VOTES NO. 43. TUESDAY, 12 APRIL, 1870.

2. Maitland Presbyterian Church Land Bill:—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 this Bill was referred on 6th April, 1870.
- Ordered to be printed.

* * * * *

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1870.

 MAITLAND PRESBYTERIAN CHURCH LAND BILL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and Report was referred, on the 6th April, 1870, the "*Maitland Presbyterian Church Land Bill*," and to whom was referred, on the 7th April, "*a Petition from the Office-bearers and Adherents of the Presbyterian Churches at East and West Maitland*,"—beg to report to your Honorable House :—

That they have examined the witnesses named in the margin (whose evidence will be found appended thereto), and that the Preamble having been satisfactorily proved by the evidence of these gentlemen, your Committee proceeded to consider the Clauses of the Bill, in which it was not deemed necessary to make any Amendment.

William Barker,
Esq.
The Rev. J. D.
Lang, D.D.
Henry Halloran,
Esq.

And your Committee now beg to lay before your Honorable House the Bill without Amendment.

ALEXANDER DODDS,

Chairman.

No. 1 Committee Room,
Sydney, 12 April, 1870.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 12 APRIL, 1870.

MEMBERS PRESENT :—

Mr. Dodds,	|	Mr. Neale,
Mr. Clarke,	|	Mr. Farnell.

Mr. Dodds called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.

Printed copies of Bill *referred*, and the original Petition from the office-bearers and adherents of the Presbyterian Churches at East and West Maitland *referred* on the 7th April,—on the Table.

Present—William Barker, Esq. (*Solicitor for the Bill*), who produced the deeds referred to in the preamble of the Bill.

The Rev. J. D. Lang, D.D., called in and examined.

Witness withdrew.

Henry Halloran, Esq. (*Under Secretary*), called in and examined.

Room cleared.

Preamble *read*.

Question put from the Chair,—“That this Preamble stand part of the Bill”—*agreed to*.

Solicitor called in and informed.

Clauses 1 to 5 read and *agreed to*.

Motion made (*Mr. Farnell*) and Question put,—“That the Chairman report the Bill to the House without amendment,”—*agreed to*.

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1870.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

MAITLAND PRESBYTERIAN CHURCH LAND BILL.

TUESDAY, 12 APRIL, 1870.

Present:—

MR. CLARKE,
MR. DODDS,

MR. FARNELL,
MR. NEALE,

MR. WEAVER.

ALEXANDER DODDS, Esq., IN THE CHAIR.

William Barker, Esq., appeared as Solicitor for the promoters, and produced four deeds of grant, dated respectively the 24th of April, 1844, referred to in the preamble.

The Rev. John Dunmore Lang, D.D., examined:—

1. *Mr. Barker.*] Do you remember that, in the year 1833, five acres of land, situated in the county of Northumberland and parish of Maitland, at Wallis Plains, were set apart and appropriated by the then Governor of the Colony as a site for a church, school, and burial-ground for the Scots Presbyterian community of Maitland? I do.
2. I believe the five acres of land were set apart upon your own application? They were. I think that application was made so early as the year 1829, and my application stated that the reason for applying was that, as the minister of the congregation at Maitland would have extensive suburban districts under his ecclesiastical supervision, it would be necessary for him to keep a horse, and that it was equally necessary that there should be provision for the maintenance of a horse, in the shape of pasture in the locality in which the church was to be situated.
3. Are you aware that that land was subsequently divided into four separate grants, upon the application of the Reverend William Hamilton, who was then, I think, Moderator of the Synod of Australia? I do not recollect the subsequent proceedings in regard to the land. I only remember perfectly its being conceded, on my application, for the benefit of the minister of the Presbyterian Church at Maitland.
4. I presume you do know the fact that the Rev. William Hamilton was at one time Moderator of the Synod of Australia? Yes. I think I was in England at the time, and that may render my recollection indistinct.
5. You are aware that at the time the land was granted for the purposes mentioned there was but one Presbyterian congregation under the superintendence of the Synod of Australia in Maitland? Quite so; and with a view to accommodate the people, a temporary church was erected, and the land for it was purchased by myself and brother, so as to accommodate the people on both sides of the district.
6. So that there was but one church and one minister for the Presbyterian community residing in East and West Maitland? Quite so.
7. Are you aware that there are now two Presbyterian congregations in East and West Maitland? I am.
8. Under the superintendence of the General Assembly of the Presbyterian Church as at present constituted? Quite so.
9. The church now known as the Presbyterian Church of New South Wales? Quite so.
10. You are a minister of that church? I am, the senior minister.
11. Are you aware of the localities of the two churches—one is in Free Church-street, in West Maitland, and I believe that was erected through the instrumentality of the Rev. Mr. McIntyre? Yes. I have preached in it.

Rev. J. D.
Lang, D.D.

12 April, 1870.

- Rev. J. D. Lang, D.D.
12 April, 1870.
12. The other congregation assemble in the church in East Maitland? Yes.
13. Are you able to state whether the propriety of applying to Parliament for such a Bill as that now before the Committee has been under the consideration of the General Assembly of the Presbyterian Church? I have a perfect recollection of the fact that it was before the General Assembly, and it was supposed the Bill could have been passed during the last Session of the Legislative Assembly. Dr. Liddell was present, and gave a statement before the General Assembly antagonistic to the views of the parties charged with the Bill, and I then made the statement that I have virtually made now,—that the people of West Maitland could have no exclusive claim to the ground, as the allotment was given by the Government for the use of the Presbyterians of Maitland before there was any division into two towns, and that the people could not now, as Dr. Liddell wished, appropriate the whole—they had no right to more than half.
14. The land, I presume, was really intended for the Presbyterians of the district? Quite so.
15. You are now able to inform the Committee that the General Assembly of the Presbyterian Church consider it to be for the interest of the Presbyterian community in East and West Maitland that the land should be appropriated in the manner contemplated by this Bill? Quite so. The General Assembly considered it a favourable circumstance that the only party who could have moved in opposition to the matter by appropriating the whole—I mean the Rev. Mr. Purves, the late minister—was the party asking for the Bill.
16. I presume you are of opinion that to make the land available for the two congregations, as proposed by this Bill, is the only equitable mode of disposing of it? Decidedly so.
17. You are aware that the land is situated near or in the town of West Maitland? It is in the town of West Maitland.
18. And in order to make it available to the utmost extent, it is desirable the Trustees should have the power of letting it? Yes.
19. And that you consider would be met by giving them power to lease it for a term of forty years? Yes.
20. That would be sufficient for building purposes? Quite so.
21. Are you able to inform the Committee whether the persons named in the several grants as Trustees of the land have ceased to be Trustees by death or resignation? I believe they have.
22. Andrew Lang is at present in England, I believe? He is.
23. John Morrison Saunders, John Stewart, James Douglas, and James Stewart, are the present acting Trustees of the land? They are.
24. I presume you are aware, from your experience in these matters, that very often gross irregularities take place in the election of Trustees—that the terms of the Church Act are not very rigidly adhered to in their nomination? Quite so.
25. And that it would be doubtful in any given case to say whether the terms of the Act had been complied with or not? Quite so.
26. It would be therefore desirable, as it is contemplated to make this land available for building purposes, that any doubt as to the title of Trustees, arising from the mode of their election, should be removed by the Act? Quite so.
27. Speaking for yourself, and from your knowledge of the opinions entertained by the General Assembly of the Presbyterian Church, and your knowledge of the Presbyterian community at Maitland, you believe that the Bill now before the Committee will afford general satisfaction? I do, entirely.
28. *Chairman.*] There is power under the Church Temporalities Act to give leases for the long period of twenty years? I am aware of that.
29. It is proposed in this Bill to extend that power—to give the power to grant longer leases? I think decidedly in the case of land to be devoted to building in or near town, it is desirable that a longer lease than twenty-eight years should be given.
30. To induce the putting up of a better class of building? Yes.
31. *Mr. Barker.*] There can be no objection to forty years for building leases? No, certainly not.
32. *Mr. Farnell.*] Is Dr. Liddell opposed to the division of this land between the two Maitlands? He was opposed. I do not know what he says or thinks upon the subject now, but he maintained that the land being situated in West Maitland belonged to the West Maitland congregation entirely and exclusively.
33. He opposed it only as a member of the congregation? Quite so. He appeared before the Assembly and spoke to the subject, and I replied to him. I showed that the ground was originally given for the Presbyterian minister when there was only one minister and congregation in the place, and provision was made that they should meet together in the half-way temporary church.
34. *Mr. Clarke.*] That was previous to the disruption and the establishment of the Free Church? Yes.
35. *Mr. Weaver.*] This land was originally granted for the purposes of a church, minister's dwelling-house, glebe, and school-house? Yes, and for pasture ground for the minister's horse.
36. I see in this Bill a proposition that the Trustees shall pay £150 to the Minister of East Maitland church, and £150 to the Minister of West Maitland Church; that is I presume as a salary? Yes, from the revenue to be derived from the ground.
37. *Mr. Barker.*] Are you aware whether the Presbyterians in East and West Maitland have expended large sums of money in the purchase of lands as sites for churches, and in the erection of their churches? I am: the sites which they have got both in East and West Maitland for the erection of their churches, and in one of those cases I believe for the manse for the minister, being more suitable than any portion of the five acres would have been; so that the arrangement may be considered, in so far, as an exchange of the original grant of the five acres for the localities that are more suited to the wants of the community in both of those towns.
38. So that you regard the appropriation of the lands in the manner contemplated by this Bill as practically an exchange of lands? Yes, so far.
39. The Presbyterians have expended their own money in purchasing sites more eligible for the purpose? Yes.
40. *Chairman.*] Are you aware that buildings have been erected on a portion of the five acres? Yes.
41. And that a building so erected was occasionally used as a church? Yes.
42. So that the intention has been carried out, in so far as a building was erected on the land? Yes; but for the permanent purposes of both towns other localities were found to be more convenient.

43. Are you aware whether the ministers in East and West Maitland have dwellings provided for them by their congregations? They have.

Rev. J. D.
Lang, D.D.

44. *Mr. Weaver.*] Are those dwellings on those lands that were granted for the purpose? Not those in East Maitland; but in West Maitland, the house erected on the ground for a manse was actually inhabited by the minister, until I believe he found a more eligible site at a subsequent period.

12 April, 1870.

45. *Mr. Barker.*] It is part of the present arrangement that that house shall be let, and the income derived from it be divided between the two congregations? Yes.

46. *Mr. Clarke.*] To pay for the rents of the ministers elsewhere? Yes.

Henry Halloran, Esq., Principal Under Secretary, examined:—

47. *Mr. Barker.*] Do you produce an application made for five acres of land at Maitland, for the purposes of the Presbyterians residing there? I have here a letter dated 25th May, 1833, addressed by John Dunmore Lang to the Surveyor General, notifying the selection of five acres of land at Maitland. (*The witness produced the same.*)

H. Halloran,
Esq.

12 April, 1870.

48. Have you a record of what was done in consequence of Dr. Lang's application? As was usual in those days, the selection was made by the Surveyor General; it was reported to the Colonial Secretary, between the 15th and 31st May, 1833; possession was given by a letter dated 22nd July, 1833, and Dr. Lang was requested to call a meeting of the Presbyterians at Maitland to elect Trustees. The Surveyor General at the same date was called upon to furnish a description, and I find that he did furnish a description as stated in this letter. (*The witness produced a letter from the Surveyor General's Office, dated 26th October, 1833.*)

49. It appears from the records you produce from the Colonial Secretary's Office that, on the 22nd July, 1833, five acres of land, situated in the county of Northumberland and parish of Maitland, at Wallis Plains, were set apart and appropriated by the then Governor of the Colony as a site for a church, school, and burial-ground for the Scots Presbyterian community at Maitland? Yes.

50. Does it appear from the correspondence in your hands that the land was subsequently divided into four separate parts? Yes, upon the application of the Rev. William Hamilton, who was Moderator of the Synod of Australia in 1843.

51. And the four grants have been issued in conformity with that application? Yes.

1870.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CORONER AT WAGGA WAGGA.

(CHARGES AGAINST, IN REFERENCE TO INQUEST ON BODY OF MRS. RUSH.)

Ordered by the Legislative Assembly to be Printed, 26 April, 1870.

[Laid on Table in reply to Question 1 of Votes and Proceedings, No. 47, of Thursday, 21 April, 1870.]

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CORONER AT WAGGA WAGGA.

NEW SOUTH WALES, }
TO WIT. }

INQUISITION held at the Wagga Wagga Hospital, know as the sign of the Wagga Wagga Hospital, at Wagga Wagga, in the County of Wynyard, in the Colony of New South Wales, this tenth day of March, one thousand eight hundred and seventy, before me, Robert Clark Robinson, one of the Coroners of our Sovereign Lady the Queen, for the Colony aforesaid, on view of the body of Eliza Rush, then and there lying dead.

Upon the oaths of Jonathan Boon, Frederick Oelsen, Thomas Connolly, John Doran, William Dover, Nicholas Prendergast, Henry Wilmott, Richard Lynch, James Robbins, William Carpenter, Henry Gaffney, Frederick Downey,—twelve good and lawful men of Wagga Wagga aforesaid, who, having been sworn and charged to inquire (on the part of our said Lady the Queen) when, where, how, and by what means the said Eliza Rush came to her death, do, upon their oaths, say that she died by the visitation of God, caused by a fit.

In witness whereof, as well the said Coroner as the Jurors aforesaid, have to this Inquisition set their hands and seals this day and year aforesaid.

ROBERT CLARK ROBINSON, Coroner.
JONATHAN BOON, Foreman.
FREDERICK OELSEN.
THOMAS CONNELLY.
WILLIAM DOVER.
WILLIAM CARPENTER.
JAMES ROBBINS.
HENRY WILMOTT.
his
RICHARD × LYNCH.
mark.
NICHOLAS PRENDERGRAST.
HENRY GAFFNEY.
his
FREDERICK × DOWNEY.
mark.
his
JOHN × DORAN.
mark.

NEW SOUTH WALES.—

INFORMATION and depositions of witnesses, taken on oath, before me, Robert Clark Robinson, one of the Coroners of our Sovereign Lady the Queen, for the Colony of New South Wales, this tenth day of March, one thousand eight hundred and seventy, at the Wagga Wagga Hospital, known as the sign of the Hospital at Wagga Wagga, in the said Colony, on view of the body of Eliza Rush, then and there lying dead.

George Rush, having been sworn, states: About half-past 1 o'clock on Tuesday, the 8th, she came for a bucket of water to assist with her washing, and I told her when I wet the tea I would call her to dinner, in about one quarter of an hour; instead of calling her I went round for her, when the first thing I saw was her lying stretched on her back, and her hands by her side, and no sign of a struggle on face or hands; I am not sure then whether I picked her up or not, but I know I cooeyed, as Mr. Vincent heard the cooey, and I ran over to Vincent, and he came with me and rendered me all the assistance in his power; he had vinegar and water, and brandy and water, striving to force it down her throat, but she never breathed; I am married to her nine years—been seven years out in this Colony—while she was at home with her father and mother, until they died—for the seven years; she came out here about four months ago; she did not like this climate, and complained a good deal when those fits attacked her; I had only seen her once in them; she breathed very heavily when under the attack, but since the weather became cooler she said she liked the place a great deal better.

GEORGE RUSH.

About half-past 1 o'clock I was going for a bucket of water, when I heard some one cooeying, but took no notice of, and on my returning home, Rush came in a great hurry and said, I believe, "My wife is dead"; he turned round and ran straight back to where the woman was lying; I ran with him; there I saw the woman; she was seated up against the post; I assisted to carry her into the house; I placed her in a bed, and loosened her clothes, and tried to give her some brandy and water, but could not give her any; I believe she was dead when I got up to her.

JOHN WM. VINCENT.

William Large: I am a legally qualified medical practitioner, living in Wagga Wagga; to-day, at your request, I examined the body of Eliza Rush, and, upon oath, say,—no appearance of marks upon her person, or any marks of violence—not the slightest mark or scrape; there is blood oozing from her nose; I come to the conclusion she died from this fit.

WILLIAM LARGE.

R.

3

R. J. Gilman: About 9 A.M. I left the station on horseback for the back paddock, and about 3 o'clock I was found by the boundary-rider and told that Mrs. Rush was dead in a fit; I at once rode in and found it the case; she was a sickly-looking woman.

R. J. GILMAN, JUNR.

No. 2.

TELEGRAM FROM SUB-INSPECTOR MEARES, WAGGA WAGGA, TO THE INSPECTOR GENERAL OF POLICE.

31 March, 1870.

Mrs. Rush died suddenly at Mittagong, thirty-five miles from here. Coroner would not go so far to hold inquest. No Magistrate in the neighbourhood. Body was brought into Wagga Wagga in a cart by Rush, at request of Coroner. Rush sent to gaol for a week, suffering from *delirium tremens*. Full report by "first mail." Mr. Gilman, owner of the station, wrote the order for Rush to bring in the body. I sent constable with the letter, at the request of the Coroner.

No. 3.

TELEGRAM FROM THE COLONIAL SECRETARY, TO DR. R. C. ROBINSON, CORONER, WAGGA WAGGA.

31 March, 1870.

REPORT fully by post immediately, on statement in *Wagga Wagga Advertiser*, as to inquest on Mrs. Rush. Explain also, by telegram to-day, whether you refused to go to Mittagong to hold inquest on body of Mrs. Rush, and sent trooper to order Mr. Rush to bring dead body of his wife to Wagga Wagga, that you might hold inquest.

Reply at once.

No. 4.

TELEGRAM FROM DR. R. C. ROBINSON, CORONER, WAGGA WAGGA, TO THE COLONIAL SECRETARY.

31 March, 1870.

It being thirty-five (35) miles out,—five (5) miles out of my district,—I requested her to be buried there. Mr. Gilman, the owner of the station, wrote the order to have her brought in.

Will write by Saturday's mail.—

No. 5.

THE CORONER, WAGGA WAGGA, TO THE COLONIAL SECRETARY.

Wagga Wagga, 2 April, 1870.

SIR,

I have the honor to report (as requested by telegram) that Mr. Gilman, the owner of Mittagong, came into town on the 10th ultimo, and informed me that a Mrs. Rush had died suddenly at his station, and wished to know what he would do in the matter. He handed me the depositions of two witnesses which he had examined, but not on oath, as he was not a Magistrate. I read the depositions, and could see no inferences that would lead me to suspect any foul play having to do with her death. Mittagong station being thirty-five miles from here, therefore five miles beyond the distance I am expected to go, I asked Mr. Meares, Sub-Inspector of Police, if there were any Magistrates in the neighbourhood, but was informed in the negative.

I then said I considered it advisable to have the body buried at Mittagong without an inquest, owing to the peculiar and unsuspecting circumstances of the case. Mr. Gilman suggested, in the presence of Mr. Meares, to have the body brought into town and have an inquest held, which I assented to.

Mr. Gilman wrote a letter and sent it out to the station, and the body was brought into town next day, and I held an inquest.

I had no idea how many men were out at the station, or who was to drive the body into town. I certainly never thought Mr. Rush would do so.

On the 26th ultimo Rush was brought before the Bench here suffering from *delirium tremens*, and discharged cured on the 30th.

I learn from Rush's sisters that he had been fifteen years in the navy, and during that time, and up to the present, he has been addicted to intemperance.

These are the plain facts. With regard to the statements in the *Wagga Wagga Advertiser*, it is a well-known fact in this district that the attacks made upon me for the last twelve months are so malicious, and at times so utterly void of foundation, that very little notice is taken of them.

I have, &c.,

ROBERT CLARK ROBINSON,

Coroner.

No. 6.

THE INSPECTOR GENERAL OF POLICE TO THE PRINCIPAL UNDER SECRETARY.

Police Department, Inspector General's Office,
Sydney, 4 April, 1870.

SIR,

I have the honor to forward herewith, copy of a report from the Sub-Inspector of Police at Wagga Wagga, enclosing memoranda of statements taken by Mr. Gilman, touching the death of Mrs. Eliza Rush, in connection with a former report upon the subject, furnished to afford information in reply to questions in Parliament.

I have, &c.,
JNO. McCLERIE,
Inspector General of Police.

[Enclosure in No. 6.]

Mittagong Station, 8 March, 1870.

STATEMENT respecting the death of Mrs. Geo. Rush, at the abovenamed station, at half-past 1 o'clock on the 8th day of March, 1870:—

George Rush, husband of the deceased woman, deposed:—That at 1 o'clock on the day mentioned, his wife was washing clothes at the back of the store, which is distant from the kitchen about 30 yards; he took her a bucket of water on her asking for it; he then commenced preparing dinner, and at half-past 1 o'clock, being half an hour after fetching the water to his wife, went to tell her dinner was ready, when he found her lying on the ground, face up, her hands straight down by her side; thought she was in a fit, as she had been subject to them; sat her up against a post, and bathed her face and hands with cold water; seeing that she did not revive, cooeeyed for Mr. John Vincent, who has a cattle-station, and lives opposite; on his not coming, went to see if he (Mr. Vincent) was at home, and to fetch him; Mr. J. Vincent's house is about 150 yards from the Mittagong store.

Mr. J. Vincent deposed:—That at about 2 o'clock on Tuesday, 8th March, 1870, Geo. Rush came over from Mittagong Station, saying that his wife was dead, and ran back from where he had come; followed him immediately, and found Mrs. G. Rush still sitting against the post at the back of the store, in the position she had been left by her husband; assisted Geo. Rush to carry her into her room, loosened her dress about the neck, rubbed vinegar and water on her temples and hands, and tried to give her a little brandy, but she was quite dead, and showed no signs of life.

Mr. George Ellis deposed:—That he had been out on the run since 9 o'clock in the morning; returned at about five minutes after 2 o'clock; found Mrs. G. Rush in the condition mentioned; assisted in trying to revive her.

Lewis, boundary-rider, deposed:—Rode up to the Mittagong home-station about a quarter of an hour after last deponent; assisted in chafing the hands of Mrs. G. Rush for a quarter of an hour; then, seeing that life was extinct, rode out to the back paddock of Mittagong Station to try and find Mr. Gilman, owner of the station; found him at about 3 o'clock, and told what had happened.

Mr. Gilman deposed:—Was told of the occurrence by the boundary-rider at the time mentioned, 3 o'clock; at once rode into the station, found Mrs. G. Rush dead and Mr. Arthur G. Ellis and Geo. Rush on the place.

Geo. Rush, husband of the deceased woman, states:—That his wife according to her own account has been subject to fits for the last three or four years; she had only landed in the Colony from England four months, and had evidently felt the heat of the summer very much.

No. 7.

MR. A. G. JONES TO THE COLONIAL SECRETARY.

Wagga Wagga, 16 April, 1870.

SIR,

I have the honor, as one of the proprietors of the *Wagga Wagga Advertiser*, to forward, for your information, the enclosed declarations. They relate to the letter of the District Coroner, Dr. Robinson, addressed to you on the 2nd instant, in explanation of his conduct in the case of Rush, lately brought before the Assembly.

In that letter occurs the following paragraph:—"I learn from Rush's sisters that he had been fifteen years in the navy, and during that time, up to the present, he has been addicted to intemperance."

Feeling convinced from other circumstances, that this was untrue, I took steps to have the depositions of Rush's sisters taken before a Magistrate, as also that of his brother-in-law.

The result is, that they one and all declare Dr. Robinson's assertion to be "absolutely false"—that not only did they never tell him that Rush was a drunkard, but that one of them, the brother-in-law, told him precisely the reverse.

Under these circumstances, and seeing that the *Advertiser* has been falsely charged by this official with "maliciously attacking him without foundation," I beg to request that a full and searching inquiry may be instituted into the charges made by the *Advertiser* against Dr. Robinson as Coroner, including the present one, viz., that in an official letter to the head of his department he has written a deliberate falsehood, with the view of screening himself from the serious charges alleged against him.

I have, &c.,
A. G. JONES.

[Enclosures in No. 7.]

Wagga Wagga, 14 April, 1870.

I, *Mary Murphy*, solemnly declare:—That I am the sister of George Rush, and he has but one other. The statement made in a letter signed by Robert Clark Robinson, addressed to the Honorable the Colonial Secretary to the effect,—“I learn from Rush's sisters that he had been fifteen years in the navy, and during that time, up to the present, he has been addicted to intemperance.”

This statement is absolutely false; I never made such to Dr. Robinson, or to any other person, nor did I ever utter anything which could possibly lead any person to infer that my brother was ever a drunkard.

her
MARY x MURPHY.
mark.

Declared before me, at North Wagga Wagga, this 14th day of April, 1870,—JOHN GORDON, J.P.

Wagga

Wagga Wagga, 14 April, 1870.

I HAVE this day seen published in the *Wagga Wagga Advertiser* a letter signed by Robert Clark Robinson, addressed to the Honorable the Colonial Secretary, wherein is stated,—“I learn from Rush's sisters that he had been fifteen years in the navy, and during that time, up to the present, he has been addicted to intemperance.”

I solemnly declare that this statement is absolutely false. George Rush, the man referred to, has only two sisters; I am one of them; I never but once spoke to Dr. Robinson with reference to my brother, and that was at the Court House on the occasion of my brother being charged with being of unsound mind; Dr. Robinson, then, in my presence, said, “Mittagong is outside my district”; I then said, “Dr. Robinson, if the Government pay you for going thirty miles, if you had been a gentleman you would not have scrupled to have gone two or three miles further, to have relieved a poor unfortunate fellow, situated as my brother was”; Dr. Robinson replied, “Thank you.”

This conversation was the only one, and comprises all that I ever said to, or heard from, Dr. Robinson, with reference to my brother.

I never, in my life, said to any person that my brother was fifteen years in the navy, and during that time, and up to the present, was addicted to intemperance; I could not have said so without stating a falsehood, as I always knew my brother to be a temperate, sober, well-conducted man.

her
AGNES × DUFFY.
mark.

Declared before me, at North Wagga Wagga, this 14th day of April, 1870,—JOHN GORDON, J.P.

Wagga Wagga, 15 April, 1870.

I, *Owen Duffy*, solemnly declare that George Rush is the brother of my wife; Rush brought the body of his deceased wife into Wagga Wagga on a Thursday, and returned to the station on Saturday; on Friday, the day after Rush's wife was buried, my son brought a message to me from Rush of such a nature as to lead me to believe that Rush was going wrong in his head; on the Monday I went out to the station, and found Rush certainly not right in his mind; I stayed with him that night, and he was crying mostly all the night; he told me that he was afraid “he should never get over the grief of it,” for if she had only spoken one word to him before she died he would have been content; he asked me to go and bring his sister (my wife) out to him, and take him to Wagga, for he would not stop any longer at that place; I did as he asked me, and took him to Wagga; on the road his whole conversation was about the horrible journey he had made with his dead wife; that she had been dead three days, and the body smelled fearfully, and before he would go through the like again he would sooner take his own life; on the road when he came to a place where his cart had got bogged, he went and stood over it and cried like a child; he said after the constable had left him, and he was by himself, he did not know what he was doing, he lost himself several times, and he did not know how ever he had got to Wagga with the body; when he came to Wagga he mostly stayed with me; I attended to him, and he was most temperate, and showed no disposition to drink; he became so bad in his mind that I became afraid he would do himself harm, and to secure him I gave him in charge to Sergeant Carroll, and went to the gaol with him, and during the time he was there I often visited him; Dr. Robinson wanted to shave his head; I objected, and said I thought it would injure him; the Dr. left orders for his head to be shaved, but his orders were not obeyed; the day before, or two days before Rush was released, Dr. Robinson spoke to me again about shaving his head; I said, “Don't do it, Dr.; I think he is getting better”; he said, “I'm damned if I have made up my mind, but I'll do it yet”; his head was not shaved; I went next morning to the gaol, and met Mr. Bayliss, the Police Magistrate, who told me that he had had a long talk with Rush, and that he spoke quite sensibly to him, and had applied to him to get him out of gaol; Mr. Bayliss said he appeared all right, but had a wild look about his eyes; that he would release him if Dr. Robinson went into the box and recommended it; I then went to Dr. Robinson, who went with me to see him; we saw Rush, and the Dr. said, “I think he is all right, I will release him”; when he was released he came to my house, and stayed with me two days; he told me he had not suffered from drink, that he had taken very little, but that for “five nights he had never slept, and that the fright and grief he had suffered would drive any man mad”; I have known Rush since he was eleven years old, and never knew him but once under the influence of drink, and then he was not drunk; I told Dr. Robinson that Rush was not a drunkard, that he was not suffering from drink, but it was from nothing but grief after his wife, and that the man's mind was affected before he had touched spirits.

his
OWEN × DUFFY.
mark.

Declared before me, at Wagga Wagga, this 15th day of April, 1870,—JOHN GORDON, J.P.

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